

10830 W. CHALON ROAD APPEAL

APPEAL FROM: Appeal from the Board of Building & Safety Commissioners

APPEAL TO: The City Council

REGARDING CASE NO: Board File Number 140089, ENV-2014-962-MND

PROJECT ADDRESS: 10830 W. Chalon Road

FINAL DATE TO APPEAL: November 7, 2014

TYPE OF APPEAL: Appeal of the entire Board decision, by an organization other than the project applicant/owner, claiming to be aggrieved by the Board's decision.

APPELLANT INFORMATION:

Name: The Bel Air Homeowners Alliance (the "Alliance"), filing for itself.

Address: 1527 Stone Canyon Blvd.

Telephone: 805-446-1496 (phone number for legal counsel for the Appellant)

E-mail: rzeilenga@szrlaw.com (Legal counsel for the Appellant)

PURPOSE OF APPEAL:

This appeal seeks to reverse the entire decision of the Board of Building and Safety Commissioners ("the Board"), Agenda Item B3, at the Board's hearing on October 28, 2014. This appeal pertains to the entire decision of the Board, including without limitation Board file number 140089, and Project Title ENV-2014-962-MND (the "Project"). The appeal is based primarily on the Board's improper approval of a Mitigated Negative Declaration (MND), rather than an Environmental Impact Report (EIR), to disclose and mitigate the Project's adverse environmental impacts.

Where, as here, Appellant and other nearby neighbors and other nearby neighbors presented several "fair arguments" that the Project may cause significant environmental impacts (regarding obstruction of emergency fire evacuation, local air quality impacts, truck traffic congestion impacts, and noise impacts), and presented "substantial evidence" supporting those "fair arguments," including several expert opinions/studies incorporated by reference from Board File No. 140029 (regarding a similar nearby hillside project at 10697 West Somma Way), the Board had no discretion to approve an MND for the Project. *See California Public Resources Code section 21082.2(d) and 14 Cal. Code Regs. section 15064(f)(1).* *See Exhibit A, Appellant's August 27, 2014 Opposition Letter addressed to the Los Angeles Department of City Planning, regarding the Project's MND, and Exhibit B hereto, a copy of Appellant's supporting evidence, including expert opinion evidence and sworn declarations.*

This appeal is also based on the Board's violation of City Municipal Ordinance Section 91.7006.7.4(5), which states in relevant part that the Board "shall" deny approval of a haul route permit request, when approval would "endanger the public health, safety and welfare."

REPRESENTATIVE INFORMATION:

Name: Richard S. Zeilenga

Address: 4590 E. Thousand Oaks Blvd., suite 100, Westlake Village, CA 91362

Telephone: 805-446-1496

E-mail: rzeilenga@szrlaw.com

Attachments (or documents filed concurrently herewith):

Statement of Reasons for Appeal; Alliance Opposition Letter Submitted to the Board (Exhibit A); and a copy of the Evidence Supporting the Alliance's Opposition letter (Exhibit B).

I certify that the statements contained in this appeal application and all supporting exhibits are complete and true:

Dated: November 5, 2014 Appellant's Representative:



Richard S. Zeilenga, Esq.

STATEMENT OF REASONS FOR APPEAL

SUMMARY OF FACTS:

This appeal is submitted on behalf of the Bel Air Homeowners Alliance (“the Alliance”), a California public benefit corporation. The Alliance publicly advocates for sensible development in the Bel Air community, emphasizing the need to consider the health, safety and welfare of existing residents. Unfortunately, the Board of Building and Safety Commissioners (“the Board”) has repeatedly demonstrated that it does not share the Alliance’s concern for the health, safety and welfare of existing residents in the Bel Air Community. Rather, regrettably, the Board’s primary concern appears to be the financial welfare of speculative land investors, seeking unlimited haul route permits for the development of mega-sized “single family homes” on Bel Air’s hillsides. These massive building sites, and their haul route permits, dump many thousands of truck trips onto Bel Air’s very narrow and already dangerous roads. The Board’s approval of a haul route permit for the 10830 W. Chalon Road Project (the “Chalon Project”) is the latest example of the Board’s total disregard for the health, safety and welfare of Bel Air’s existing residents.

In this case, the Alliance appeals the October 28, 2014 decision of the Board, which approved a haul route permit for the property owner/applicant Mehdi Rafaty for the export of 9,802 cubic yards of dirt from a lot located at 10830 West Chalon Road (the “Property”). The owner seeks the haul route permit as part of its development of a 7,773 square foot “single family home,” and 9,062 square foot pool deck and motor court, to replace a 64-year old home (square footage not disclosed). The export of 9,802 cubic yards of dirt would involve at least 2,000 truck trips (in and out). As discussed below in section 3, the true volume of dirt export is much greater, including substantial cubic yards of dirt exported from drilling cement soldier piles. This additional dirt export will result in many more truck trips, for dirt hauling alone, not including thousands of truck trips for cement and delivery of wood and steel.

GROUND FOR APPEAL:

The Alliance appeals the Board’s decision, granting a haul route permit for the Chalon Project, on the following grounds:

1. The Board Violated CEQA By Approving A Mitigated Negative Declaration.

The Board approved an MND for the Chalon Project despite a wealth of “substantial evidence,” supporting several “fair arguments,” that significant environmental impacts will occur from the Chalon Project adding 2,000 plus truck trips to Bel Air’s very narrow roads, which are already beyond the breaking point. *See* Exhibit A hereto, the Alliance’s opposition letter to the Board, and Exhibit B hereto, which is the Alliance’s Supporting Arguments and Evidence. Exhibits A and B are attached to this appeal, and are incorporated herein by this reference.

The Alliance presented several “fair arguments,” supported by expert opinions, expert studies, and sworn declarations, under penalty of perjury, demonstrating that new hillside development projects in Bel Air cause the following significant adverse impacts:

- (a) The Chalon Project’s 2,000 plus truck trips will exacerbate obstructions to emergency fire access and evacuation. (*See* supporting Evidence, Exhibit B, Tabs G and H thereto, expert opinions of two wildlands fire evacuation experts regarding new hillside development in Bel Air).
- (b) The Chalon Project’s massive hillside excavation will result in an exceedance of SCAQMD local air quality thresholds of significance. *See* expert opinion evidence submitted by Helen Zukin re air quality impacts.
- (c) The Chalon Project’s 2,000 plus truck trips, added to many thousands of existing construction related truck trips, will result in an exceedance of applicable road standards, established by the Los Angeles Department of Transportation and Institute for Traffic Engineers, for the proposed haul route roads in Bel Air, which are already failing from existing construction-related truck traffic. (*See* supporting Evidence, Exhibit B, at Tab J thereto, expert opinion and traffic study by RK Engineering Group.)
- (d) The Chalon Project’s 2,000 plus truck trips will exacerbate existing truck noise impacts in the Bel Air community. (*See* supporting Evidence, Exhibit B, at Tabs B, E, F, I, L, M and P, related to construction-related truck noise throughout the Bel Air community.)
- (e) The Chalon Project will result in thousands of additional truck trips, for dirt hauling alone, based on installation of hundreds of cement soldier piles that the MND admits, but does not quantify. *See* Expert opinion re similar failure to disclose soldier pile impacts re 10697 W. Somma Way, at Exhibit B, Tab D thereto.

Where members of the public present even one “fair argument,” that a project may cause a significant environmental impact, and support that fair argument with any “substantial evidence,” a public agency abuses its discretion if it proceeds to approve an MND, rather than an EIR. *See Public Resources Code* section 21082.2(d); and 14 Cal. Code Regs section 15064(f) (1). Expert opinion evidence is deemed by law to be “substantial evidence.” *See Public Resources Code* section 21080(e); 21082.2(c) and 14 Cal. Code Regs section 15064(f) (5). The Alliance presented not one but several expert opinions in support of its “fair arguments.” (*See* supporting Evidence, Exhibit B hereto, at Tabs D, G, H, J, N.) The City cannot possibly overcome so many separate “fair arguments” supported by so many highly qualified expert opinions, in attempting to resuscitate its legally dead MND. An EIR is now clearly required.

Thus, by proceeding with the approval of the MND for the Chalon Project, the Board acted in flagrant disregard of controlling state law, *Public Resources Code* section 21000 *et seq.*, and its decision must be reversed on appeal.

If the City Council does not correct the Board's abuse of discretion, by granting this appeal, and voiding the approval of the Chalon Project haul route permit, the Alliance will file a Writ of Mandate action in the Superior Court, seeking a judicial order voiding all of the entitlement approvals granted by the Board, including the MND, and seeking an order that an EIR be prepared for the proposed Chalon Project. The Alliance will also seek recovery of its attorney's fees, and an appropriate multiplier of the fee award as permitted by law, for conferring a public benefit upon the Bel Air community. *See California Code of Civil Procedure (CCP) 1021.5 (Private Attorney General Statute).*

The Alliance recently filed such a CEQA lawsuit regarding the City's reliance upon an MND for a similar project at 10697 W. Somma Way, and its related haul route permit for 25,071 cubic yards of dirt export.

2. The Board Fundamentally Misunderstood Its Role As A CEQA Lead Agency, Responsible For Determining Whether The Evidence Before It Permitted the Board's Approval of An MND.

The Board's Final Determination letter asserts that "the MND reflects the independent judgment of the Lead Agency, the City of Los Angeles." That statement is belied by the tape of the Board hearing, showing that the Board is extremely confused and unaware of its role as "the CEQA lead agency" for the entire development project, to which the MND applies, not merely the haul route permit.

Since the "fair arguments" and "substantial evidence" presented in the Alliance's supporting argument and evidence, Exhibit B hereto, had never been considered by the City Planning Department, in making its earlier recommendation to approve an MND on July 28, 2104, its recommendation was on its face entirely outdated, and thus irrelevant, to the Board's decision on October 28, 2014. (*See Exhibit B, at Tab C*). Thus, the Board's exclusive reliance upon Planning Staff's recommendation to absolve itself of considering Appellant's arguments and evidence was prejudicial error, which must be reversed on appeal.

In the face of overwhelming "substantial evidence" supporting the Alliances "fair arguments," that the Project will cause significant environmental impacts, thus prohibiting approval of an MND as a matter of law, the Board ignored the evidence and made the recommended findings to approve an MND. In doing so, the Board demonstrated its bias in favor of granting unlimited haul route permits in the Bel Air hills, regardless of the number and magnitude of cumulative adverse impacts upon the Bel Air community's existing residents.

3. The Board Failed To Consider the True Magnitude of the Chalón Project's Total Dirt Hauling Impacts.

The Alliance presented the Board with sworn declarations, under penalty of perjury, setting forth City Staff' admissions that haul route permits do not include excavation and export of dirt for the drilling of cement soldier piles, required to construct the proposed Chalón Project. (See Exhibit A, Alliance Opposition Letter, p. 2, supporting Evidence, Exhibit B, at Tab A, Fisk Decl., ¶¶ 6-7; at Exhibit E, Love Decl., ¶¶ 14-15; and at Exhibit D, Leighton and Associates, expert report). The Leighton expert opinion report, relating to a similar hillside development project in the Bel Air community, concludes that soldier piles will require many thousands of cubic yards of dirt export to build the 10697 W. Somma Way project, which is also true of the Chalón Project's hillside development. Unfortunately, the City did not disclose or quantify that total export in its MND, resulting in an incomplete and misleading project description.

An admittedly flawed and misleading project description is a fatal procedural error under CEQA, requiring that the City Council set aside the Board's approval of the MND. See 14 Cal. Code Regs. § 15378 (an MND must disclose the "whole of the action" necessary to build the project); *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252, 267; and *Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214 (City MND violated CEQA by failing to include road re-alignment in project description, for one commercial building).

Consequently, the City Council should grant this appeal and order that the true scope of the project, including cubic yards of dirt export for drilling soldier piles, be disclosed to the public and analyzed in an EIR, and the corresponding adverse impacts disclosed and mitigated.

4. The Board Approved A MND With Numerous Procedural Errors That Violate CEQA.

The MND repeatedly defers the formulation of mitigation measures to the future, in violation of CEQA.

5. City Staff Mislead the Board By Falsely Claiming That No Other Haul Route Permits Would Impact the Haul Route.

The Alliance presented extensive evidence of potential cumulative truck impacts due to the past, present and probable future haul route permits approved or about to be approved by the Board. (See Alliance Opposition Letter, Exhibit A hereto, p. 2, and supporting evidence in the Alliance's supporting Evidence, Exhibit B hereto, including the Daniel Love Decl., at Tab E, at ¶¶ 5 through 13 (regarding cumulative haul route permit construction); the Jamie Meyer Decl., at Tab F, at ¶¶ 6 through 10 (regarding other large construction sites not relying upon a haul route permit, but producing a large volume of truck trips).) See also Exhibit B hereto, supporting Evidence, at Tab S, showing a cumulative project map and corresponding matrix of cumulative construction projects in the Bel Air hills.

City Staff have previously advised the Board that there are no cumulative truck trips on Bel Air main roads. Those assurances are directly contradicted by the above-referenced evidence.

Staff's assertions are also entirely refuted by the traffic study completed by RK Engineering Group that put down counting tapes at five separate locations in Bel Air, to obtain hard data on existing heavy truck trips. *See* supporting Evidence, Exhibit B, at Tab J (RK Group Traffic Study). The counts showed significant heavy truck trips throughout Bel Air's narrow roads, that constitute a road failure now, without any additional truck trips from the Chalon Project. City Staff presented no rebuttal evidence to that hard data.

6. By Approving The Project Haul Route Permit, Despite Evidence That The Project Will Endanger The Public Health, Safety And Welfare, The Board Violated City Municipal Code Section 91.7006.7.4 (5).

City Municipal Ordinance section 91.7006.7.4 (5) contains an express command that the Board "shall" not approve a haul route permit where the approved permit will endanger the public health, safety and welfare." There is no discretion when such unrefuted evidence exists in the record.

The evidence in the Alliance's supporting Evidence, Exhibit B hereto, contains expert opinion evidence, expert studies, and sworn declarations under penalty of perjury, that the proposed Chalon Project, and other similar hillside projects in Bel Air, will "endanger the public health, safety and welfare" of existing Bel Air residents, including:

- a) Emergency fire evacuation impacts, in an already extremely dangerous condition (*See* air quality study submitted by Helen Zukin);
- b) Adverse air quality impacts violating existing air quality standards (*see* Exhibit B hereto, supporting Evidence, at Tab N, Air Quality Dynamics study);
- c) Truck traffic congestion and safety impacts (*see* Exhibit B hereto, supporting Evidence, at Tab J, RK Engineering Group traffic study; Tab I, Hyman Decl.; and Tab B, Levinson Decl.);
- d) Under-reporting of the true volume of dirt export from the Chalon Project site (*see* Exhibit B, supporting Evidence hereto, at Tab D, Leighton and Associates expert report); and
- e) Noise impacts (*see* Exhibit B, supporting Evidence hereto, at Tabs B, I, L, M, P, Q and R).

Such evidence, along with the City's admissions in its MND Initial Study, regarding each of the impacts listed above, required the Board to deny the haul route permit for the Chalon Project. *See* City Municipal Code § 91.7006.7.4 (5). The Board abused its discretion by proceeding to approve the proposed haul route permit in the face of such substantial evidence, most of which was never disputed by City Staff or the applicant. Rather, both City Staff and the

Board simply waived it off, as something “addressed” by the Planning Department in its perfunctory “check the box” initial study.

CONCLUSION:

The Alliance respectfully requests that the City Council comply with State Law, and its own municipal ordinances, and reverse the Board’s decision to approve the MND and issue the haul route permit for the Chalon Project. In doing so, the City Council should use this Chalon Project appeal as the beginning of its effort to insist upon more sensible regulations over the out of control export of Bel Air’s hillsides. The City Council need look no further than its neighbor, Beverly Hills, for guidance, which has adopted a hillside ordinance limiting total dirt export to 3,000 cubic yards from any one hillside lot in any five-year period. *See* Beverly Hills Code, Article 25.5, section 10-3-2521. Surely the City of Los Angeles can show similar concern for its hillside residents in the Bel Air Community.

The Alliance’s representative certifies that the statements contained in this Statement of Reasons for Appeal are complete and true, as are the statements in the concurrently filed Exhibits in support of this Appeal.

Dated: November 5, 2014 Appellant’s Representative:



Richard S. Zeilenga, Esq.
for Stowell, Zeilenga, Ruth,
Vaughn & Treiger LLP



STOWELL, ZEILENGA, RUTH,
VAUGHN & TREIGER LLP

ATTORNEYS AT LAW

4590 E. THOUSAND OAKS BLVD. • SUITE 100
WESTLAKE VILLAGE, CA 91362

TEL: (805) 446-1496 • FAX: (805) 446-1490

www.szrlaw.com

DAVID T. STOWELL
RICHARD S. ZEILENGA
JAMES D. VAUGHN
ADAM K. TREIGER

DAVID C. RUTH
RETIRED
ERIC H. HALVORSON
OF COUNSEL

August 27, 2014

Via E-Mail: Darlene.Navarrete@lacity.org
and Telecopier No. (213) 978-1343 and U.S. Mail

Ms. Darlene Navarrete
Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Project Location: 10830 W. Chalon Road
Project Title: ENV-2014-962-MND
Applicant/Proponent: Mehdi Rafaty

Dear Ms. Navarrete:

The Bel Air Homeowners Alliance (the "Alliance"), opposes the issuance of a haul route permit for export of 9,802 cubic yards of dirt, for the proposed hillside development project located at 10830 W. Chalon Road ("the Project"). The Alliance bases its opposition on the following grounds:

A. The Proposed MND Violates The California Environmental Quality Act ("CEQA"),
Public Resources Code Section 21000, et seq.

The City's reliance upon a Mitigated Negative Declaration ("MND") is a shortcut to CEQA's preference for the preparation of full Environmental Impact Reports ("EIRs"), wherever it can be "fairly argued," based on "substantial evidence," that a significant impact might occur. See *California Public Resources Code* ("PRC") section 21082.2 (d); 14 *Cal. Admin. Code* section 15064(f)(1); *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 186-187; *Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 68, 75 and 82; and *No Oil Inc. v. City of Los Angeles* (1974) 12 Cal.3d 68, 75. Simply put, CEQA incorporates a "strong [legal] presumption in favor of requiring EIRs." See *Kostka, Practice Under CEQA*, section 6.37, pages 340-341, citing the cases above.

EXHIBIT A

The Project violates CEQA, on several grounds, including the following:

(1) Misleading Project Description:

The MND Project Description, disclosing a total dirt export of 9,802 cubic yards, is misleading, in that it does not include substantial dirt export for drilling caissons/soldier piles on the Project site, which are required elements of the Project. See City's Geotechnical Approval letter, dated August 9, 2013, attached to the MND/Initial Study, pp. 1, and 4-5. Consequently, the estimated 2,000 truck trips (assuming 10 cubic yards per truck for 9,802 cubic yards = 2,000 trips (in and out)) is understated, and misleading.

(2) Failure to Disclose Required Caissons:

The City's MND/Initial Study/Geotechnical approval letter for the Project (dated July 9, 2013) fails to disclose the number of required caissons/soldier piles for construction of the Project, on a steep 43 degree hillside, that is deemed to be a landslide area by the City. Consequently, the public and the Board of Building and Safety Commissioners, the lead agency, are unable to calculate the total volume of potential dirt export, and thus unable to understand the total truck trips for hauling dirt that will result from the Project's construction.

(3) Undefined Haul Route:

The proposed Project fails to clearly define the proposed haul route for dirt export, in the Bel Air community, from Chalon Road to Sunset Blvd. Ever shifting haul routes from hearing to hearing, violates CEQA's requirement for a definite, stable and finite project description that does not evolve during the CEQA compliance process.

(4) Cumulative Truck Trips:

The Project will cause significant unmitigated cumulative impacts related to truck trips. The City's MND fails to disclose past, present and probable future truck trips in the Bel Air community (for dirt hauling and other construction-related truck trips, including large cement trucks), to which the proposed Project will incrementally add more than 2,000 truck trips. The failure to conduct such an analysis is a fatal omission in terms of cumulative truck congestion on Bel Air's already overly congested roads. The Department of Building and Safety's tentative steps to begin such an analysis, as described at the Board's recent August 26, 2014 public hearing by Mr. Jeff Napier, regarding the haul route permit for 10697 Somma Way, does not correct this legal error for purposes of statutory CEQA compliance, for any haul route permits approved now.

By this reference we incorporate this firm's comment letter submitted to the Board of Building and Safety Commissioners dated August 25, 2014, regarding the Project at 10697 West Somma Way (hereinafter the "Somma Way Project Opposition Letter"), in particular section

Ms. Darlene Navarrete
Los Angeles Department of City Planning
August 27, 2014
Page 3

III.B re truck traffic. By this reference, we also incorporate the traffic study attached thereto, at Exhibit K, by RK Engineering Group, dated August 19, 2014 (the "RK Expert Opinion Letter") (additional copies are available upon request).

The RK Engineering group actually conducted heavy truck trip counts in August 2014, to establish present truck volume in the Bel Air Community. The study concludes that the current volume of impacts is very significant and adverse, without adding any additional truck trips, such as truck trips for the proposed project at 10830 Chalon Road. The RK Group concludes that the volume of current plus project truck trips violates applicable standards established by the L.A. Department of Transportation (LADOT) and the highly respected Institute of Traffic Engineers (ITE).

We also incorporate the cumulative truck trip Matrix for current Bel Air construction projects, and the associated Bel Air Map, plotting those projects, which is attached hereto as Exhibit A. The Matrix of haul route permits (13 current or pending) and non-haul route projects (28 current or pending) were prepared by Daniel Love and Jamie Meyer. *See* the Alliance's Somma Way Opposition Letter, Exhibits E (Love Declaration) and F (Meyer Declaration).

(5) Emergency Wildland Fire Evacuation.

The Project May Contribute To Cumulative Adverse Impacts Relating To Emergency Fire Access And Evacuation. The City's Project MND/Initial Study admits that this Project is located in "a very high fire hazard severity zone (ZIMAS)," "which may expose people and/or structures to significant loss, injury or death, involving wildland fires." *See* MND/Initial Study, p. 30, § VIII(h). The Project MND also admits that:

"...temporary construction activities may result in impairment of access through Chalon Road." *See* MND/Initial Study, p. 30, § VIII(g).

The City's MND does not define "temporary," and certainly does not include hauling truck traffic related to the excavation of dirt for the required caissons and soldier piles specified at pp. 1, and 4-5 of the City's Geotechnical Approval Letter for the Project, attached to the MND.

The City's proposed mitigation measures are improperly deferred to the future, merely requiring the applicant to formulate a plan in the future, subject to Fire Department approval. The mitigation measure requires nothing more than "mapping" emergency exits, evacuation routes, and the location of nearest hospitals and fire departments." (*See* MND, p. 6, § VIII-70.) Those measures do not mitigate the obstruction of narrow roads caused by the high volume of construction trucks on in the Bel Air community, based on past, present and probable future project approvals by the Board of Building and Safety Commissioners. The proposed mitigation is so ephemeral as to defy any public assessment of its effectiveness.

The Alliance hereby expressly incorporates into this comment letter two expert opinion letters previously submitted to the Board of Building and Safety Commissioners on August 25, 2014, in this firm's Somma Way Project Opposition Letter, Exhibits G and H to said letter. Exhibit G is from Scott E. Franklin, a retired L.A. County Fire Captain, with Urban Wildland Fire Management; and Exhibit H is from Kevin Nestor, a retired Ventura County Fire Department Deputy Chief. Both of these individuals are experts in the field of urban wildland fire analysis and mitigation. (Additional copies of those expert reports are available upon request).

(6) Air Quality Impacts:

The Project May Cause Significant Localized Air Quality Impacts. The MND/Initial Study merely assumes that exporting 9,802 cubic yards of dirt, to remove a steep hillside, "should" not result in any significant adverse PM₁₀, PM₂₅, and/or NO₂, impacts. However, the City has not completed a Local Significance Threshold analysis ("LST Analysis") to draw any such conclusion, based on scientific data. Compare the LST analysis completed by Air Quality Dynamics, dated August 25, 2014, submitted by this firm with its Somma Way Project Opposition letter. By this reference, we expressly incorporate Section III.C of our recent Somma Way Project Opposition letter, and the LST Analysis attached thereto as Exhibit N and the geotechnical expert's letter, Leighton & Associates, regarding dirt export for 270 soldier piles for the Somma Way project, attached as Exhibit D.

If the City had disclosed the number of caissons/solider piles required for this Chalon Road project, the Alliance could have used the same expert analysis to calculate the estimated additional dirt export for the soldier piles/caissons for the Chalon Road Project, and thus potential construction related health impacts, including to localized air quality. Of course, City Staff should have required those calculations and disclosed them to the public in the MND Project description.

(7) Noise Impacts:

The Project Truck Trips Will Cause Significant Adverse Noise Impacts. The MND/Initial Study does not even identify "Noise" as a potentially significant impact. *See* MND, p. 13. The MND fails to do so despite disclosing plans to export an entire hillside, identified as a landslide, drill an unspecified number of caissons into the bedrock to stabilize the hillside, and export the dirt on large trucks, over an undisclosed period of time. The Noise discussion in the Initial Study addresses on-site construction noise, but entirely omits any analysis and/or mitigation regarding haul route truck trip noise, to export dirt or build the house.

The Alliance objects to the issuance of the proposed MND based on the absolute certainty, that this Project's 2,000 plus truck trips (not including truck trips to export caisson drilling dirt to the bedrock) will incrementally increase cumulative truck noise in the Bel Air community. By this reference, the Alliance expressly incorporates all of the Noise impact evidence attached to its August 25, 2014 Somma Way Project Opposition letter, including

Exhibit B (Levinson Declaration and attached videos B and D thereto); Exhibit F (Meyer Declaration); Exhibit I (Hyman Declaration); Exhibit L (Kaufman letter); Exhibit M (Erickson letter); Exhibit P (Kopald Declaration); Exhibit Q (Kaye letter); and Exhibit R (Powers' letter).

(8) Mitigation Measures Deferral:

The MND improperly defers the formulation of mitigation measures to the future, requiring the Applicant to prepare them.

(9) GHG Emissions:

The MND Improperly Assumes GHG Emissions for Truck Trips (For All Construction Activities) Are Not Affected. *See* MND, p. 13 and p. 28, § VII(b).

(10) Energy Use:

The MND Does not address energy use or wasteful energy use, and mitigation thereof.

B. The Proposed Project, Based On the Evidence Incorporated Herein, Violates City Municipal Code Section 91.7006.7.4(5).

City Municipal Code section 91.7006.7.4(5) states: The Board of Building and Safety Commissioners "shall" deny a haul route permit request where it "will endanger the public health, safety and welfare."

The expert opinion evidence, sworn declarations, and MND admissions by City Planning Department Staff, are all substantial evidence that adverse health and safety impacts will occur, requiring denial of the proposed permit pursuant to section 91.7006.7.4(5).

C. Sensible Limits On Total Truck Hauling In the Bel Air Hills Should Be Adopted.

The City of Beverly Hills limits the total volume of dirt exported, from any hillside area, to **3,000 cubic yards**, every 5 years. *See* Beverly Hills City Code, Article 25.5, Section 10-3-2521 (Landform Altercation). That type of measure is feasible and effective in limiting the total cumulative volume of truck trips dumped into Bel Air's narrow hillside roads. No additional haul route permits should be approved until the City has adopted a similar sensible limit on total dirt export, and thus on total truck trips hauling dirt from Bel Air's hillsides.

Conclusion.

The residents of Bel Air are under physical assault by the City's ongoing approval of unlimited haul route permits. Such permits are not limited by reference to past, present and probable future projects (application pending or known by City Staff to be commencing), and their related truck trips for hauling and for construction. As the one and only CEQA "lead

Ms. Darlene Navarrete
Los Angeles Department of City Planning
August 27, 2014
Page 6

agency" approving the project MND for 10830 Chalon Road, the Board may not disclaim responsibility for all project-related truck trips and impacts, based on the excuse that it only narrowly considers haul route permits, and not other construction-related impacts that should be analyzed under CEQA in the MND or an EIR. That narrow "it's not our job" mentality, to CEQA compliance, will not withstand judicial scrutiny by the Los Angeles County Superior Court on the proposed Project, on the Somma Way Project, nor on any future haul route permit projects approved by the Board of Building and Safety Commissioners.

Very truly yours,



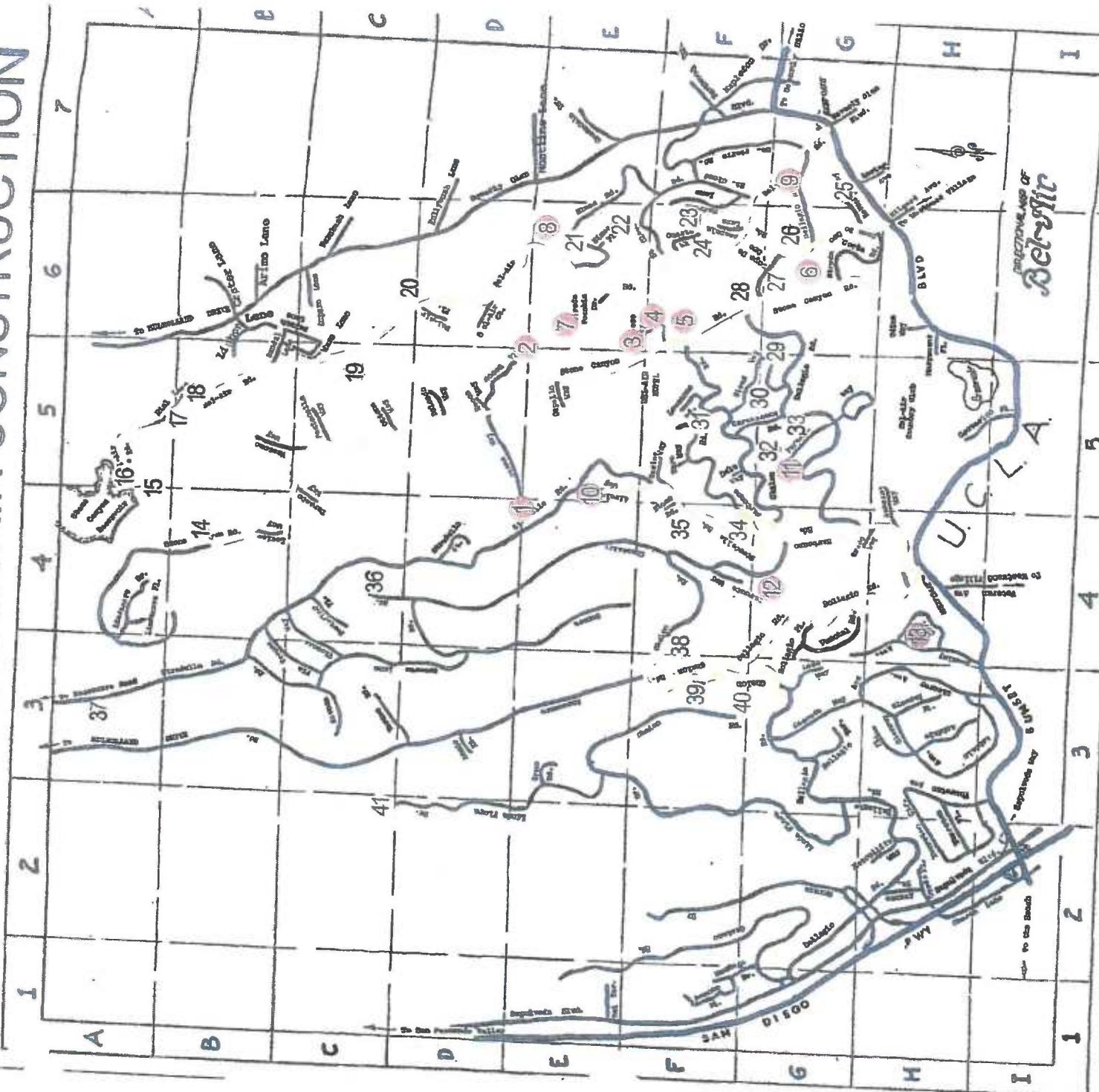
Richard S. Zeilenga
For the Firm

RSZ:bsm

cc: *Via E-Mail:*

Honorable Eric Garcetti, Mayor
Honorable Councilman Paul Koretz, Council District 5
Mike Feuer, Esq., City Attorney, City Attorney's office
Joan Pelico, Chief of Staff, Council District 5
Shawn Bayliss, Director of Planning and Land Use, Council District 5
Noah Muhlstein, Planning Deputy, Council District 5
Michael LoGrande, Director of Planning, Department of City Planning
Gary Lee Moore, City Engineer, Department of Public Works
Seleta Reynolds, General Manager, Department of Transportation
Raymond Chan, General Manager, Department of Building and Safety
Jeff Napier, Department of Building and Safety
Bel Air/Beverly Crest Neighborhood Council

CUMULATIVE BEL AIR CONSTRUCTION



1	2	3	4	5	6	7
1	2	3	4	5	6	7

EXHIBIT A

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council.
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

EXHIBIT B

10830 W. CHALON ROAD APPEAL

FAIR ARGUMENTS AND SUBSTANTIAL EVIDENCE

TABLE OF CONTENTS FOR EXHIBITS:

- Exhibit A: Declaration of Hayward Dan Fisk
- Exhibit B: Declaration of Maureen Levinson (with two videos of haul truck impacts in Bel Air attached)
- Exhibit C: Mitigated Negative Declaration/Initial Study
- Exhibit D: Expert Opinion of Leighton and Associates (re expanded volume of dirt export required for soldier piles)
- Exhibit E: Declaration of Daniel J. Love (with cumulative truck hauling map/matrix attached for haul route permit projects)
- Exhibit F: Declaration of Jamie Meyer (with cumulative truck hauling map/matrix attached for non-haul route projects)
- Exhibit G: Expert Opinion Statement of Scott E. Franklin (re emergency fire evacuation impacts)
- Exhibit H: Expert Opinion Statement of Kevin Nestor (re emergency fire evacuation impacts)
- Exhibit I: Declaration of James J. Hyman
- Exhibit J: Expert Opinion and Study by RK Engineering Group, Inc. (re truck congestion impacts)
- Exhibit K: [Intentionally Left Blank]

Exhibit L: Roy D. Kaufman letter

Exhibit M: Helen Erickson letter

Exhibit N: Expert Opinion and Study by Air Quality Dynamics (re significant localized air quality impacts)

Exhibit O: [Intentionally Left Blank]

Exhibit P: Declaration of Larry Kopald

Exhibit Q: Yan Lin Kaye letter

Exhibit R: Jeanne and Travis Powers letter

Exhibit S: Cumulative Bel Air Construction Map and Matrix of Projects

Exhibit T: [Intentionally Left Blank]

Exhibit U: [Intentionally Left Blank]

Exhibit V: Representative Photos of Three Hotel-Sized “single family homes” in the Bel Air hills.

DECLARATION OF HAYWARD DAN FISK

RE IMPACTS TO STONE CANYON ROAD

I, Hayward Dan Fisk, declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would testify thereto under oath, under penalty of perjury, if called as a witness in any court proceeding.

2. I am the Chairman of the Board of the Bel Air Homeowners Alliance (the "Alliance"), which is a California Public Benefit corporation, with several officers serving on its board. The Alliance exists to encourage and support responsible development in the Bel Air Community, that considers the health and welfare of existing residents. All of the Alliance officers are Bel Air Community resident homeowners, adversely affected by the City's approval of large hotel sized "single family homes," ranging in size from 20,000 to over 90,000 square feet, throughout the Bel Air hills. Like many Bel Air residents, I have been adversely impacted by the City's recent approval of many haul route permits for such mega sized construction projects, dumping many thousands of large truck trips onto Bel Air's narrow roads, including Stone Canyon Road, creating traffic congestion, noise, dust and potential public safety hazards.

3. I own a home at 1527 Stone Canyon Road, in the community of Bel Air, and have lived there for many years with my wife Diane. Our home is well above the intersection of Stone Canyon Road and Bellagio Road, where Stone Canyon Road narrows to a two lane road. After Stone Canyon narrows to a two lane road it proceeds north for miles, through homes on either side, until it dead ends.

4. Currently, large trucks related to construction, including for dirt export, cement mixers, and others, effectively create blockages of Stone Canyon Road when they meet, or meet cars, going in opposite directions, because there is insufficient width for them to pass each other. When this happens my wife and I are blocked from getting to or leaving our home via Stone Canyon Road to Sunset Boulevard, the only means for us to go to or exit from our home for normal daily trips, and more importantly in the event of a fire emergency in the hills or for a medical emergency.

5. The Bel Air Homeowners Alliance opposes the proposed project at 10697 and 10699 West Somma Way (the "Somma Way Project"), which seeks a haul route permit for the removal of 29,400 cubic yards of earth from an unstable hillside, in order to build a 40,000 square foot "single family home." For comparison purposes, a Hampton Inn Hotel is typically around 50,000 square feet in size. See attached copy of a true and correct article regarding a new Hampton Inn hotel in Agoura Hills, California, attached as Exhibit A.

6. On August 13, 2014, I attended a community meeting, on behalf of the Alliance, hosted by the applicant for the Somma Way Project, which was held in a conference room at the Double Tree Hotel in Santa Monica, California, at 3:30 pm. The Senior Building Inspector for the City of Los Angeles Department of Building and Safety (Mr. Jeff Napier) also attended the meeting and regularly spoke in defense of the City's proposed approval of a haul route permit for the Somma Way Project. Noah Muhlstein, a representative of Councilman Paul Koretz, also attended the meeting, and spoke. At that meeting, the applicant's contractor and geotechnical engineer both stated that the stabilization of the hillside would require 270 cement piles/caissons, not the fewer number (193 piles/caissons) disclosed in the geotechnical documentation made available to the public previously, regarding the Somma Way Project.

7. At the above referenced meeting, the City's Chief Building Inspector, Mr. Jeff Napier, admitted in response to our legal counsel's (Richard Zeilenga's) questions, that the City did not include dirt excavated for pile/caisson drilling in the total dirt export for any project in the Bel Air hills, including for the Somma Way Project. Consequently, Mr. Napier conceded that the City did not require the hauling route permit for the Somma Way Project to include such excavated dirt, no matter the amount required for the excavation of the 270 piles/caissons, in the total dirt proposed for export in the haul route permit for the Somma Way Project. Consequently, the disclosed number of 29,400 cubic yards of dirt export is substantially understated, by the City's own admission, as discussed below.

8. At my direction, the Alliance hired several technical experts to analyze the potential environmental impacts of the Somma Way Project, both individually and cumulatively, taking into account other past, current and reasonably probable future project approvals by the City in the Bel Air Community. These expert reports concern emergency fire access impacts (Mr. Scott Franklin), traffic impacts (RK Engineering), air quality impacts (Mr. Bill Piazza), and geotechnical impacts (Leighton & Associates). The report submitted by Leighton & Associates analyzes the geotechnical reports submitted by the applicant for the Somma Way Project, but also analyzes the amount of additional dirt that will be exported from the Somma Way Project site by the installation of 270 concrete piles/caissons. Leighton & Associates estimates that the additional export will be 19,634 cubic yards for a total of 49,034 cubic yards, not the 29,400 disclosed in the proposed haul route permit and Mitigated Negative Declaration for the Somma Way Project. At 10 cubic yards per truck, as conceded by the applicant and City, that equates to an additional 4,000 truck trips (in and out) for a total of 10,000 dirt hauling related truck trips for the Somma Way Project, not the 6,000 truck trips previously disclosed by the applicant and City at the August 13, 2014 community meeting. See paragraph 9 below, and *see* Leighton & Associates expert report submitted concurrently with this declaration as an exhibit to the Bel Air Homeowner Alliance's Comment Letter in opposition to the proposed Somma Way Project. These admissions by the applicant and the City necessarily mean that the project description in the Mitigated Negative Declaration misleadingly understates the total volume of dirt to be exported from the Somma Way Project site.

9. At the community meeting described above, the applicant admitted that just the dirt export from the Somma Way Project alone, for 29,400 cubic yards, would involve approximately 6,000 truck trips, 3,000 in and 3,000 out, based on 10 cubic yards per truck. As discussed above, by the City Staff's admission, this does not apparently include the truck trips for the additional export of dirt excavated from the drilling of holes for the 270 cement piles/caissons, being installed into the unstable hillside on the Somma Way Project site. Even if the Somma Way hillside could be stabilized with fewer concrete piles/caissons, for example the 193 assumed in the applicant's previous written 2013 geotechnical study, there would still be a very substantial amount of essential dirt export which the City did not require the applicant to include in its haul route permit application nor in the Mitigated Negative Declaration for the Somma Way Project, as admitted by City Staff at the community meeting called by the applicant and the City.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 22nd day of August, 2014, at Bel Air California.



Hayward Dan Fisk
Declarant

EXHIBIT A



Search
Browse Archives



2002-11-21 / Calendar

New hotel opens in Agoura Hills

By John Loesing
Acorn Staff Writer

By John Loesing Acorn Staff Writer



WELCOME TO CONEJO VALLEY/LAS VIRGENES—Agoura Hills Mayor Denis Weber, left, owner Tim Scheid, Mayor Pro Tem Jeff Reinhardt and Alex Sotera cut a ribbon to the new Hampton Inns & Suites in Agoura Hills. There's optimism in the Conejo Valley/Las Virgenes hospitality industry.

Competition between Hilton and Marriott, the two giant hotel chains, heated up a notch last week with the grand opening of the Hampton Inn & Suites in Agoura Hills, Hilton's mid-priced business hotel.

Last summer, Hilton opened its 140-room Hilton Garden Inn in Calabasas to cater to the more upscale business traveler.

The Oct. 10 opening of the Hampton puts Hilton in direct competition with the 125-room Extended Stay America in Newbury Park and the Marriott Courtyard in Camarillo.

The Agoura Hills Renaissance Hotel, which is a Marriott brand, made a move toward market share by completing a recent \$8 million renovation.

"The market out here is growing," said Tim Scheid, owner of the new 94-room Hampton Inn on Agoura Road. "You've got perhaps half-a-dozen SP (Standard & Poor's) 500 companies to draw from."

Hotels, like the airlines, were one of the hardest hit sectors following Sept. 11, but the nation's hospitality providers are starting to rebound, according to industry watchers. The recent building in the Conejo Valley/Las Virgenes area is seen as strong evidence.

Large employers such as Amgen and Baxter Pharmaceutical in Thousand Oaks, along with the abundance of hi-tech companies in Westlake Village, Agoura Hills and Calabasas, are expected to provide the local hotels with plenty of customers for years to come.



"If you pencil it out, you'll find we're still under the amount of rooms based on population," Scheid said.

At the standing room only ribbon cutting, the Agoura /Oak Park/Las Virgenes Chamber of Commerce welcomed the Hampton Inns & Suites with open arms.

Scheid predicted his hotel would pay Agoura Hills about \$10 million over the next 15 years in bed tax revenue.

"Without the businesses, the cities are really nothing," Mayor Denis Weber told the audience.

Officials said the 52,000 square-foot Hampton Inn will serve as a prototype for Hilton's mid-range product, offering the value-conscious traveler affordable rates and a package of attractive amenities.

Basic rooms will cost between \$100 and \$150. The larger, 650 square-foot suites will include Jacuzzis, wet bars and microwaves. Customers also can take advantage of a nightly open bar.

"We have a range of corporate rates for the person who will be here one night or three months," said Kathleen Walker, the hotel's marketing director.

Hilton reportedly has plans for another Hampton Inns & Suites in Camarillo to compete with the Marriott Courtyard there.

Homewood Suites, which is Hilton's upscale, extended stay product offering parquet floors, granite counters and fine silverware, is being targeted for Thousand Oaks, a Hilton executive said.

[Return to top](#)

Share / Save



EXHIBIT A

DECLARATION OF MAUREEN LEVINSON RE

TRUCK HAULING IMPACTS IN BEL AIR

I, Maureen Levinson, a homeowner in the Bel Air Community of Los Angeles, California, do declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would competently testify to the accuracy and truth of the facts set forth in this declaration, under oath, if called as a witness in any administrative or judicial proceeding.

2. I own a home and reside at 824 Stradella Road, in the Bel Air Community, which is a relatively small hilly area, approximately 6 miles square in total. I have lived there with my family for approximately 8 years.

3. In the past two years, as the City has rapidly accelerated its approval of truck route haul permits, for the export of earth from mega sized home development sites in the Bel Air hills, my peace and enjoyment of my home and yard have been severely degraded, by large 8 to 10 wheel trucks going to or from the construction sites throughout the Bel Air Community, to export vast quantities of earth, including on Stradella Road. A true and correct copy of a list of those large construction sites, compiled from the City's approved haul route permits for the Bel Air Community, is attached to this declaration as Exhibit A.

4. The large earth hauling trucks, as they come and go to export dirt from the construction sites, cause my home to vibrate and cause loud noises as they pass, including from screeching air brakes as they slow to navigate the narrow roads in the Bel Air Community, including on Stradella Road in front of my house, or slow or stop to meet oncoming vehicles/trucks. The acceleration of the trucks, after they slow or stop, is also very loud. Specifically, I hear and feel the vibrations from when the trucks turn onto Stradella from Sarbonne and then again when they go up the Stradella as they are going uphill. I am an Air Force military brat whose Dad was Commander of the 6910th Security Group in Augsburg, Germany. In the 1970s we lived on an Army post and have experienced the sounds of the tanks of the 1st Infantry Division at the Army post there (Sheridan Kaserne). The sound of the hauling trucks up and down Stradella are very similar if not identical to what I recall from those tanks—only thing is that the tanks were not running up and down our residential street!

5. Attached to this declaration as Exhibit B, is a true and correct copy of a video I made from May through August 2014, showing dirt haul trucks in front of my house on Stradella Road. The video shows the frequency of the truck trips and the noise they create from their air brakes and engines.

6. These haul truck noises and vibrations, and those associated with other construction-related trucks trips, such as large cement trucks, have increased in frequency as the City has approved more and more haul route permits for vast construction sites in the Bel Air Community, for commercial sized buildings (masquerading as "single family homes") ranging in

size from 20,000 to over 90,000 square feet, including the haul route permit currently being considered by the City's Board of Building and Safety Commissioners for a 40,316 square foot home at 10697 Somma Way ("the Somma Way Project").

7. These vast commercial sized buildings, typically built into the sides of hills to maximize views, require the export of huge quantities of earth, including from the Somma Way Project, which proposes the export of 29,474 cubic yards of earth, not including dirt export for caissons and/or piles. A true and correct copy of the Somma Way Project Notice of Public Hearing, confirming the proposed export of 29,474 cubic yards of earth, is attached to this declaration as Exhibit C. At a typical load of 10 cubic yards per haul truck, the Somma Way Project, alone, will contribute approximately 6,000 new truck trips to Stone Canyon Road (3,000 trips in and 3,000 trips out with dirt); to the many thousands of truck trips already approved by the City for other mega sized "home" construction projects, using the four major north/south access roads into the Bel Air neighborhood, including Stone Canyon Road. All of these narrow roads in the Bel Air Community are similarly impacted by the City's past and pending approvals of larger and larger mega sized buildings in the hills of Bel Air, under the fiction that they are merely "single family homes."

8. The number of noisy trucks disturbing our family has increased from a few a day, approximately two years ago, to several noisy trucks going by my home every several minutes, all day long, with every indication that it is about to get worse, with the City's imminent approval of more haul route permits for mega sized "homes," including one for the Somma Way Project. *See* Exhibit B video showing frequency of haul truck trips, all day long.

9. I understand that the City purports to limit the hours of operation for such trucks, pursuant to the terms of the haul route permits it issues, but those restrictions are not regularly enforced by the City, and thus are routinely violated. (*See* Exhibit B and D videos attached). Even if they were enforced, and the hours of operation were limited to 9:00 to 4:00, as typically established by the City, my family's enjoyment of our home would still be severely degraded during the entire day. Consequently, under current conditions, it is no longer possible for anyone in my family to take a nap at any point during the day, to have an uninterrupted conversation with family members or guests for more than several minutes, or even to show my home to a potential buyer, should I choose to leave the nightmare the City has created in the Bel Air Community, through its issuance of unlimited haul route permits for so many commercial sized projects in the Bel Air hills. Not only do we no longer use our backyard due to the noise and dust, but our friends no longer come to visit us because they are so fearful of the hundreds of haul trucks on my street, almost every day. These conditions have caused me great stress and some anxiety, which is only worsened by the incessant barking of dogs which regularly accompanies the passage of each of the loud trucks, used to export dirt. *See* Exhibit D video, which I filmed, showing the barking dogs reacting to the haul trucks and cement mixers.

10. The Bel Air Homeowners Alliance, of which I am a participant and financial supporter, created a video showing the existing conditions described above, on various streets in the Bel Air Community, including Stradella and Stone Canyon Road. A true and correct copy of the video is attached to this declaration as Exhibit D. I personally conducted all of the filming in the video, showing truck haul routes in the Bel Air Community, and I have reviewed the video in

its entirety. From my personal observations and experiences, the video accurately depicts, and is representative of, the current conditions in the Bel Air Community on any given day, including on Stone Canyon Road and on Stradella Road, the street in front of my house. These conditions exist currently, without adding yet another 6,000 new truck trips, which will result from City's proposed approval of a new haul permit for the Somma Way Project.

11. The Bel Air Community, with its narrow winding roads and steep hillsides on either side, used to be a quiet tranquil neighborhood up until 2013. The roads in that neighborhood were never designed to accommodate thousands upon thousands of large trucks, hauling out the sides of mountains to build large commercial buildings, the size of hotels, under the false pretense that they are "single family homes." Adding another 6,000 truck trips for the Somma Way project, will add yet more noise to the already terrible conditions.

12. I have reviewed the City's Mitigated Declaration for the Somma Way Project, including its mitigation measures, and see nothing that purports to disclose, analyze and mitigate, to a level of less than significant, the cumulative impact of thousands of truck trips from previously approved haul route permits in the Bel Air Community, when combined with the addition of thousands of new truck trips, estimated at 6,000 new trips, that will result from the proposed haul route permit for the Somma Way Project. The Exhibit B video shows flagmen in the Bel Air Community. Flagmen are apparently the City's "cure all" mitigation measure for the impacts from the thousands of trucks. As shown in the video, flagmen do not stop the loud noise impacts, nor the dust from the haul trucks exporting dirt, nor the road safety in many areas, where they merely waive trucks through blind curves and stop signs. *See* paragraph 16 below.

13. I have just learned that the City is now proposing to approve yet another haul route permit for yet another building site at 10830 Chalon Road, which will also use Stone Canyon Road for the export of earth. Even this smaller project, requiring export of approximately 10,000 cubic yards of earth, will add approximately 1,000 more truck trips to the Bel Air Community's roads. The adverse cumulative impact upon the Bel Air neighborhood is not abating, rather it is accelerating each and every month as the City approves what appears to be an unlimited number of new haul route permits, for the very limited number of narrow roads in our neighborhood.

14. My family is also impacted by the dust emitted from the haul trucks, as they drive by our house, which coats my cars, flowers, windows and driveway. The dust impacts are so bad that my air conditioning filter must be changed every month, rather than twice a year, as was the case prior to the passage of haul trucks in front of my house, loaded with dirt. If I could afford it, the dust would also require washing my windows every month, at a cost of \$2,500, due to the height of my house, requiring specialized equipment.

15. The dust is also affecting my health. Shortly after the dirt export from 944 Airole Way began, in or about April 2014, I developed a dry cough. It has persisted ever since, for the past 5 months, with the daily passage of the dirt hauling trucks in front of my house. I have scheduled a doctor's appointment to address this condition.

16. The safety of my family has also been jeopardized by the City's approval of so many truck trips on Bel Air's narrow roads, to export dirt. On or about April 4, 2014, at 6:50 a.m., my daughter and I were run off a blind curve near my home on Stradella Road. This occurred not once, but twice within minutes, as six large trucks came through the blind curve. My car was damaged. In both cases the cause was a hauling truck, exporting debris from the huge project at 944 Airole Way. Neither truck stopped to see if we were ok. Either large truck could have flattened my car, killing my daughter and me. Attached as Exhibit E, collectively, are true and correct copies of two letters I sent to the City after these scary incidents. I remain terribly concerned about the safety of my two 16 year old twin daughters, who have recently received their drivers licenses, and must use these dangerous roads every day to go to school. My family's near death experience in April is occurring almost daily throughout the narrow roads in the Bel Air Community, because the City has approved too many haul route permits, introducing thousands of large trucks into our neighborhood, all operating at the same time, to export dirt from many commercial sized building sites throughout the Bel Air hills. In fact, construction-related trucks killed two LAPD officers in March (Nicholas Lee) and May 2014 (Detective Ernest Allen) on Loma Vista Road in nearby Beverly Hills.

17. The Exhibit B video, I took of the truck traffic on Stradella Road, in front of my house, from May through August 2014, demonstrates all of the adverse impacts discussed in this declaration, including adverse truck noise and road safety impacts from one large "home" building site at 944 Airole Way, for a 96,000 square foot home, exporting at least 40,000 cubic yards of dirt to grade the hillside, and for more dirt to excavate the pools and caissons which are not counted by the City in the total cubic yards approved for export under a haul route permit. I estimate that the additional dirt export for these uncounted construction activities could be for in excess of 40,000 cubic yards, given the ongoing haul truck trips that continue to this day in front of my house, 5 months after the dirt hauling commenced. Now multiply those impacts for the many current and proposed construction sites throughout the small Bel Air Community, including the proposed project at 10697 Somma Way, and you can begin to appreciate the magnitude of the cumulative impact. Our community is already beyond the breaking point.

I declare under penalty of perjury that the foregoing is true and correct. Executed this
13th day of August 2014, at Bel Air, California.



Maureen Levinson
Declarant

EXHIBIT A

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

EXHIBIT A

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

EXHIBIT C

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATELOS
INTERIM PRESIDENT

E. FELICIA BRANNON
JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

August 4, 2014

BOARD FILE: 140029
C.D.: 5

WPG 10697 Somma, LLC
650 Grant Street
Santa Monica, CA 90405

JOB ADDRESS: 10697 WEST SOMMA WAY
TRACT: BEL-AIR; LOT(S): PT LT L

The Board of Building and Safety Commissioners, at its meeting of July 15, 2014, gave consideration to the application by Shannon Nonn, to export 29,474 cubic yards of earth, from the above-referenced property.

The Board took the following actions:

Continue the matter until the Board of Building and Safety Commissioner's regular meeting of August 26, 2014. The Board Convenes in Room 900, 201 North Figueroa Street, Los Angeles. The matter will be considered in the order it appears on the posted agenda, but no earlier than 9:30 a.m.


Van Ambatelos, Interim President

BOARD OF BUILDING AND SAFETY COMMISSIONERS

CJ:at
140029.CL

c: Pr. Insp. M. Martin
Noah Mulstein, CD 5
Shannon Nonn
Fredric Rosen
Damiel Love
Hayward Fisk
Maureen Levinson
Craig Colich
John Opgenorth
Dean Hallo
Jason Settle
Ty Cueva
Louella and Jeffrey Kanew
Andrew Chan
Paige Schechman
Andrew Joseph
The Applebaum Family
Farra Mirabadi
Andrea & Larry Kopald

Dr. Chester Karrass
Sharon Dunas
Maari and Robert Herscu
Allen Moshiri
Scott Fishburn
Jeffrey Haber
Jose Contreras
Mark and Monica Kelson
Mary and Chad Lund
Drs. Abbe and Rodney Barron
Sutton and Christian Stracke
Lisa and Eric Eisner
April and David Tausik
Candice and Robert Chapman
Jack Roth
Sharon and Larry Ryan
Mikhail and Iriva Aptor
Barry and Carole Hirsch
Janice Lazarof

EXHIBIT E

7 April 2014

Dear Councilmember Koretz:

My name is Maureen Levinson and I reside on Stradella Road in the midst of three (and soon to be four) ambitious construction sites that have been permitted by the City of Los Angeles.

All of these construction sites are within a 3/4-mile precarious, multiple-blind-curved stretch of Stradella Road.

The primary spots of concern that many of our immediate neighbors face include (1) the turn on to Stradella Road from Sarbonne Road at 700 Stradella Road; (2) the blind curve between 773 Stradella Road and 821 Stradella Road (seemingly the most dangerous); and (3) the blind curve between 864 Stradella Road to 900 Stradella Road.

Although my family and I have been tolerating the inconvenience of these construction sites, the purpose of this letter is to formally bring to the City of Los Angeles's attention the clear and growing jeopardy since demolition has begun at 944 Airole Way.

There have been numerous incidents and near-hits (many of which I'm sure your office has heard about), including what happened to my daughter and I on the morning of Friday, April 4th, at 6:50 AM, when we were run off the road twice by demolition hauling trucks, within a minute of one another, on one of the blind curves of Stradella Road.

We were forced to engage in evasive maneuvers which, if not performed, could have caused us serious injury or death.

I understand there is a meeting to be held on Tuesday at 5:30 at the Bel Air Association Office. I would urge you to include the following people or representatives to be present:

1. A representative from the Permit office;
2. The developers of 944 Airole Way;
3. The attorneys for the developers of 944 Airole Way;
4. The insurance representative for the developers of 944 Airole Way;
5. A rep of the licensed asbestos removal company the developer used to remove the asbestos from 944 Airole Way with that company's clearance report prior to demolition.

I would also strongly recommend that you, someone from the Permit Office and a safety engineer walk up Stradella Road and see for yourself—bearing in mind

14 April 2014

Mr. Ara Sargsyn
Mr. Rudolf Melikoff
Mr. Peter Kim
West Los Angeles Plan Check
City of Los Angeles

RE: Hauling Route (Bellagio Way, Bellagio Road, Sarbonne Road, Stradella Road, Ariole Way)

Dear Mr. Sargsyn, Mr. Melikoff and Mr. Kim:

My name is Maureen Levinson and I reside at 824 Stradella Road, Los Angeles, CA 90077, in the midst of three (and soon to be five) large-scale construction sites that have been permitted by the City of Los Angeles.

These construction sites are using (or will use) a "hauling route" of an approximate 1-1/4-mile treacherous, multiple-blind-curved stretch on or affecting Stradella and Bellagio Roads (coming from and leading to Sunset Boulevard) for the foreseeable future.

While there are many points of concern on Bellagio, Sarbonne and Chalon, the two most dangerous blind curves (with an alarming number of recent incidents) are clearly, in order (1) the blind curve between 773 Stradella Road and 821 Stradella Road, and (2) the blind curve between 864 Stradella Road to 900 Stradella Road.

My primary objective is to determine and segregate who is responsible for the various safety issues along the above-mentioned hauling routes, and who needs to be put on formal notice as to the clear and present threat to the safety of those driving in this area.

I would also like to better understand the city's perspective as to the liability of the owner, developer, contractor, sub-contractors, et al (including their insurance carriers) for the safety of the work not only on the premise where the respective construction is taking place, but also the areas leading to and from the premises (specifically, the companies and individuals transporting materials to and from the construction premises)?

With the understanding that permitted construction in our area will always take place, what can the city (and/or we in the community) do about the most dangerous spots in the road/hauling route? Better visuals such as mirrors or warning lights? Road dividers? Mandatory reduction of speed with enforcement present? Are there other, better ideas?


Thank you for your attention to this timely matter.

I look forward to hearing from you.

Respectfully,
Maureen Levinson

cc: Councilman Paul Koretz, Ms. Joan Pelico, Mr. Shawn Bayliss, Mr. Andy Shrader,
Mr. Jeff Napier

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

LEAD CITY AGENCY City of Los Angeles		COUNCIL DISTRICT CD 5 - PAUL KORETZ	
PROJECT TITLE ENV-2014-962-MND		CASE NO.	
PROJECT LOCATION 10830 W CHALON ROAD			
PROJECT DESCRIPTION The proposed project includes the demolition of an existing 64-years old, single-family dwelling and the construction of a 27'-4", three story (lower two partially subterranean), and 7,733 square foot single family home, 9062 square foot pool deck and motor court, and 12,185 square foot landscaping. The project's retaining walls will have cumulative heights that will range from 10 to 35 feet. There are 24 existing mature trees (not protected species), 18 of them will be removed. As proposed, the project requires an approval of a haul route to permit the exporting of 9,802 cubic yards of soil.			
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Mehdi Rafaty 1117 N. Sherbourne Dr. West Hollywood, CA 90069			
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <p style="text-align: center;">(CONTINUED ON PAGE 2)</p>			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
NAME OF PERSON PREPARING THIS FORM		TITLE	TELEPHONE NUMBER
NAOMI GUTH		City Planner	(213) 978-1171
ADDRESS	SIGNATURE (Official)		DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012			07/28/14

I-30. Aesthetics (Hillside Site Design, Undeveloped Site)

- Environmental impacts, such as alteration of existing or natural terrain may result from project implementation. However, these impacts will be mitigated to a less than significant level by the following measures:
- Grading shall be kept to a minimum.
- Natural features, such as prominent knolls or ridge lines, shall be preserved.
- The project shall comply with the City's Hillside Development Guidelines.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

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

-
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

IV-10. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-30. Wildlife Corridor

- Environmental impacts from project implementation may result in: 1) conversion and/or disturbance of existing animal habitat area on-site and proximal to the site, and 2) disruption of access corridors between habitat areas. However, these impacts will be mitigated to a level of insignificance by the following measures:
- Post-construction landscape treatment shall be implemented to insure preservation of habitat for wildlife. Where habitat has been preserved, use of native plant materials shall be required.

IV-50. Tree Report

-
- Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

IV-60. Tree Preservation (Grading Activities)

-
- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

V-20. Cultural Resources (Archaeological)

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30. Cultural Resources (Paleontological)

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40. Cultural Resources (Human Remains)

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

VI-10. Seismic

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

VI-30. Erosion/Grading/Short-Term Construction Impacts (Hillside Grading Areas)

- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a less than significant level by the following measures:
 - The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
 - Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

VI-50. Geotechnical Report

-

- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VI-60. Landslide Area

- Environmental impacts may result due to the proposed project's location in an area with landslide potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VIII-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

VIII-40. Hillside Construction Staging and Parking Plan

-
- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:
- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.

- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

VIII-70. Emergency Evacuation Plan

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

IX-10. Groundwater Quantity (Dewatering System)

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a less than significant level:
- Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to: 1) landscape irrigation; 2) decorative fountains or lakes; 3) toilet flushing; or 4) cooling towers.
- Return water to the groundwater basin by an injection well.

XVI-30. Transportation (Haul Route)

-
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Hillside and Subdivisions):** Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **(Hillside Projects):**
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

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

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

- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff
 - A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

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

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

XVII-90. Utilities (Solid Waste Recycling)

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

XVII-100. Utilities (Solid Waste Disposal)

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

XVIII-10. Cumulative Impacts

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

XVIII-20. Effects On Human Beings

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

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

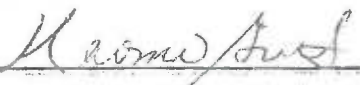
LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 5 - PAUL KORETZ	DATE: 07/01/2014
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2014-962-MND		RELATED CASES:	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: CONSTRUCTION OF NEW ONE-FAMILY DWELLING WHICH REQUIRES A HAUL ROUTE			
ENV PROJECT DESCRIPTION: The proposed project includes the demolition of an existing 64-years old, single-family dwelling and the construction of a 27'-4", three story (lower two partially subterranean), and 7,733 square foot single family home, 9,062 square foot pool deck and motor court, and 12,185 square foot landscaping. The project's retaining walls will have cumulative heights that will range from 10 to 35 feet. There are 24 existing mature trees (not protected species), 18 of them will be removed. As proposed, the project requires an approval of a haul route to permit the exporting of 9,802 cubic yards of soil.			
ENVIRONMENTAL SETTINGS: The subject site is irregularly-shaped with a total lot area of approximately 28,980 square feet in area, on the west side of Chalon Road, and east of Bel Air Country Club. Physical relief between Chalon Road and the west side canyon is 50 to 60 feet and the average slope is 43%. The site is partially graded and is a developed hillside lot with one single-family house built in 1950 and a garage. Slope gradients range from flatter than 5:1 along the western property line to 1.5:1 below the existing residence. The subject site is designated Very Low I Residential on the Bel Air- Beverly Crest Community Plan land use map and zoned RE20-1-H. Abutting properties to the north, south, and east are within the RE20-1-H zone and Very Low I residential land use designation. To the west, the project faces Bel Air Country Club with A1-1-H zoning. Vehicular access to the site will be taken from Chalon Road on the east side of the property which is designated a Local street. The property is within the Hillside Ordinance, Liquefaction, Hillside Grading Area, Very High Fire Hazard Severity, Fire Brush Clearance Zone areas.			
PROJECT LOCATION: 10830 W CHALON ROAD			
COMMUNITY PLAN AREA: BEL AIR - BEVERLY CREST STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: WEST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: BEL AIR - BEVERLY CREST
EXISTING ZONING: RE20-1-H		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 D.U. / 20,000 sq ft (LAMC)	LA River Adjacent: NO
GENERAL PLAN LAND USE: VERY LOW I RESIDENTIAL		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1Unit	

PROPOSED PROJECT DENSITY:
1Unit

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

	City Planner	(213) 978-1171
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

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

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)	
<i>Background</i>	
PROPONENT NAME: Mehdi Rafaty	PHONE NUMBER: (310) 734-8477
APPLICANT ADDRESS: 1117 N. Sherbourne Dr. West Hollywood, CA 90069	DATE SUBMITTED: 03/21/2014
AGENCY REQUIRING CHECKLIST: Department of City Planning	
PROPOSAL NAME (if Applicable):	

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

I. AESTHETICS			
a.	Have a substantial adverse effect on a scenic vista?		✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓	
II. AGRICULTURE AND FOREST RESOURCES			
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?		✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?		✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?		✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?		✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		✓
III. AIR QUALITY			
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓	
e.	Create objectionable odors affecting a substantial number of people?		✓
IV. BIOLOGICAL RESOURCES			
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓	
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		✓
V. CULTURAL RESOURCES			

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

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

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	✓		
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?	✓		
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?	✓		
e.	Result in substantial soil erosion or the loss of topsoil?	✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓		
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

VII. GREEN HOUSE GAS EMISSIONS

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	✓		

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

h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		✓		
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓		
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j.	Inundation by seiche, tsunami, or mudflow?			✓	
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

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

e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				✓

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

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

XVII. UTILITIES AND SERVICE SYSTEMS

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-962-MND**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

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

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
NAOMI GUTH	City Planner	(213) 978-1171	07/16/2014

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

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	Although the site is on a vegetated hillside property, it is not located in the vicinity of scenic vistas, and therefore will not have any impacts on any scenic vistas.
b.	NO IMPACT	The project is not located within, adjacent to, or within close proximity to any known scenic resources, nor is it located within a city or state designated scenic highway. Therefore, the project will have no impact on scenic resources.
c.	NO IMPACT	The proposed project site is currently improved with a two-story dwelling unit built in 1950. The proposed project will be three stories, and will be built almost at the same location of the existing building. The height of the proposed building is 27.3 feet and the roof level would be below the Chalon Road level. The adjacent buildings to the north and northeast are located in a higher level of the proposed project and therefore, the project will not include light-blocking structures to a shadow-sensitive use.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p data-bbox="594 1096 1066 1541">The proposed development project is not likely to contain light sources beyond the lighting typical of residential development. However, there are no regulations currently in place that address the issue of nighttime illumination levels. If left unchecked, a significant impact may occur on adjacent residences if new development introduces new sources of substantial light or glare which would be incompatible with the existing levels. Mitigation measures will reduce any light and glare impacts to less than significant levels.</p> <p data-bbox="1066 1096 1542 1541">I-30, I-120, I-130</p>
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	The proposed project site does not contain properties identified as prime farmland, unique farmland, or farmland of Statewide Importance as identified by the California Resource Agency, and the project will therefore have no impact on agricultural resources.

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

b.	NO IMPACT	The proposed project site is not currently zoned for agricultural uses, and does not contain properties that have a Williamson Act Contract in effect.	
c.	NO IMPACT	The proposed project site is not currently zoned for forest land, timberland, or timberland zoned timberland production. The subject site is within an area designated for very low density residential uses and open space. There will be no impact on forest land or timberland.	
d.	NO IMPACT	The proposed project site is in a neighborhood which is designated for very low density residential uses. The existing building was built in 1950 and the surrounding buildings mostly are developed around the same time or earlier. Therefore the proposed project will not directly or indirectly result in the conversion of any forest land to non-forest use.	
e.	NO IMPACT	The proposed project site is within a neighborhood which is designated for very low density residential uses, and will not directly or indirectly result in the conversion of any farmland to non-agricultural use or forest land to non-forest use.	

III. AIR QUALITY

a.	NO IMPACT	The proposed project involves the demolition of a single-family building and construction of a new single-family building, comprising no net decrease or increase of dwelling units, and is therefore not expected to conflict with or obstruct the implementation of the South Coast Air Quality Management District (SCAQMD).	
b.	NO IMPACT	The project does not propose to deviate from any requirements of the SCAQMD which establishes rules and regulations enforcing Federal and State air quality standards.	
c.	LESS THAN SIGNIFICANT IMPACT	Project site is located within the South Coast Air Quality Management District, a known non-attainment zone. The proposed project involves no net increase in the number of dwelling units and is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. Operational emissions related to traffic generated by the project will be less than	

Impact?	Explanation	Mitigation Measures
	<p>significant because there will be no net increase in the number of dwellings. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emission impacts will be at a less-than-significant level.</p>	
<p>d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>Project site is located within the South Coast Air Quality Management District, a known non-attainment zone. The proposed project involves no net increase in the number of dwelling units and is therefore not expected to contribute to pollutant concentrations or expose surrounding residences to substantial pollutant concentrations. However, short term impacts on sensitive receptors may result during the construction phases of the single-family dwelling.</p>	<p>III-10</p>
<p>e. NO IMPACT</p>	<p>Single-family homes are generally not considered substantial point sources of objectionable odors. Therefore, the proposed project is unlikely to result in new sources of objectionable odors affecting a substantial number of people.</p>	
<p>IV. BIOLOGICAL RESOURCES</p>		
<p>a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The proposed project site is currently improved with a two story building. Per the Tree map, dated December 14, 2012, there are 24 existing trees on the project site, 18 of them will be removed, five of which range in height 20 feet and more, Per this map, none of the trees are protected species. It is not known whether or not these trees are habitat for any protected species of wildlife. Since the project site is next to Bel-Air Country Club green open space, the site might serve as a buffer between existing development and more natural habitat areas. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act</p>	<p>IV-10</p>

Impact?	Explanation	Mitigation Measures
	<p>(MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Therefore environmental impacts are potentially significant unless mitigation measures are incorporated to reduce impacts to below the level of significance.</p>	
b. NO IMPACT	<p>The subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). No impacts will result as the subject site has been developed for more than 64 years and does not contain any riparian habitat or other sensitive natural community.</p>	
c. NO IMPACT	<p>No impacts will occur as the subject site does not contain any wetlands.</p>	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The subject site is located in a developed and urbanized region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. However, per the Tree map, dated December 14, 2012, there are 24 existing trees on the project site, 18 of them will be removed. It is not known whether or not these trees are habitat for any protected species of wildlife. Since the project site is next to Bel-Air Country Club green open space, the site might serve as a buffer between existing development and more natural habitat areas. The removal of eighteen trees may interfere with the movement of native residents or migratory wildlife species.</p>	IV-30, IV-70
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The tree map submitted by the applicant, dated December 14, 2012, indicates that there are 24 existing trees on the subject site. None are identified to belong to the City's list of protected trees. Since the tree map has not been prepared by a tree expert, it is</p>	IV-50, IV-60

Impact?	Explanation	Mitigation Measures
	required that prior to the issuance of a grading or building permit, the applicant, prepare and submit a Tree Report, prepared by a tree Expert as defined in Section 17.02.	
f. NO IMPACT	According to Biological Resource Areas Maps (Coastal and Southern Geographical Area) in the Los Angeles CEQA Thresholds Guide (2006), the project site is not designated as an Open Space/Habitat area, nor is it located in, or in the vicinity of a significant ecological area that may require protection. There are no relevant active ordinances protecting biological resources that may prevent this project from being approved at this time. No impacts to any indicated plans are anticipated.	
V. CULTURAL RESOURCES		
a. NO IMPACT	The existing single-family house was built in 1950. The building is not designated as a historic resource or historic / cultural monument. The building lacks features that would qualify as an example of an architectural style significant in Los Angeles, and hence is not eligible for listing as a historic resource. Additionally, the subject site not identified as being a site or an area of historical significance.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is not in the vicinity of an Archaeological Survey Area and an Archaeological Site (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map), hence there is less than significant impact expected due to the project. However, since the proposed project will include excavation, unknown archaeological resources may exist below the surface, and these resources could be encountered during site preparation.	V-20
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). There are no unique geological features located on or near the project site. As a result, the proposed project would not result in any direct or indirect impacts to unique geologic features. However, there is a remote	V-30

Impact?	Explanation	Mitigation Measures
	possibility that unsuspected vertebrate fossil remains could exist below the ground surface and could be encountered during excavation.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is not in the vicinity of Archaeological Survey Areas (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map) or within the immediate surroundings of a known burial site. Therefore, no significant impacts are expected. However, there may be a possibility for the discovery of unrecorded human remains during the proposed excavation activity.	V-40
VI. GEOLOGY AND SOILS		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is in the vicinity of the Hollywood Fault Zone (USGS), and within the Earthquake-Induced Landslide and Liquefaction Area, but is not located in an Alquist-Priolo Zone (ZIMAS). Due to the intense seismic environment of Southern California, there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. Since the subject site is located within a landslide zone, new development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Also complying with the conditions noted at the Geology and Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development will reduce the impact to a less than significant level.	VI-10
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is within the vicinity of the Hollywood Fault Zone per USGS maps. It is located within the Earthquake-Induced Landslide and Liquefaction Area. Any development that occurs within the geographical boundaries of Southern California has	VI-10

Impact?	Explanation	Mitigation Measures
	<p>the potential of exposing people and/or structures to potentially substantial adverse effects involving potential blind thrust faults, the rupture of a known and/or unknown earthquake faults, or strong seismic ground shaking. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. In addition, complying with the conditions noted at the Geology and Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development will reduce the impact to a less than significant level.</p>	
<p>c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The subject site is located in a liquefaction zone according to ZIMAS. Per the submitted Geotechnical Engineering Investigation, dated April 5, 2013, groundwater was not encountered during exploration of test pits to a maximum depth of 10 feet. Since the proposed excavation in some areas will go below 10 feet, impacts due to potential liquefaction would be potentially significant. Complying with the conditions noted at the Geology and Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development and mitigation measures will reduce the impact to a less than significant level.</p>	<p>VI-30</p>
<p>d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The subject site is located within a designated landslide hazard zone per ZIMAS, NavigateLA, and the submitted Geotechnical Engineering Investigation, dated April 5, 2013. Moreover, the subject site is located within Hillside Grading and Hillside Ordinance area per ZIMAS. Therefore, there is a potential for landslide impacts. Complying with the conditions noted at the Geology and</p>	<p>VI-60</p>

Impact?	Explanation	Mitigation Measures
	Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development and mitigation measures will reduce the impact to a less than significant level.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will export approximately 9,802 cubic yards of dirt. The project is located in a Hillside Grading Area (ZIMAS & NavigateLA). The project grading, clearing or excavation is below the 20,000 cu.yd. threshold. However since the average slope is more than 40% , during short-term construction activities, the property will be subject to increased loss of topsoil due to wind and water erosion. Proper grading practices during the construction phases in accordance with City regulations will minimize soil erosion and the loss of topsoil, and will reduce the impact to a less than significant level.	VI-30
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is located in a liquefaction zone (ZIMAS) and a landslide zone (ZIMAS). The project proposes to construct a three-story building requiring excavation up to 30 feet below existing surface grade in some areas. The proposed project is located on a lot with 50-foot to 60-foot differentials in elevation and topography and average 43% slope. Also the construction involves excavation and export of 9,802 cubic yards of soil. Construction activities in the site with significant differential may result in a destabilization of slopes. Complying with the conditions noted at the Geology and Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development and mitigation measures will reduce the impact to a less than significant level.	VI-50
g. NO IMPACT	Expansive soils are primarily composed of clays, which increase in volume when water is absorbed and shrink when dry. According to the Geologic Compilation of Quaternary Surficial Deposits in Southern California, Los Angeles 30' X 60' Quadrangle (2012), the soil in this area is made up of: 1-Alluvial-fan deposits (Holocene)—Unconsolidated bouldery, cobbly, gravelly, sandy, or silty alluvial	

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

deposits on active and recently active alluvial fans and in some connected headward channel segments and 2-Old colluvium (late to middle Pleistocene)—Slightly to moderately consolidated silt, clay and sand, locally containing abundant angular rock fragments; surfaces dissected to varying degrees; can show slight to moderately developed pedogenic soil locally. The Geotechnical Engineering Investigation, dated April 5, 2013 confirms that the underlying soil samples were a mix of fill, Alluvium, Soil-Colluvium, and bedrock. Therefore, it is not likely that the project site is located on expansive soil and is expected to have no impact. The project will be required to adhere to the International Building Code and the California Building Code, which includes structural and materials standards as well as foundation design requirements based upon onsite soil conditions that would mitigate effects of adverse soil conditions.

h.	NO IMPACT	No septic tanks are proposed as part of this project. The project is expected to be serviced by the City's existing sewer system. However, if the City's existing sewer system does not have the capacity to service the proposed development, the project may be delayed by the Department of Building and Safety until adequate service can be provided.	
----	-----------	--	--

VII. GREEN HOUSE GAS EMISSIONS

a.	NO IMPACT	The proposed project involves no net increase in the number of dwelling units and therefore will not likely contribute to long-term increases in greenhouse gases (GHGs) as a result of traffic increase (mobile sources) and minor secondary fuel combustion emissions from space heating, etc.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the construction of a single-family dwelling which will replace the existing single-family residence. There will be no net increase in the number of units, and it is therefore not expected to generate additional GHG emissions. Short-term GHG emissions will derive from construction activities. However, impacts from construction activity and long-term operation will be less than significant.	

VIII. HAZARDS AND HAZARDOUS MATERIALS

Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	VIII-10
c.	NO IMPACT	
d.	NO IMPACT	

The construction of a single-family dwelling, pool, garage, deck, and retaining walls will not require the routine transport, use, or disposal of materials which are flammable or hazardous outside of the day-to-day household materials.

The subject site is not within a hazardous Waste/Border Zone. Also, the subject site is not identified as within a Methane Buffer Zone (ZIMAS). The existing building, constructed in 1950, may contain asbestos containing material (ACM) and lead-based paint. Lead-based paint is of concern both as a source of exposure and as a major contributor to lead in interior dust and exterior soil. In addition, sediment resulting from construction activities carries with it work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. Therefore, short-term impacts may result during the demolition and construction periods and environmental impacts are potentially significant unless mitigation measures are incorporated to reduce impacts to below the level of significance.

The subject site is not within one-quarter mile of an existing school. The closest school is the Community Magnet Charter School located at 11301 Bellagio Rd (more than 0.34 mile). Moreover, the operation and maintenance of the proposed single-family structure will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, odor, or waste and would not require the daily use of chemicals outside of the day-to-day household materials. Therefore the proposed project is not expected to result in emissions of hazardous materials within one-quarter mile of an existing or proposed school or other sensitive receptors.

The subject site is currently improved with a single-family dwelling, and is not identified as a hazardous waste site subject to corrective action, a site listed pursuant to Section 25356 of the Health and Safety Code, a site included in the Abandoned Site Assessment Program nor is it a hazardous Waste/Border Zone

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

		property. No impacts will occur.	
e.	NO IMPACT	The subject site is not located within, adjacent to, or within proximately of an airport land use. The closest airports are the Santa Monica Airport (approximately 4.3 miles), the Van Nuys private Airport (approximately 8.9 miles), and the LAX international airport (approximately 9 miles). Therefore no impact will occur.	
f.	NO IMPACT	The proposed project is not located within the vicinity of a private airstrip. Therefore no impacts are anticipated to occur.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed single-family dwelling will not interfere with any emergency response plan or emergency evacuation plan specifying the appropriate actions to be undertaken with regard to emergency situations such as warning systems, evacuation plans/procedures, and emergency action plans. The subject site is on Chalon Road which is not an emergency access route, however temporary construction activities may result in an impairment of access through Chalon Road.	VIII-40
h.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is located in a very high fire hazard severity zone (ZIMAS). As such, the project may expose people and/or structures to a significant loss, injury, or death involving wildland fires.	VIII-70

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>The purposed project of a single-family dwelling is in an urban area. There is a potential impact during the proposed project's long term operations due to pollutants contained in water runoff from the site which may be carried into storm drains and discharged into the stormwater runoff control system. These include: oil, grease, metals, and hydrocarbons from streets, parking lots, and driveways, dirt from unpaved areas, herbicides, pesticides and fertilizer from landscaped areas and animal waste.</p> <p>Construction-related activities of the proposed project also have the potential to contribute to pollutants in water runoff from the site. However, the proposed project will comply with the City's stormwater management provisions per Los Angeles Municipal Code (L.A.M.C.) Section 64.70, including implementation of the Best Management Practices</p>	
----	------------------------------	---	--

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

		therein, and the potential impact is less than significant.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The proposed project site is located on a lot with 50-foot to 60-foot differentials in elevation and an average slope of 43%. The proposed project involves excavating the slope to a depth of 30 feet below the existing surface grade in some areas. The site exploration did not encounter any groundwater, based on excavation 10 test pits to a maximum depth of 10 feet (Geotechnical and Solis Engineering Exploration, dated April 5, 2013). However, since the depth of the project below the existing surface would be more than the depth of excavation tests, and since the subject site is located in a liquefaction zone, mitigation measures and complying with the conditions noted at the Geology and Soils Report Approval Letter, dated August 9, 2013 by the Los Angeles Department of Building and Safety during site development are incorporated to reduce impacts to below the level of significance.</p>	IX-10
c.	LESS THAN SIGNIFICANT IMPACT	<p>The subject site does not contain any natural and/or significant drainage features, such as streams or rivers. Water runoff generated by the project will be carried into existing storm drains and discharged into the storm water runoff control. The project may, over time, cause minor erosion or siltation on- or off-site, but it is not expected to be substantial. Construction of the project involves excavation to a depth of 32 feet and therefore has the potential to alter drainage patterns which could result in erosion on site. However, any potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures, as required by L.A.M.C. Section 64.70.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>The subject site is in an urbanized area. Water runoff would drain into the existing storm drain system. Grading and excavation activities may alter drainage patterns, which may result in impacts related to flooding on-or off-site. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore, impacts</p>	

Impact?	Explanation	Mitigation Measures
	related to flooding on-and off-site will be reduced to a less-than-significant level.	
e. LESS THAN SIGNIFICANT IMPACT	The amount of runoff water is expected to decrease compared to existing conditions, and therefore not contribute to an increase in runoff that would exceed the capacity of the storm drain system. As discussed in IX.a., c., and d., above, there is a potential for short-term construction activities and long-term operations to effect water runoff from the site. The project will comply with the City's stormwater management provisions per L.A.M.C. 64.70, and therefore short-term construction-related impacts and long-term operational impacts related to the amount of runoff and the capacity of the storm drain system will be reduced to a less-than-significant level.	
f. NO IMPACT	The proposed project may have impacts on water quality from various sources, as discussed in I.X.a. above. As the proposed project is a retail space and medical office use, no other sources of water pollutants are known or are likely. Therefore, the proposed project would not degrade water quality by sources other than those discussed above, and no impact would occur.	
g. NO IMPACT	The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996 & Navigate LA) or in a Flood Zone (ZIMAS & Navigate LA). No impact will occur.	
h. NO IMPACT	The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996 & Navigate LA) or in a Flood Zone (ZIMAS & Navigate LA). No impact will occur.	
i. LESS THAN SIGNIFICANT IMPACT	The subject site is not located in a flood control basin but is in a potential inundation area (Environmental and Public Facilities Maps 1996). The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98 to reduce the impact(s) to a less than significant.	
j. LESS THAN SIGNIFICANT IMPACT	The subject site is not located near any body of water. The nearest one is Stone Canyon Reservoir which is located more than 1.5 mile away. The proposed project site is not located in a Tsunami Area (Navigate LA), or in a flood control basin, or an area potentially impacted by a	

Impact?	Explanation	Mitigation Measures
	<p>Tsunami; however it is located in a potential inundation area (Environmental and Public Facilities Maps 1996). Nonetheless, there are a number of active and potentially active faults off of the coast in a regional proximity to the project area that have the capacity of generating a tsunami. Given a large enough magnitude off-shore earthquake, it is possible that the project site could be impacted; however, the adoption and implementation of the proposed plan, in combination with the City's standard grading and building permit requirements, would not expose people or structures to potential substantial risk due to seiche, tsunami, or mudflow. Therefore, these impacts are less than significant, and no mitigation measures are required.</p>	
X. LAND USE AND PLANNING		
a.	NO IMPACT	<p>The project involves the replacement of a single-family home with a single-family home in an area that is already developed with similar use and the associated infrastructure. The project will not divide an established community.</p>
b.	NO IMPACT	<p>The subject site is within the Bel Air - Beverly Crest Community Plan Area and is currently zoned RE20-1-H, allowing development density of one-family dwelling per minimum lot area of 20,000 square feet, Hillside Development (LAMC). The subject site is 28,980 square feet and allows one single-family-home. Thus, the single-family project is consistent with the L.A.M.C. In addition, the project proposes the continuation of a use which will have no impact upon any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>
c.	NO IMPACT	<p>The project site is currently improved with a single-family building, and is located in an urbanized region. According to biological resource areas maps (coastal and southern geographical area) in the Los Angeles CEQA thresholds guide (2006), the project site is not designated as an open space/habitat area, nor is it located in, or in the vicinity of a significant ecological area that may require protection. There are no relevant active ordinances protecting biological resources that may prevent this project from being approved at this time and no impacts to any indicated plans are</p>

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

anticipated.

XI. MINERAL RESOURCES

a.	NO IMPACT	<p>The project site is located in an urban setting which already developed primarily with single-family residences, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. There is no knowledge of the presence of mineral resources that would be of value to the region and residents of the State on the project site; subsequently, the project is not expected to result in the loss of availability of said mineral resources. The project site is not located in a known Oil Field (NavigateLA) or in a known area of mineral resources (Environmental and Public Facilities Maps 1996). Therefore, no impacts are anticipated.</p>	
b.	NO IMPACT	<p>The project site is not delineated on the City's General Plan Framework, Bel Air - Beverly Crest Community Plan, nor any other land use plan as a locally-important mineral resource recovery site. Therefore, no impacts are anticipated.</p>	

XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	<p>A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site are expected to be short-term. After the completion of construction, noise levels associated with the proposed project will be those typically for single-family residential development. Impacts will be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project involves no net increase in the number of dwelling units. Groundborne vibration and noise levels in residential land uses are lower than those found in commercial or industrial land uses, and are unlikely to exceed existing levels and levels established in the General Plan or L.A.M.C. However, the proposed project is expected to create a temporary increase in groundborne vibration and/or groundborne noise during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. Nonetheless, the duration of construction</p>	

Impact?	Explanation	Mitigation Measures
	activities on the proposed site is expected to be short-term. The L.A.M.C. limits construction hours, therefore construction of the project will be typical of residential structures and impacts from excessive groundborne vibration and noise levels are anticipated to be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	The proposed project involves the demolition of a single-family building and construction of a new single-family building, resulting in no net increase in the number of dwellings. Therefore, the project is not likely to generate an increase in ambient noise levels and the impact will be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site are expected to be short-term. However, Chapter IV, Article 1, Section 41.40 of the LAMC establishes permitted construction/demolition hours of 7 AM to 9 PM – Monday through Friday, 8 AM to 6 PM on Saturdays or National Holidays, and no work permitted on Sundays. Mitigation measures to reduce noise from construction equipment will reduce any potentially significant noise impacts related to construction activity to less than significant.	
e. NO IMPACT	The proposed project is not located within an airport hazard zone (ZIMAS), nor is the project located in an airport land use plan, or within two miles of a public airport, or public use airport. The closest airports are the Santa Monica Airport (approximately 4.3 miles), the Van Nuys private Airport (approximately 8.9 miles), and the LAX international airport (approximately 9 miles). Therefore no impacts are anticipated to occur.	
f. NO IMPACT	The proposed project is not located within the vicinity of a private airstrip. Therefore no impacts are anticipated to occur.	
XIII. POPULATION AND HOUSING		

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

a.	NO IMPACT	The proposed project involves the construction of a single-family building on an approximately 28,980 square foot parcel of land. The project will replace a single-family building. While there will be no net increase in the number of units, there will be an increase in the building square footage. Nonetheless, the project is not expected to constitute a substantial population growth. The project site is located in an urban setting which is already developed primarily with single-family residences and there will be no impact.	
b.	NO IMPACT	The project involves demolition of a single-family building and new construction of a new single-family building, garage, and pool; comprising no net decrease or increase of dwelling units. Thus, there is no need for replacement housing elsewhere, and there will be no impact.	
c.	NO IMPACT	The project involves demolition of an existing single-family building and new construction of a single-family building. The number of people displaced by the project will not be substantial. Thus, there will not be a need to construct replacement housing elsewhere and there will be no impacts.	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	The subject site is served by Los Angeles Fire Department, Station 37 (Engine and Truck Company) located at 1090 Veteran Avenue (approximately 1.9 miles south of the project site), which is farther than the 1.5 mile maximum response distance for engine or truck companies for neighborhood land uses identified in the L.A. CEQA Thresholds Guide. The proposed project is located in a Very High Fire Hazard Severity and Fire Brush Clearance Zone and hillside area, but it is not proposing to use, manufacture, or store toxic, readily combustible, or otherwise hazardous material outside of the materials typically associated with residential uses. Moreover, the project's location would provide for adequate LAFD access (the Chalon street has width of minimum 20 feet clear and unobstructed with an approved turn around, and grade not exceeding 15 percent). The proposed project will be reviewed by the Los Angeles Fire Department and the project will comply with fire safety requirements.	
----	------------------------------	--	--

Impact?	Explanation	Mitigation Measures
	<p>The proposed project involves no net increase in the number of dwelling units and therefore will not likely require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The project will not likely generate the need to construct new or expanded fire protection facilities and the impact will be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>The subject site is served by the Los Angeles Police Department, West Los Angeles Area Division located at 1663 Butler Ave. (approximately 4.2 miles southwest). The proposed project will be reviewed by the Los Angeles Police Department, and will comply with public safety requirements and policies. There is no net population increase resulting from the related project, therefore there will not be any increase in the cumulative demand for police services anticipated at the time of project build-out compared to the expected level of service available. The impact will be less than significant.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>The subject site is served by the Los Angeles Unified School District (LAUSD) and will comply with requirement to pay fees to support LAUSD. However, the proposed project involves demolition of an existing single-family dwelling and new construction of a single-family dwelling; therefore, will not likely generate the need to construct new or expanded school facilities. The impact will be less than significant.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>The subject site will comply with requirement to dedicate land or pay fees to support park and recreation site acquisition and development, per LAMC Section 17.12. The proposed project involves demolition of an existing single-family dwelling and new construction of a single-family dwelling and therefore will not likely generate the need to construct new or expanded parks and recreation centers. The impact will be less than significant.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>The proposed project involves demolition of an existing single-family dwelling and new construction of a single-family dwelling and therefore will not likely generate the need to construct new or expand other public service facilities. The impact will be less than significant.</p>	

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

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	The subject site will comply with requirement to dedicate land or pay fees to support park and recreation site acquisition and development, per LAMC Section 17.12. The proposed project involves demolition of an existing single-family dwelling and new construction of a single-family dwelling will not likely generate substantial physical deterioration of parks and recreation facilities. The impact will be less than significant.	
b.	NO IMPACT	The project does not require the construction or expansion of public recreational facilities. There will be no net increase in the number of dwelling units. Therefore, there will be no impact.	

XVI. TRANSPORTATION/TRAFFIC

a.	NO IMPACT	The project will replace an existing single-family dwelling with a new single-family dwelling to the site. As such, the proposed project would not generate or cause a diversion or shift of more daily or p.m. peak hour vehicle trips on the street system.	
b.	NO IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. As such, the proposed project would not add any one-way vehicle trips to a Congestion Management Program (CMP) or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp.	
c.	NO IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. The proposed project is not located within an airport hazard zone (ZIMAS), nor an airport land use plan, or within two miles of a public airport, or public use airport. The closest airports are the Santa Monica Airport (approximately 4.3 miles), the Van Nuys Private Airport (approximately 8.9 miles), and the LAX international airport (approximately 9 miles). As such the project would not result in a change in air traffic patterns including increases in traffic level or changes in location that would result in substantial safety risks.	

Impact?	Explanation	Mitigation Measures	
d.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The proposed project involves the construction of a motocourt with 10 parking spaces. The construction of the new driveway, which is on the northeast corner of the lot, will likely not increase hazards to the existing condition. Additionally, the proposed building is compatible with the existing residential area. Although the proposed project would not include any hazardous design features, construction activities, especially on a slope, could result in potential safety hazards to pedestrians and vehicles in the project vicinity. Incorporation of the proposed mitigation measures is expected to reduce the potential impacts to a level that is less-than-significant.</p>	<p>XVI-30, XVI-40</p>
e.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>The project involves no net increase in the number of dwelling units. The subject site is on Chalon Drive, which is designated by the City's General Plan Transportation Element and Bel Air Community Plan, as a Local Street and none of the intersections nearest the site are arterial intersections that may affect traffic safety. As such, the project will not change emergency response patterns.</p>	
f.	<p>NO IMPACT</p>	<p>The proposed project site is within a neighborhood which is designated for very low density residential uses and not in an area that has any adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, and would not impede their implementation. Therefore, the proposed project will not have an impact on any existing alternative transportation policies, plans, and programs.</p>	
<p>XVII. UTILITIES AND SERVICE SYSTEMS</p>			
a.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>The proposed project will connect to the City's existing wastewater treatment facilities. The project involves no net increase in the number of dwelling units. Therefore, the project is unlikely to result in development which exceeds the current wastewater treatment loads established by the Regional Water Quality Control Board. The impact will be less than significant.</p>	

Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will connect to the City's existing water and wastewater treatment facilities. The project involves no net increase in the number of dwelling units. Therefore, the project is not expected to create a need to expand these existing facilities. The impact on water and wastewater treatment facilities will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. Therefore, the project is not expected to result in increased demand on the City's stormwater drainage facilities. The impact on stormwater drainage facilities is anticipated to be less than significant.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. The construction, use and maintenance of the building, pool, and landscaped areas have the potential to make a cumulatively considerable contribution to impacts on existing water supplies for the area. However, the incorporation of the proposed mitigation measures is expected to reduce the potential impacts to a level that is less-than-significant.	XVII-10, XVII-20
e.	LESS THAN SIGNIFICANT IMPACT	The project site is currently serviced by the City of Los Angeles Hyperion Wastewater Treatment Facility. The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. The proposed dwelling unit is expected to create only marginal increased demand on City's existing wastewater treatment facilities. The project will result in an increase in wastewater generation of approximately 380 gallons average daily flow (based on Exhibit M.2-12 of the Los Angeles CEQA Thresholds Guide), of which 150 gallons is net above the existing building's wastewater generation (50 gallons per every additional bedroom), and is less than the 4,000 gallons per day threshold of significance (M.2 Wastewater, Los Angeles CEQA Thresholds Guide). Moreover, the mitigation measures in section XVII d of this document are expected to further reduce the demand on	

Impact?	Explanation	Mitigation Measures
<p>f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>the City's existing facilities.</p> <p>The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool. The proposed dwelling unit is expected to create only marginal increase in solid waste generation. Moreover, the waste produced by the long-term use of the property will be typical of the proposed residential use and would not create a special need for disposal of hazardous materials. Therefore, the long-term impacts of the proposed project are considered less than significant. However, potentially significant impacts in terms of solid waste generation may occur during the construction period for the project. Many of the building materials used during the construction process are considered hazardous and are not safe to be disposed of in a landfill; therefore the appropriate precautions must be taken to ensure that these materials are disposed of properly. The proposed mitigation measures will help to reduce these impacts to a level that is less than significant.</p>	<p>XVII-90</p>
<p>g. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939). The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste from landfills. The project would also comply with applicable regulatory measures, including the provisions of City of Los Angeles Ordinance No.</p>	<p>XVII-100</p>

Impact?	Explanation	Mitigation Measures
	<p>171,687 with regard to all new construction; the provision of permanent, clearly marked, durable, source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. With the implementation of the regulatory measures, waste generated by the project would not significantly alter the projected timeline for landfills within the region to reach capacity. Therefore, since the proposed project would comply with local, state, and federal regulations no impact with respect to these regulations would occur. However, to reduce the impact to landfills, a measure is recommended to ensure compliance with local regulations to solid waste.</p>	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

<p>a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The project proposes the demolition of an existing single-family dwelling and the construction of a single-family dwelling, garage, and pool, and is located in a low density urbanized region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Moreover, the subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). The subject site lacks any riparian habitat or other sensitive natural community, and does not contain any wetlands. The subject is not identified as being a site or an area of historical significance, therefore it is unlikely that the proposed project will have impacts on important examples of the major periods of California history. Also, the subject site is not in the vicinity of an Archaeological Survey Area and an Archaeological Site (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map). However, there may be a possibility for</p>	<p>XVIII-10 Overall, with the implementation of the proposed mitigation measures in the environmental review, the project's incremental contribution to cumulative impacts is anticipated to be less than significant.</p>
--	---	--

Impact?	Explanation	Mitigation Measures
	<p>the discovery of unrecorded archaeological resources during the proposed grading activity. The mitigation measures proposed in Section V of this document are expected to reduce any potential impacts to a less-than-significant level. The subject site and vicinity are not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). It is possible that site excavation could uncover paleontological resources. However, the mitigation measures proposed in Section V of this document will ensure that if any previously unknown paleontological resources are discovered during the excavation period of construction, such resources will be handled properly and reduce any potential impacts to a level that is less-than-significant.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed cumulatively. The proposed project involves no net increase in the number of dwelling units. Furthermore, the project site is located in an urban setting which already developed primarily with single-family residences. Therefore, the possibility of resulting cumulative impacts in the vicinity is not likely. Any development activity which may occur is most likely to comply with all applicable federal, State, and City regulations that would preclude significant cumulative impacts with regard to geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. Compliance with City regulations would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Furthermore, an increase in area population resulting from the proposed project and other development activity in the area are</p>	<p>XVIII-10 Overall, with the implementation of the proposed mitigation measures in the environmental review, the project's incremental contribution to cumulative impacts is anticipated to be less than significant.</p>

Impact?	Explanation	Mitigation Measures
	<p>anticipated to be within City and SCAG forecasts; therefore, less than significant cumulative impacts to population and housing are anticipated. Similarly, the demands on public services such as fire and police protection, schools, parks, recreation, and solid waste generation resulting from the proposed project and other development activity in the area are anticipated to be less than significant as described herein. As service providers conduct ongoing evaluations to ensure that facilities are adequate to service the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant with the application of mitigation measure proposed herein.</p>	
<p>c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the previous sections of this document. As described throughout this analysis, with implementation of the recommended mitigation measures, the proposed project is not expected to result in any unmitigated significant impacts.</p>	<p>XVIII-20 As Mitigated, the project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.</p>

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

HELENA JUBANY
PRESIDENT

VAN AMBATIELOS
VICE-PRESIDENT

E. FELICIA BRANNON
VICTOR H. CUEVAS
SEPAND SAMZADEH

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
SUPERINTENDENT OF BUILDING
INTERIM GENERAL MANAGER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

August 9, 2013

LOG # 80323-01
SOILS/GEOLOGY FILE - 2
LIQ/LAN

HHP Investments, L.P.
P.O. Box 762
Beverly Hills, CA 90213

TRACT: 9745
BLOCK: 1
LOT(S): 3 (Arb 1)
LOCATION: 10830 W. Chalon Road

<u>CURRENT REFERENCE REPORT/LETTER(S)</u>	<u>REPORT No.</u>	<u>DATE(S) OF DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report Oversized Doc(s)	IC 13023-I "	06/24/2013 "	Irvine Geotechnical "
<u>PREVIOUS REFERENCE REPORT/LETTER(S)</u>	<u>REPORT No.</u>	<u>DATE(S) OF DOCUMENT</u>	<u>PREPARED BY</u>
Dept. Correction Letter	80323	05/21/2013	LADBS
Geology/Soils Report	IC 13023-I	04/05/2013	Irvine Geotechnical
Laboratory Test Report	SL13.1411	04/03/2013	Soil Labworks
Dept. Correction Letter	54322-01	01/03/2007	LADBS
Geology/Soil Report	DAC 200562	10/21/2006	Novus GeoConsultants
Dept. Correction Letter	54322	08/09/2006	LADBS
Geology/Soil Report	W.O. 200562	04/26/2006	Drew Associates Corp.

The Grading Division of the Department of Building and Safety has reviewed the referenced reports dated June 24, 2013, April 5, 2013, and April 3, 2013, providing recommendations for the proposed three-level residence (first level garage over two-story residence), new swimming pool, and deck. The roof of the upper level will also act as a structural deck for parking of cars. The earth materials at the subsurface exploration locations consist of fill, alluvium, and colluvium soil overlying Modelo Formation shale, sandstone, and siltstone bedrock. The consultants recommend to support the proposed structures on conventional and drilled pile foundations bearing in competent bedrock. The existing fill, soil and alluvium are not recommended for foundation or slab support (see page 13 of the 04/05/2013 report). As an alternative, the existing alluvium is recommended to be removed to bedrock and then place compacted fill to support the proposed pool, deck and water feature (as shown on the cross sections A, B and C attached to the 06/24/2013 report).

The western edge of the property, which is underlain by alluvium, is located in a designated liquefaction hazard zone as shown on the "Seismic Hazard Zones" map issued by the State of California. The consultant recommend the proposed structures within this area (pool, deck and water feature) to be supported on piles penetrating the alluvium and extending into the bedrock, or to remove and replace the alluvium with properly

placed fill and support the structures on the new fill. In addition, the proposed structures within this area (pool, deck and water feature) are currently exempt (P/BC 2011-044).

The site is located in a designated seismically induced landslide hazard zone as shown on the "Seismic Hazard Zones" map issued by the State of California. The above reports include an acceptable seismic slope stability analysis and the requirements of the 2011 City of Los Angeles Building Code, have been satisfied.

The referenced reports dated June 24, 2013, April 5, 2013, and April 3, 2013, are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2011 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Conformance with the Zoning Code Section 12.21.C8, which limits the heights and number of retaining walls, will be determined during structural plan check.
2. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Constituent Service Division for the proposed removal of support and/or retaining of slopes adjoining to public way. (3307.3.2)
1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388
3. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required. The consent shall be included as part of the final plans. (7006.6)] Note: Refer to the section titled "Geotechnical Issues" on page 13 of the 04/05/2013 report.
4. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property. (7006.6)
5. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans which clearly indicates that the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports. (7006.1)
6. All recommendations of the reports which are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
7. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
8. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)
9. All new graded slopes shall be no steeper than 2H:1V (7010.2 & 7011.2).
10. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
11. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For

grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Grading Division. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.


12. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department, and obtained approval. (7008.2)
13. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet whichever is greater (7011.3).
14. Existing uncertified fill, soil or alluvium shall not be used for support of footings, concrete slabs or new fill.
15. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)
1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388
16. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored. (7005.3)
17. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
18. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
19. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)
20. Unsurcharged temporary excavations over 7 feet exposing bedrock or any portion of the excavation exposing fill or soil shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
21. South to Southwest facing excavations in bedrock may un-support bedding in the down dip direction. Bedding planes shall be supported by shoring or trimmed along the lowest unsupported bedding plane (22 to 40 degrees).
22. The soils engineer shall review and approve the shoring plans prior to issuance of the permit. (3307.3.2)
23. Shoring supporting fill, soil, or favorably oriented bedrock shall be designed for a minimum EFP of 30 PCF, and shoring supporting south dipping bedrock shall be designed for a minimum EFP of 55 PCF, as recommended on page 23 of the 04/05/2013 report. All surcharge loads shall be included into the design, as recommended.

24. Shoring shall be designed for a maximum lateral deflection of $\frac{1}{2}$ inches, as recommended on page 25 of the 0405/2013 report.
25. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
26. All foundations shall derive entire support from competent bedrock or properly placed fill, as recommended and approved by the geologist and soils engineer by inspection.
27. Foundations adjacent to a descending slope steeper than 3:1 (H:V) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2); for in-ground pools the foundation setback shall be one-sixth the slope height to a maximum of 20 feet (1808.7.3).
28. Buildings adjacent to ascending slopes steeper than 3:1 (H:V) in gradient shall be set back from the toe of the slope a level distance equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1) ; for in-ground pools the pool set back shall be one-fourth the vertical height of the slope, but need not exceed 7.5 feet (1808.7.3).
29. Pile caisson and/or isolated foundation ties are required by Code Sections 1809.13 and/or 1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2002-30.
30. Pile and/or caisson shafts shall be designed for a lateral load of 1000 pounds per linear foot of shaft exposed to fill, soil and weathered bedrock. (P/BC 2011-50)
31. The design passive pressure shall be neglected for a portion of the pile with a set back distance (horizontal set back) less than five feet from fill, soil or weathered bedrock contact plane with bedrock.
32. Existing uncertified fill shall not be used for lateral support of deep foundation. (1810.2.1)
33. The seismic design shall be based on a Site Class C as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
34. Retaining walls shall be designed for the minimum EFP specified on pages 19 through 21 of the 04/05/2013 report, and the revisions on pages 2 and 3 of the 06/24/2013 report. All surcharge loads shall be incorporated into the design. Note: Where two separate stacked retaining walls are proposed, the lower of the 2 walls shall be designed for the combined height of the 2 walls.
35. Retaining walls at the base of ascending slopes shall be provided with a minimum freeboard of 12 inches, as recommended.
36. The recommended equivalent fluid pressure (EFP) for the proposed retaining wall shall apply from the top of the freeboard to the bottom of the wall footing.
37. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
38. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)

39. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
40. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (1703.4.2)
41. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
42. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
43. The proposed swimming pool shall be designed for a freestanding condition, as recommended.(1808.7.3)
44. Pool deck drainage shall be collected and conducted to an approved location via a non-erosive device. (7013.10)
45. The dwelling shall be connected to the public sewer system. (P/BC 2008-27)
46. All pool, deck, roof and pad drainage shall be conducted to the street in an acceptable manner; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer. (7013.10)
47. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
48. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1704.7)
49. All friction pile or caisson drilling and installation shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent bedrock in a written field memorandum. (1803.5.5, 1704.9)
50. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
51. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, pile installation, protection fences and dust and traffic control will be scheduled. (108.9.1)
52. Installation of shoring and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1704.7)
53. The installation and testing of tie-back anchors shall comply with the recommendations included in

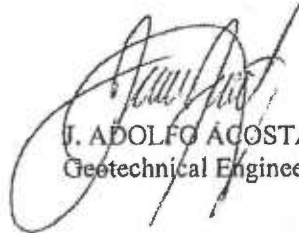
the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whatever is more restrictive. (Research Report #23835)

54. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)
55. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.



JEFFREY T. WILSON
Engineering Geologist I

JTW/JAA:jtw/jaa
Log No. 80323-01
213-482-0480



J. ADOLFO ACOSTA
Geotechnical Engineer I

cc: Mehdi Rafati, Applicant
Irvine Geotechnical, Project Consultant
WL District Office

Leighton and Associates, Inc.

GEOTECHNICAL | GEOENVIRONMENTAL | MATERIALS TESTING

PROJECT MEMORANDUM

To: Bel Aire Homeowners Alliance
4590 East Thousand Oaks Blvd., Suite 100
Westlake village, California 91362
Date: August 2, 2014
Project No. 10792.001

Attention: Mr. James Vaughn

From: Joe A. Roe, C.E.G. 2456

Subject: Geotechnical Volume Estimates, Conceptual Solider Pile Foundations, Lot L, ARB 254, Bel Aire Tract 10697 and 10699 Somma Way, Los Angeles, California.

This Project Memorandum is submitted to provide a generalized summary of earthwork volume estimates for conceptually proposed soldier pile foundations at the project site. Plate 6 in the report, (GSI, 2013) indicates 193 soldier piles in five rows at 10-feet on center as a conceptual idea for stabilization of the landslide mass. Based upon the slope stability analyses presented in the report the consultant has identified a depth below the slide (point of fixity) at which the Factor of Safety (FOS) is equal to 1.5. The significance of this FOS=1.5 is the depth at which the soldier pile or other form of deep foundation is to begin embedment negating the support characteristics of the material above. This point of fixity combined with loading information in the consultant report will be the driving force behind the actual depth and on center spacing for the proposed soldier pile or other deep foundation system to be designed by a licensed, professional shoring engineer. In general, the depth of the currently planned soldier pile foundation system is unknown.

However, based on correspondence with you we have been provided information suggesting the soldier piles are to be at least 100 feet in depth. Additionally, we have been informed the number of piles planned for this project is now 270. While we do not yet fully understand the basis for this change we are assuming for purposes of this volume estimate, based upon the loading information provided, the soldier pile system currently recommended will retain a minimum diameter of 60-inches (5 feet). Once appropriate shoring plans are prepared, reviewed and accepted, the actual number of soldier piles, spacing, diameter etc. could be greater than reported.

Based on a 60-inch diameter, 100 foot deep soldier pile for 193 piles the estimated earthwork equates to approximately 9,367 yds³. For 270 piles, 5-feet in diameter to a depth of 100 feet the estimated earthwork equates to approximately 19,634 yds³ of soil/bedrock from soldier pile excavations. Based on the proposed total raw cut and fill volume provided in the report the haul route is permitted for 29,400 yds³. This will amount to total combined volume of either 38,767 yds³ (193 piles) or 49,034 yds³ (270 piles) for export. Assuming the soldier piles will be reinforced the amount of concrete is estimated to be 80% of the removed soil/bedrock equating to approximately 15,000 yds³ of concrete.

A concrete truck can hold 10 yards at a time. We also assume the concrete will need to be pumped into position. Normally, when a hole is excavated the steel is ready for lowering and concrete is onsite for pumping directly in to the excavation. Assuming one drill rig onsite may be able to excavate and install two (2) 100 foot deep piles per day. However, the actual number and schedule will be up to the foundation contractors pace, efficiency, hardness of in place bedrock and other factors such as groundwater, seepage, caving, schedule, etc.

Remediation of the landslide as presented is a reasonable approach to provide hillside stabilization. If the intent becomes to stabilize the hillside without building a residential structure there are other options such as a compacted fill, drained earthen buttress key. This approach would require analysis to determine appropriate size and dimension of any buttress key to achieve a stable hillside that meets or exceeds code based factors of safety. Basically this approach requires excavation of material to a design based depth and width then the resultant excavation is replaced with engineered and compacted fill coupled with subdrains to allow for accumulated water should it develop. Draining of subsurface water is critical to reduce hydrostatic pressures that can potentially build up in fractured, displaced bedrock.

If there are any questions regarding this memorandum please feel free to call.

Distribution: Addressee

References: GeoSystems Inc., 2013, Soils and Geologic Investigation for Proposed Landslide Stabilization and Single Family Residence, Retaining Wall and Swimming Pool, Lot L, ARB 254, Bel Aire Tract 10697 and 10699 Soma Way, Los Angeles, California, dated October 13, 2013

_____, 2014, Response to the City of Los Angeles, Department of Building and Safety, Geology and Soils Report Correction Letter, Lot L (Arb 98 and 254), Bel Aire Tract, 10697 and 10699 Somma Way, Los Angeles, California. Dated February 19, 2014

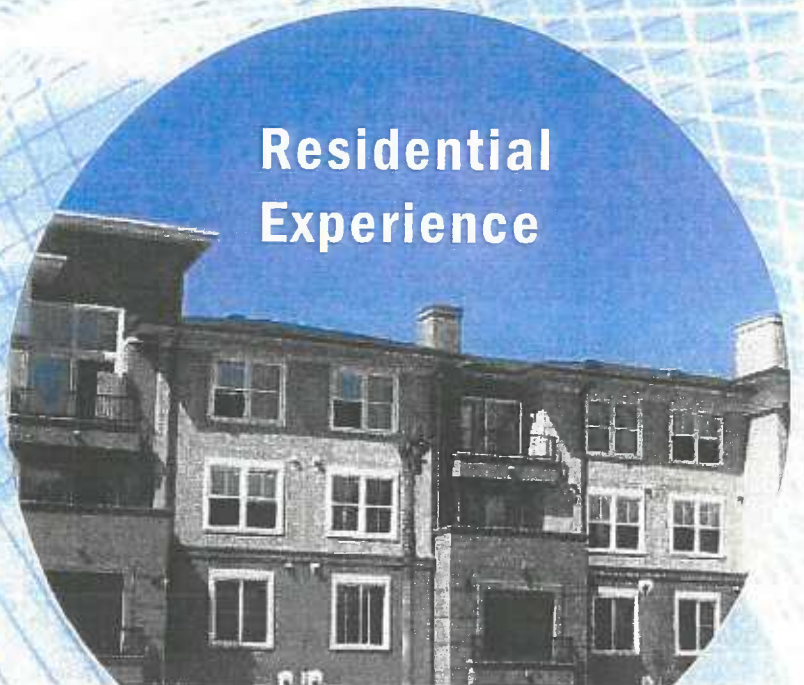
City of Los Angeles, Notice of Public Hearing to Property Owners Within a 300-foot radius of Grading Site, Project Address 10697 West Somma Way, undated

_____, 2014a, Geology and Soils report Approval Letter Log No. 82317-01 Soils and Geology File-2 LAN, Department of Building and Safety, dated March 20, 2014

_____, 2014b, Proposed Mitigative Negative Declaration ENV-2014-197-MND, 10697 Somma Way, Bel Aire, California, received by LADBS on June 19, 2014



Leighton and Associates, Inc.
A LEIGHTON GROUP COMPANY



**Residential
Experience**

Leighton

Leighton and Associates, Inc. (Leighton) is a multi-disciplined engineering firm, providing geotechnical, environmental, and testing and inspection services. We provide a professional staff of Professional Geologists, Certified Engineering Geologists, Registered Civil and Geotechnical Engineers, Registered Hydrogeologists, Registered Environmental Assessors, and Certified Inspectors. From the early planning stage through site development, Leighton has experience to help your project.

We approach each project as a team, structured to provide the correct mix of engineers, scientists, technicians, and specialists to fit the project's size and complexity. Field and analysis work is performed by professionals based in a local office. However, when you have special geotechnical or environmental site conditions, we assign the best experts from any of our seven California offices to address your specific issue.





LEIGHTON'S SERVICES

Leighton is a recognized leader in the bringing high quality engineering solutions for land development. With 53 years' experience in California, Leighton's team of geotechnical and environmental professionals offer a full complement of consultant services; in addition to an extensive network of local and regional relationships.

Environmental Services

- Phase I Environmental Assessments and Due Diligence Studies
- Hazardous Building Sampling and Removal Specification Preparation
- Review of Previous Studies and Recommendations for Any Additional Assessment
- Phase II Subsurface Environmental Investigations of Soil and Groundwater
- Soil Vapor Investigations and Vapor Intrusion Studies
 - Health Risk Assessment to Determine Clean Up Levels and Remedial Approaches
- Cost Estimation and Schedule Preparation for Environmental Clean Up Costs
- Real Estate Transaction Support for Environmental Cost Deductions
- Expedited Environmental Agency Closure Negotiations
- Regulatory Compliance and Permitting
- Remedial Action Plans and Implementation
- Environmental Forensic Studies to Identify Sources of Environmental Impacts
- Hazmat and Site History Text Preparation for Input in EIRs
- Oversight of grading in areas of impacted soils
- Soil Vapor Extraction and Groundwater Treatment System Design, Operation and Maintenance
- Management of off-haul and disposal of contaminated materials

Geotechnical Services

- Due Diligence/ Feasibility Studies
- Evaluation Of Existing Site and Stage Of Development /Review Of Previous Work
- Geotechnical and Environmental Input To Facilitate Project Advancement and Completion
- Geology, Soils, and Haz Mat For EIR/EIS
- Geotechnical Studies and Engineering
- Geologic Hazard Evaluations
- Hydrogeologic Evaluations
- Geophysical Studies
- Liquefaction Studies
- Landslide Evaluations
- Slope Stability Studies
- Seismic Hazard Evaluations
- Fault Studies
- Erosion and Sedimentation Studies
- Storm Water Assessment Studies
- Permeability Testing
- Foundation Design
- Pavement Design
- Geotechnical Design For Retaining Structures
- Earthwork Observation and Testing During Grading and Construction
- Pile Driving Observation
- Concrete Sub Grade Foundation Verification
- Laboratory Testing of Soils
- Forensic Studies and Distress Evaluations

Materials Testing and Inspection

- Caltrans, AASHTO, City of Los Angeles, DSA, Army Corps of Engineers, City of San Diego

Field Services

- Asphaltic Concrete
- Reinforced Concrete
- Reinforcing Steel
- Coring of Concrete & Masonry
- Pre-Stressed & Post tensioned Concrete
- Ultrasonic Testing
- Gunite & Shotcrete
- Moisture Tests – Concrete Slab
- Epoxy Injection
- Structural Masonry
- Earth Anchor Hold-down
- Structural Steel/Welding/Bolting
- Structural Steel Shop Fabrication
- Torque Testing
- Spray-Applied Fireproofing
- Pull-Out Tests

Material Tests Routinely Performed

- Compressive Strength - Concrete, Grout, Mortar, Masonry Units, Roofing Tile
- Asphalt Extraction
- Aggregate Testing
- Durability Density/Asphalt Absorption
- Bulk Density Asphalt
- Marshall / Hveem Test
- Specific Gravity



In our 52 years providing geotechnical engineering and environmental consulting services throughout Southern California, Leighton has done hundreds upon hundreds of jobs related to multi-family developments. A representative listing is provided here, showing primarily the geographic spread of Leighton's influence.

Project	Client	Location
The Covington	The Episcopal Home	Aliso Viejo
Anaheim and Lincoln	Equity Residential	Anaheim
Platinum Triangle	Lennar Communities	Anaheim
Stadium Lofts	Windstar Communities	Anaheim
Proposed apartment building	The Morgan Group, Inc.	Canoga Park
Carlsbad By The Sea senior housing	Carlsbad By The Sea	Carlsbad
La Costa Glen Continuing Care Retirement Community	Continuing Life Communities	Carlsbad
Apartment Complex	Acadia Construction, Inc.	Chino Hills
Missions Apartment Complex	The Morgan Group, Inc.	Chino Hills
Promenade Terrace	Acacia Construction	Corona
Sage Canyon Apartments	Fairfield Residential, Inc.	Corona
Sage Canyon Apartments	Fairfield Residential, Inc.	Corona
Adams Place Apartments	BRE Builders, Inc.	Costa Mesa
Pacific Gateway	Fairfield	Costa Mesa
Stonesthrow	Taylor Morrison	Costa Mesa
Cypress Pines Apartment	Western National Contractors	Cypress
Apartment Building, Encinitas Town Center	Poinsettia Ridge Apartments	Encinitas
Amerige Pointe Apartments	Morgan Construction Company	Fullerton
City Pointe Apartments	Morgan Construction Company, Inc.	Fullerton
Jacaranda Apartments	Morgan Construction Company, Inc.	Fullerton
416 Broadway	Intracorp	Glendale
Del Amo Apartments	Fairfield Development	Hawthorne
Siena Apartments	Christopher Homes	Huntington Beach
Plaza Almeria	J T Development	Huntington Beach
Boardwalk	Sares Regis	Huntington Beach
Windjammer Apartments	United Dominion Residential Communities	Huntington Beach
Millikan Site	Equity Residential	Irvine
Metropolis	Equity Residential	Irvine

Project	Client	Location
2801 Kelvin	Hanover	Irvine
Woodbury Court	Irvine Community Development	Irvine
Newport Villas Condominiums and parking structure.	JPI West Coast Development, LP	Irvine
Legacy at Main and Jamboree	Legacy Partners	Irvine
Central Park West	Lennar Communities	Irvine
Main Street Village Apartments	Lincoln Property Company	Irvine
The Irvine Inn	McCormack-Baron Associates	Irvine
Park Place	Trammel Crow Corporation	Irvine
Country Terrace Condominiums	Condominium Management Company	La Habra
La Jolla Village Tennis Club Condominiums	La Jolla Village Tennis Club Condominium Association	La Jolla
Lakeshore Village Apartments	Corman Leigh	Lake Elsinore
Ramsgate Apartments	Fairfield Development	Lake Elsinore
Proposed Apartments	Floit Properties	Lakeside
Long Beach Blvd and 12th	1223 Long Beach Blvd, LLC	Long Beach
Cienega Apartments	Brookfield Homes	Long Beach
Park at Harbor View	Camden Builders	Long Beach
Oceanaire	Intergulf	Long Beach
West Ocean Towers	Intracorp Los Angeles	Long Beach
Condominium at Pike	Intracorp Los Angeles	Long Beach
Pacifica	Lennar Urban	Long Beach
Gateway on 4th	Pulte Homes	Long Beach
Matsu Residential Development	Avalon Bay Communities	Los Angeles
Chinatown Gateway	Equity Residential	Los Angeles
Howard Hughes Village	Equity Residential	Los Angeles
Olympic and Grand	Hanover	Los Angeles
Olympic and Hill	Hanover	Los Angeles
Hollywood & Vine	Legacy Partners	Los Angeles
5550 Wilshire (Miracle Mile)	Legacy Partners	Los Angeles
Sunset Lofts	Legacy Partners	Los Angeles
Washington Square	Lennar Urban	Los Angeles
Pacific Place Apartments	Windstar	Los Angeles
Pacific Concourse Apartments	Windstar	Los Angeles
Malibu Coastline Condominiums	Malibu Coastline Condominium Association	Malibu

Project	Client	Location
Princeton Court Apartment	JPI California	Marina Del Rey
The Park at Mission Viejo	Camden Development	Mission Viejo
Towngate	Legacy Partners	Moreno Valley
Promontory Pointe	Western Pacific Housing	Moreno Valley
Mapleton Apartments	Bluestone Communities	Murrieta
Eagle Glen Apartments	Fairfield Development	Murrieta Hot Springs
NoHo Gardens	Fairfield Communities	North Hollywood
The Boulevard Apartments	Western National Contractors	Northridge
150-unit senior apartment complex	J&A Investments	Oceanside
Ontario Towne Apartments, Village I and II	Fairfield Residential, Inc.	Ontario
City Place Apartment	Lincoln Properties	Orange
Westgate Block 1	Equity Residential	Pasadena
Westgate Block 2	Equity Residential	Pasadena
Villa Gardens	Front Porch Development	Pasadena
DeLacey at Green	Intracorp	Pasadena
Ambassador College Site	Legacy Partners	Pasadena
Westgate	Sares Regis	Pasadena
Trio Apartments	Shea Homes	Pasadena
Victoria Arbors	Fairfield Residential, Inc.	Rancho Cucamonga
Borgata at Alta Loma Apartments	Fairfield Residential, Inc.	Rancho Cucamonga
Etiwanda II Apartments	Fairfield Development	Rancho Cucamonga
Forecast Apartments	Fairfield Development	Rancho Cucamonga
Jefferson at Empire Lakes	JPI Westcoast Construction	Rancho Cucamonga
Ocean Cottage Apartments		Redondo Beach
Van Buren Station Apartments	Fairfield Residential, Inc.	Riverside
Proposed Oak Park Apartments	Riverside Apartment Associates	Riverside
Driftwood Condominiums	Driftwood Condominium Association	San Clemente
On The Park	Biarritz	San Diego
Rio Vista West	CalMat Properties	San Diego
Allegro	Centre City Development Corp	San Diego
Doma	Citymark Little Italy, LLC	San Diego
Proposed site in Old Town area	Condor American Properties	San Diego
Stratton Apartments	Fairfield Development	San Diego
Canyon Rim Apartments	Fairfield Development	San Diego



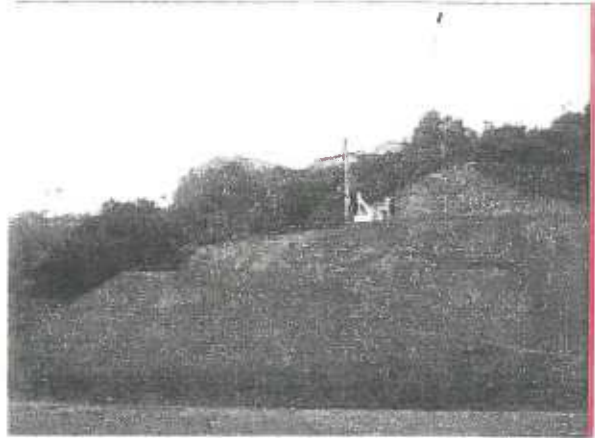
Project	Client	Location
Cortez Hill Development	Forest City Residential West, Inc.	San Diego
15 th and Market	Holland Development	San Diego
Treo @Kettner, 24-story condominium	Intergulf	San Diego
Stonecrest Village, Phase II	Irvine Apartment Communities, LP	San Diego
San Diego Spectrum - Phase I	Morgan Construction Company, Inc.	San Diego
Uptown District	Odmark/Oliver McMillan Partnership	San Diego
Proposed 6-acre apartment site	Park Haven Apartments Building Management Company	San Diego
Village Walk	The Olson Company	San Diego
Pinnacle MacArthur Place	BRE Properties, Inc.	Santa Ana
Cape May Harveston Apartments	Lennar Communities	Temecula
Kisco Senior Living	Kisco Senior Living	Tustin
Altavista Apartments	Fairfield Development	Valencia
Westridge Apartments and Parking Structures	Lincoln Property	Valencia
Lincoln Place Apartments	JPI West Coast Development, LP	Venice
Ventura Pointe Apartments	The Morgan Group, Inc.	Ventura
7950 West Sunset	Legacy Partners	West Hollywood
Phase I ESA	Condor Pacific Industries, Inc.	Westlake Village
Landmarc Apartments	Sares Regis	Woodland Hills
Proposed affordable senior apartment development, 5-acre parcel	Stonegate Development Company, LLP	Yorba Linda



Bellagio Slope Repair

As part of the Los Angeles Unified School District Bond BB, many schools are undergoing needed repairs and renovations. The Bellagio Elementary Newcomer Center in Los Angeles has had a landslide encroaching on the school playground for many years.

The landslide is documented on geologic maps of the Santa Monica Mountains compiled by the City of Los Angeles in 1982. Several mitigation alternatives have been evaluated. The most cost effective mitigation plan that was selected by the school district was to partially remove the slide debris and buttress the remaining slide debris with a 2:1-engineered slope. The new slope will attend a minimum safety factor of 1.5.



The project included the installation of seventeen soldier piles at the head of the landslide for temporary stability and the removal of the slide mass below them. Remediation of the slope includes the construction of a 50-foot-wide buttress anchoring a 2:1-fill slope of excavated and imported soils. Several undocumented storm drains were discovered and had to be re-routed away from the slope remediation.

Location

Bel Air, California

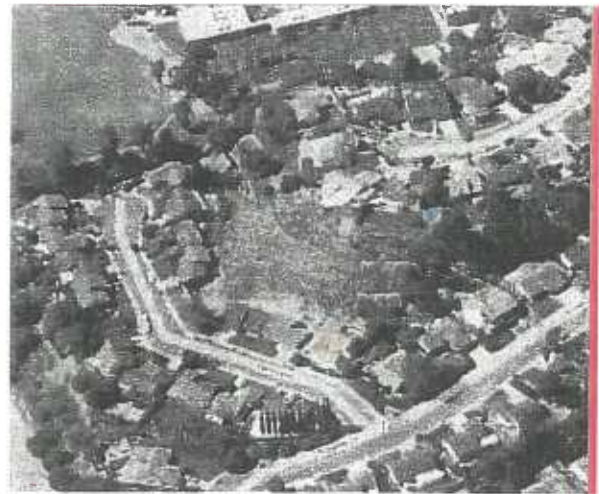
Client

Los Angeles Unified School District



Ferrocarril Landslide

During a previous investigation of the Ferro Carril Landslide, it was discovered that the primary cause of the landsliding was a weak clay bed with a slight tilt to the southwest. Because development of this property occurred during the 1960's, well before the discovery of the claybed, the slope was deemed unsafe, and unable to endure rainy conditions. Future changes in groundwater conditions or other factors that influence stability of slopes (such as earthquake loading) may trigger land movement, jeopardizing the safety and integrity of the neighboring properties.



Leighton was called upon to study the landslide and determine appropriate measures to be taken to ensure the safety of the residents, and keep property damage to a minimum. Leighton performed the following tasks:

- Performed residual shear tests on two samples of soil obtained from the basal rupture surface of the active landslide to determine the soil strength parameters for evaluation of the stability of the area and the potential mitigation measures.
- Provided an opinion as to the specific properties that have been directly damaged and require remedial stabilization work, and identified neighboring properties that were at risk and may benefit from stabilization work.
- Provided preliminary and ballpark estimates of the property damage to each residence.
- Developed a remediation scheme for stabilizing the affected lots.
- Consulted with contractors to develop approximate costs of the recommended remedial work.
- Provided preliminary criteria for proportioning the cost of the remedial work to individual property owners.
- Presented a number of remedial measures engineered to elevate the safety of the slope to what is normally considered an acceptable level.

Location

Mission Viejo, California

Client

City of Mission Viejo



Temecula and Pechanga Creek Slope Lining

Leighton performed a geotechnical forensic investigation for Riverside County Flood Control and Water Conservation District, to study the likely causes and means of remediating the distress in the existing Temecula and Pechanga Creek's concrete slope linings. The project site is located approximately 0.5 miles northwest to this Wolf Valley Creek Channel.

The primary purpose of the investigation was to evaluate the physical characteristics of the site soil materials, determine the condition of the soils along the slope linings and identify the deficiencies in the construction methods and materials of those slopes. The exploration was done using hollow stem auger borings, test pits and coring through the concrete slope lining. Recommendations to mitigate the distressed slopes were presented based on the field exploration and engineering analyses.



Most of our finding from this investigation is applicable to the proposed creek channel construction project, as we have a better understanding on the general soil profile and the experience with similar construction projects in this area.

Location

Temecula, California

Client

Riverside County Flood Control and Water Conservation District



Back Bay Slope Failure

Heavy El Niño rains during the winter of 1998 caused a bluff in Newport Beach to fail at several locations, necessitating the closure of Back Bay Drive. The County of Orange called on Leighton to do an emergency geotechnical study to determine the causes of the slope failure and to conceptualize remedial measures.

Timing was critical for two reasons: the necessity of reopening the road and the upcoming FEMA (Federal Emergency Management Agency) funding deadlines. In response, Leighton fast-tracked the project, completing the draft report within 10 days.

Leighton determined two causes for the slope failure. Initial movement was caused by over-saturation of topsoil both at the top and on the face of the bluff. This resulted in a very wet debris flow slide, which likely included some of the highly weathered bedrock from the bluff face. The second cause of failure was a rock-topple, caused by inadequate drainage away from the bluff. This allowed rainwater to infiltrate joints in the rock, increasing hydrostatic pressure behind the bluff face. The bedrock was literally pushed out and away from the bluff face, resulting in toppling large blocks of bedrock onto the roadway below. Slope repair included improving surface drainage at the top of the bluff, flattening the face of the slope, and reinforcing the slope with geogrid and/or soil nails.



Location

Newport Beach, California

Client

County of Orange



JOHN E. HAERTLE, PE, GE

Associate Engineer

Education

- M.S., Civil Engineering, University of Wisconsin-Madison, Wisconsin, 1986
- B.S., Mining Engineering, University of Wisconsin-Madison, Wisconsin, 1984

Professional Registrations

- California Registered Geotechnical Engineer - 2352
- California Registered Civil Engineer - 48039
- Arizona Registered Civil Engineer - 39038

Professional Summary

Mr. Haertle has more than 26 years of experience in the civil and geotechnical engineering field. His experience includes working throughout both Southern and Northern California on a wide variety of projects ranging from commercial sites to public works. Mr. Haertle's primary responsibilities include the preparation of geotechnical engineering reports, client communications, and oversight of the project's scope, schedule, and budget. Mr. Haertle also performs classification and interpretation of the subsurface materials found at each site, determines the appropriate laboratory testing program tailored to the specific nature of the project, and conducts the relevant engineering analysis to formulate recommendations for design and construction.

Project Experience

- **Landslide Stabilization, Orange County CA.** Slope movement during periods of abnormally high precipitation resulted in field exploration and subsequent slope displacement monitoring to develop a model to characterize the observed distress. Intermediate remedial grading was employed to better define geologic conditions and refine the remedial model. Remedial grading recommendations were developed and implemented. During remedial grading, previously unknown geologic conditions were encountered that required extensive review of the remedial plan, additional field exploration and analysis of the as-graded conditions to demonstrate sufficient remediation had been accomplished.
- **Pacific Place Apartments, Los Angeles, CA.** 2007 Project Manager/Engineer responsible for geotechnical observation and testing services during the backfilling of a new, 800 lineal-foot sewer main, testing of subgrade preparation within the building pad, and observation of tie-back installation and performance testing of the anchors. Unexpected conditions of a subterranean parking structure on the adjacent property required evaluation and alternate recommendations for temporary excavation support. The development consisted of two four-story buildings with lofts and a two-level subterranean parking structure that were continuous throughout the combined footprint of the two structures.
- **Tuscany at Woodland Hills, CA.** Project Manager for the preparation of a geotechnical engineering analysis for the proposed development of several four-story mixed-use, multi-unit commercial and residential buildings, including one to three levels of subterranean parking. The presence of deep fill soils, expansive soils and the hillside location of the property presented challenges to be addressed in developing geotechnical recommendations for design and construction. The geologic conditions of the bedrock that underlain the property and the adjacent ascending slopes required the use of larger diameter drilled shafts for slope buttressing.
- **Family Toyota, San Juan Capistrano, CA.** The constraints posed by the planned site layout and grading of the property required the design of a steepened slope internally reinforced with geogrids.



Leighton Consulting, Inc.

A LEIGHTON GROUP COMPANY

- **Gondola Plaza, Telluride, CO.** Distress study of the plaza building and gondola tower structure shortly after construction was resumed required slope stability analysis and field monitoring of the slope using slope inclinometers. Remedial measures included the installation of French drains to promote slope dewatering and enhance stability; and anchoring gondola tower foundation to the bedrock underlying the slope.
- **Walteria Reservoir Slope Failure, Torrance, CA.** Project Engineer Preliminary Geotechnical Investigation.
- **Lions Field, Fullerton, CA.** Geotechnical Engineer for study to evaluate the feasibility of various wall systems including soil nail retention system, conventional cantilever walls and soldier pile wall systems. The latter exploration and analysis was performed once grading plans were developed for two specific alternates to provide parameters for design and preparation of project plans. The final design concept includes the construction of conventional cantilever retaining walls, soldier pile walls and substantial grading to reconfigure the orientation and extent of the slope. This community athletic field provides for several sports leagues including recreational softball and football. Located within Hillcrest Park
- **Public Storage, San Pablo, CA.** Large multi-story structure with varying finished first floor elevations to reduce grading requirements due to site topography situated on site underlain by uncontrolled fill and bounded by descending slope. Remedial grading was recommended to develop thicknesses of structural fill below foundations that were a function of footing type and size. Slope stability evaluation required to evaluate the impact of grading and construction.
- **Main Street Village Residential Complex, Irvine, CA.** Project Manager for review of grading plans and preparation of a geotechnical report for the proposed apartment community. The development included a central parking structure continuously encompassed by a number of multi-story apartment buildings. Posttensioned slab foundation systems were used to support the apartment buildings while the central parking structure was supported by a structural mat due to the presence of compressible soils and areas of potentially liquefiable soils.
- **Harbor Highlands, San Pedro, CA.** Senior Project Engineer/Manager for geotechnical investigation within a decommissioned above-ground storage tank farm. Involvement at the property was side to the request of the client to review recommendations preliminarily provided by a prior geotechnical engineer in which pile foundations were proposed to mitigate deep fill and liquefaction potential. A large region of the site was underlain by slightly over consolidated clays that gradually thinned and became interbedded with sands that exhibited a high susceptibility to liquefaction. Our evaluation indicated the depth of fill to be significantly less than interpreted by others, but a significant potential for consolidation settlement was present for the slightly over consolidated clays. The requirements of the City of Los Angeles regarding total settlement and evaluation techniques presented challenges in developing economically feasible recommendations. Ultimately, the number of home sites in which a deep foundation system was required was reduced to approximately one-third of the total number. The remaining homes were recommended to be supported by a post-tensioned slab foundation. The evaluation of the site required a detailed subsurface exploration that incorporated both Cone Penetrometer Test (CPT) soundings and soil borings for comparison and correlation, detailed laboratory testing to characterize the grain size, plasticity and consolidation characteristics of the soils.
- **The Strand, CIM Group, Huntington Beach, CA. 2009** - Project Geotechnical Engineer during construction phase of this mixed-use project. Excavations necessary for the construction of the 405-space, two-story subterranean parking garage presented technical challenges, with recommendations and review plans during construction. Perched groundwater conditions and dewatering presented challenges for the design and construction team.
- **Kia Motors Headquarters, Irvine, CA.** Senior Project Engineer for geotechnical investigation and analysis. The most significant design considerations for this development were the presence of expansive soil across the site and the potential for the native soil subject to liquefaction settlement.



- **Newport Beach City Hall, Newport Beach, CA.** Project Engineer for the proposed city hall building and parking structure. Heavy grading which included over 30 feet of cut into bedrock adjacent to MacArthur Boulevard was performed during construction for the new city hall and parking structure. Shoring was required to withstand geologic surcharge from bedrock as well as traffic loading on the roadways. Groundwater mitigation measures was designed as groundwater level was encountered close to the 14 proposed foundation level. Other structures, including a pedestrian bridge over San Miguel Drive and retaining structures in the proposed dog park were part of the project.
- **Sunset Ridge Park, Newport Beach, CA.** Project Engineer for the geotechnical investigation and recommendations for the proposed 12-acre open space park. Located at the intersection of Superior and PCH, the project also included grading and drainage improvements recommendations, foundation recommendations, and a seismic hazard assessment.
- **Valle Ranch, San Juan Capistrano, CA.** Senior Project Engineer for geotechnical recommendations for pavement sections of paved drive aisles and parking stalls. Design of the pavement sections was developed to meet the design method described in the Orange County Highway Design Manual. Valle Ranch is a commercial development.
- **Buena Park Mall Renovation, Buena Park, CA.** The liquefaction potential of the soils and the wide range of structural loads required remedial grading for foundation support and the design of the foundations proportioned for equal settlement.
- **Allen Cadillac, Laguna Niguel, CA.** The liquefaction potential of soils at shallow depth combined with the structural loads and low support characteristics of the soils required special foundation design considerations and remedial grading including the use of geogrid reinforcing within the structural fill to develop adequate bearing support.
- **Marriott Hotel, Fremont, CA.** The structural loads required the use of a driven pile foundation system. Field load testing of production piles allowed modification of the design capacities and driving criteria.
- **Fairfield Inn Motel, San Jose, CA.** A detailed consolidation settlement analysis was required to determine the remedial grading that would allow the use of a spread footing foundation system.
- **Las Lomas Park, Irvine, CA.** Project Manager during grading of new community park. Irvine residents are invited to come celebrate the opening of Las Lomas Community Park during a special dedication ceremony on Wednesday, October 11 from 4-5 p.m. Nestled along the hillside of Turtle Ridge, park amenities include baseball and soccer fields, barbecue and picnic facilities and tot lot. A unique addition to Irvine's community park system, Las Lomas also features a contemporary-style community center incorporating natural building materials such as wood beams and stone accents, giving the facility a rustic feel.
- **Nohl Canyon Tank, Anaheim, CA.** Project Manager/Geotechnical Engineer responsible for the preparation of geotechnical recommendations for the design and construction of new 10-million-gallon municipal concrete potable water storage tank to replace a decommissioned open-air reservoir. The project encountered significant challenges in design due to the adjacent ascending slopes and the geologic structure; the presence of single-family homes along the top of the slopes; and the variability of the subsurface conditions below the proposed tank foundation. Mr. Haertle's responsibilities have extended beyond the geotechnical studies to provide design and construction recommendations and planning and implementation of a field instrumentation program to monitor slope distortions and groundwater fluctuations. He has also assisted the City with community relations with the surrounding local residents to understand and allay their concerns regarding a catastrophic slope instability event and the loss of property as occurred in one neighborhood that bounds the reservoir property through explanation of the project and the precautions and redundancy implemented for safety.



- **Rio Honda Basin Spreading Grounds, Pico Rivera, CA.** Geotechnical Engineer for this two-phased geotechnical study, with the second phase on a fast-track after seepage was noted at the toe of the long levee between two of the larger basins; where an adjacent basin was filled to capacity while the downstream basin was empty. After extensive geotechnical exploration of this levee, we were able to reproduce the observed seepage in our SEEP/W model.
- **Santa Anita Spreading Grounds, Arcadia, CA.** Geotechnical Engineer for investigation and analysis including exploratory borings, geotechnical laboratory testing, and stability analysis using SEEP/W, SLOPE/W and EZ-FRISK, to complement in-house analysis techniques. Due to the gravelly nature of the earth materials at this site, with cobbles and boulders, and the stable existing levee geometry, no mitigation was determined to be required.
- **Dominguez Gap Wetlands, Long Beach, CA.** Project Manager / Engineer for geotechnical investigation as a task order of on-call contract. The proposed modifications to the existing Dominguez Gap retarding basin allow the creation of a wetland habitat. The modifications include grading within the basin bottom to establish dikes for water collection and level areas elevated above the free water surface to allow growth of marsh vegetation. The Geotechnical report is subject to review and approval by the Los Angeles County Department of Public Works, Geotechnical and Materials Engineering Division (GMED).
- **Kraemer Boulevard Grade Separation, Anaheim and Placentia, CA.** Senior Project Engineer for a new grade separation along the Orangethorpe rail corridor to alleviate traffic impacts and hazards at the BNSF rail crossing. Leighton performed a conceptual geotechnical investigation and subsequent geotechnical exploration to evaluate the geologic, soils, and seismic conditions that could affect the project, and provide design recommendations. The project includes construction of a railroad bridge structure; 6,000-foot railroad shoofly; roadway improvements; drainage modifications; a 78-inch-diameter storm drain and sewer relocation; a pump station; and retaining walls.
- **Gold Line Foothill Extension, Pasadena, CA.** Project Engineer for the evaluation of the potential geotechnical impacts and hazards for the planned 24-mile extension of the Gold Line light rail transit. Four alternatives for the proposed alignment, including the Light Rail Transit (LRT) on triple tracks and LRT on double tracks, were examined both from the perspectives of construction-period impacts and long-term impacts. Mr. Haertle performed field exploratory borings, laboratory testing and geotechnical analyses for the subsequent preliminary engineering phase of the project to provide geotechnical recommendations and support for the 30 percent design submittal.
- **I-5 Magic Mountain Parkway, Castaic.** Senior project Engineer for geotechnical investigation and design recommendations for improvements include upgrading the on and off ramps, lower the existing grade along Magic Mountain parkway to accommodate the realignment of the Old Road.
- **I-710 Overcrossing, Eastside Light Rail Transit, Los Angeles.** Senior Project Engineer for the replacement and retrofit of the 3rd Street Bridge over I-710 in East Los Angeles. The proposed construction consisted of the installation of trackwork along the centerline of the bridge for the light rail transit line. Due to the location of the bridge over an interstate freeway, the report was subject to the preparation requirements and review of Caltrans. The static and seismic loading imposed by the bridge required the use of a drilled pier (CIDH pile) deep foundation system for the bents and abutments. Foundation design was further challenged by the presence of large (9- by 14-foot) Portland cement concrete storm culvert along the centerline of the freeway which imposed lateral deflection and surcharge requirements on the foundation system. Analysis required detailed calculation of axial compressive and tensile capacity as well as lateral load capacity considering both the gross and reduced cross-sectional moment of inertia.



- **Well 15 Treatment Plant, Paramount, CA.** Project Geotechnical Engineer for exploration for design of new treatment system. Facilities proposed include several new above-ground storage tanks and vessels along with interconnecting pipelines, several small enclosed structures and new perimeter site walls along the northern, western and a portion of the southern boundary lines. One of the prominent features of the facility will be the proposed Backwash Storage Tank.
- **Nohl Canyon Tank, Anaheim, CA.** Project Manager/Geotechnical Engineer responsible for the preparation of geotechnical recommendations for the design and construction of new 10-million-gallon municipal concrete potable water storage tank to replace a decommissioned open-air reservoir. The project encountered significant challenges in design due to the adjacent ascending slopes and the geologic structure; the presence of single-family homes along the top of the slopes; and the variability of the subsurface conditions below the proposed tank foundation. Mr. Haertle's responsibilities have extended beyond the geotechnical studies to provide design and construction recommendations and planning and implementation of a field instrumentation program to monitor slope distortions and groundwater fluctuations. He has also assisted the City with community relations with the surrounding local residents to understand and allay their concerns regarding a catastrophic slope instability event and the loss of property as occurred in one neighborhood that bounds the reservoir property through explanation of the project and the precautions and redundancy implemented for safety.
- **Rio Honda Basin Spreading Grounds, Pico Rivera, CA.** Geotechnical Engineer for this two-phased geotechnical study, with the second phase on a fast-track after seepage was noted at the toe of the long levee between two of the larger basins; where an adjacent basin was filled to capacity while the downstream basin was empty. After extensive geotechnical exploration of this levee, we were able to reproduce the observed seepage in our SEEP/W model.
- **Santa Anita Spreading Grounds, Arcadia, CA.** Geotechnical Engineer for investigation and analysis including exploratory borings, geotechnical laboratory testing, and stability analysis using SEEP/W, SLOPE/W and EZ-FRISK, to complement in-house analysis techniques. Due to the gravelly nature of the earth materials at this site, with cobbles and boulders, and the stable existing levee geometry, no mitigation was determined to be required.
- **Dominguez Gap Wetlands, Long Beach, CA.** Project Manager / Engineer for geotechnical investigation as a task order of on-call contract. The proposed modifications to the existing Dominguez Gap retarding basin allow the creation of a wetland habitat. The modifications include grading within the basin bottom to establish dikes for water collection and level areas elevated above the free water surface to allow growth of marsh vegetation. The Geotechnical report is subject to review and approval by the Los Angeles County Department of Public Works, Geotechnical and Materials Engineering Division (GMED).

Associations

- American Society of Civil Engineers
- Earthquake Engineering Research Institute
- Deep Foundation Institute



JOE ROE, PG, CEG

Associate Geologist

Education

- B.S. Geology, Cal State University Fullerton, 2000
- Veteran United States Navy, Desert Storm

Professional Registrations

- California Certified Engineering Geologist – 2456 2007
- California Professional Geologist - 7921 2005
- Certified Nuclear Density Gauge Operator
- Radiation Safety Officer (RSO)
- Caltrans Certified CTM 125 Sampling Highway Materials & Products
- Caltrans Certified CTM 231 Relative Compaction of Soils & Aggregates by Nuclear Method
- Caltrans Certified CTM 375 In-Place Density & Relative Compaction of AC Pavement by Nuclear Method
- Certified Nuclear Density Gauge Operator for use with Troxler 3440 and CPN MC3, CME 75, 85 and 95 rigs used for soil sampling, drive tube and sand cone techniques.
- Member of SCGS, regular attendance at monthly meetings to discuss geologic issues pertaining to the construction and academic geologic environment.

Professional Summary

Mr. Roe has extensive experience managing and conducting field geotechnical investigations for various projects including slope stabilization, Alquist-Priolo fault investigations, mass grading, piles, caissons, asphalt paving, footings, utility backfills, drill logging, rock coring, test trenching, micro-tunneling, monitoring and pump well installations including forensic geotechnical and geologic investigations for litigation support. He has participated in many aspects of project development from project planning, investigation, construction services, and project management and business development.

His experience includes planning and directing subsurface investigations, earth and rock material characterization, sampling and laboratory soil testing; interpreting and analyzing data and test results, performing geotechnical analyses pertaining to foundation, slope stability, seepage, groundwater, instrumentation and construction monitoring, preparing cost estimates and technical reports.

He has worked extensively with local and State agencies to develop geotechnical recommendations for deep and shallow fill sites, remedial grading and mitigation of active faults, shear zones, landslides and debris flows.



Project Experience

Forensics

- **Edgeridge Drive Embankment Stabilization, Hacienda Heights, (Unincorporated Los Angeles County), CA.** Project Manager/Geologist responsible for developing a field investigation to support recommendations for the stabilization of the existing Edgeridge Road embankment where a concrete retaining wall failed along the southerly and downslope edge of the roadway. Based on field observations the observed distress within the area of these existing concrete retaining walls was mostly surficial in nature, associated with erosion of colluvial materials on the slope face along the south edge of the active roadway, exposing roadway subgrade and a retaining wall foundation. It was determined that primarily grading and drainage improvements are required to reduce if not eliminate erosion. Recommendations to stabilize the embankment consisted of soldier piles with a spanning concrete wall face to support the road embankment between the soldier piles tied-back by “deadman” piles drilled on the north side of the road embankment, anchored by corrosion-resistant steel anchor cables.
- **Forensic Investigation-Pavement Distress at Commercial Building, Carson, CA-** planned and conducted a geotechnical forensic investigation to evaluate pavement distress as related to existing soil conditions and reported seepage for the commercial building located at 329 West Torrance Boulevard (Site), in the City of Carson, California. Concluded source of the onsite nuisance water began offsite as rainwater flowing southerly towards the site from accumulations in offsite depressions. Distress to pavement came from underlying moderately expansive fill soils and alluvium. Recommended drainage improvements to intercept offsite water, remove and replace paving and provided remedial grading recommendations for fill soils.
- **Forensic Investigation California Water Service Company Easement, Diamondhead Lane, Rancho Palos Verdes, CA-**Senior Project Geologist planned and executed geotechnical investigation, summarized the findings from assessment and evaluation of a slope failure within the California Water Service Company (Cal-Water) easement. Used limited access rilling and hand dug test pits to identify failure plane and failure mechanisms. Made recommendations for removal and recompaction of landslide and debris flow material to stabilize utility lines and to repair slope to original conditions.

Master-Planned Community

- **Greater Tehachapi Area Specific Plan (GTASP), CA.** Project Geologist involved in research and collection of geologic and fault data over a 400 square mile area for the generation of the Specific Plan for the Tehachapi Area, Kern County, California. The County of Kern was tasked with updating planning and environmental information in this unincorporated Greater Tehachapi area. Involved in preparing a new program-level Greater Tehachapi Area Specific Plan (GTASP) that will rescind and consolidate the existing specific and other community plans in the area. This new Specific Plan will allow the County to identify and coordinate implementation strategies and policies for future land uses by balancing the competing social, economic, resource and environmental factors for future growth in the Greater Tehachapi area.
- **Heritage Fields, Irvine, CA.** Project Geologist involved in planning and instituting geotechnical investigations for residential and commercial development over several thousand acre parcel formerly the El Toro Marine Air Base. Geologic mapping based on interpolation of subsurface conditions from several hundred borings in order to determine available sand deposits for mining. Analyzed lab data with respect to planned development in order to provide recommendations for earthwork construction. The project involved multiple field explorations, laboratory testing and geotechnical report preparation and avoidance of known and unknown US Navy landfill sites.

- **West Village, Anaheim Hills, CA.** Project Geologist involved in geotechnical investigations consisting of large diameter bucket auger investigations to determine extent of landslides. Duties involved downhole logging, geologic field mapping and interpretation and analysis of collected data for report preparation with respect to the planned residential developments. Incorporated results of drilling and geophysical surveys to provide remedial grading recommendations for landslide stabilization.
- **Whispering Hills, San Juan Capistrano, CA.** Senior Staff Geologist during massive hillside grading in a well-documented landslide complex adjacent to the Forester fault. Drilled 40 bucket augers, downhole logged and sampled bucket augers to depths of 120-200 feet for purposes of classifying numerous landslides, geological field mapping of excavations to determine suitable and unsuitable material left in place or to be removed during the grading operations. Communicated daily with engineers and superintendent to convey in field recommendations regarding removal and stabilization of constructed hillsides.
- **Mountain Park, Quarry Village, Anaheim Hills, CA.** Senior Staff Geologist installed access roads with dozer to create pads for drilling and logging four-large diameter bucket augers to depths greater than 200 feet within existing landslide to identify multiple rupture surfaces. Performed field mapping of bedrock contacts and surface expression of slide as well as constructed and analyzed cross sections for slope stability. Calculate yardage for removals.
- **Mountain Park, Anaheim Hills, CA.** Senior Staff Geologist for field investigation of residential development. Multiple bucket augers to 85 feet for purposes of determining feasibility of hilltop development. Major issues were multiple south facing landslides, Whittier fault zone and ridgetop shatter of bedrock materials. Downhole logged and sampled 13 bucket augers, prepared reports based on field data and laboratory data. Challenges were exacerbated by sensitive biological issues concerning native scrub and wildlife.
- **Moreno Highlands Fault Investigation, San Jacinto, CA.** Project Geologist during investigation that included 5,000 lineal feet of fault trench across deep alluvium for location of fault zone and subsidence related issues for proposed new 3,500 home tract. Logged at 1"=5', approved by County of Riverside Geologist.
- **Cherry Croft, Yucaipa, CA.** Senior Staff Geologist for fault investigation in Alquist-Priolo Zone across San Andreas Fault, San Bernardino Segment, 2,500 lineal feet of fault trench, logged at 1"=5', approved by City of Yucaipa Geologist and Dr. Roy Schlemon. Geological field mapping.

Commercial

- **Silverhawk Town Center, Murrieta Hot Springs, CA.** Senior Staff Geologist for fault investigation to determine location of fault for structural setback design parameters.
- **Woodbridge Commercial Development, Irvine, CA.** Senior Staff Geologist, set up and plan geotechnical investigation alongside San Diego Creek for a creekside development of multiple storage unit facility and church addition. Issues at hand were shallow groundwater, liquefaction and hydro collapse. Log and sample 13 hollow stem auger borings. Test samples in soil lab for engineering characteristics.
- **Lexus of Westminster, CA.** Staff Geologist for downhole logging and sampling of large diameter bucket auger for addition of freeway sign.
- **Big League Dreams, Redlands, CA.** Staff Geologist for geotechnical investigation, conducting investigation, laboratory testing, report preparation. Multiple hollow stem auger borings, logging of borings, sample collection. This new private sports complex includes replicas of major league ballparks, indoor soccer/skating rink, and food concessions.

Industrial

- **Barstow Industrial Facility, Barstow, CA.** Project Manager/Geologist. The purpose of this study was to evaluate the potential of faulting onsite. Performed review of stereoscopic paired aerial photos of the site from the San Bernardino County Flood Control District, geological and State of California fault maps, verbal communication with the City of San Bernardino Geologist, performed a site visit to document the current site conditions and preparation of site reports presenting findings and conclusions as to the presence or absence of active faults postulated to cross the site.
- **J.H. Baxter Facility, Long Beach, CA.** Project Geologist responsible for planning and implementing an investigation for the 13-acre area intended for development of 142 cross-dock positions, 50 semi-tractor stalls, 402 trailer stalls, 412 auto stalls and an office building, maintenance shed and a guard booth totaling 10,400 square feet. Challenges were working with contaminated site soils that could not be removed. Recommendations consisted of use of geotextile fabrics to support the planned improvements thereby keeping disturbance of contaminated site soils to a minimum.
- **Sherborn Light Industrial Development, Corona, CA.** Project Geologist involved in implementing and planning an investigation consisting of hollow stem auger, bucket auger borings, test pit excavations and rock core logging. The purpose of our study was to evaluate the site-specific geologic conditions with respect to the presence of undocumented fill, potentially non-rippable material, compressible older alluvial deposits and oversized material throughout the site. Collected subsurface data used in the slope stability analysis conducted for the 200 foot high cut slopes proposed for the southern portion of the site. Developed grading and earthwork recommendations to support construction.

Institutional

- **Parking Structure III, California State University Los Angeles, CA.** Project Geologist for the geotechnical investigation performed in support of the design of the three-level concrete parking structure. Investigation included drilling borings in existing fill across a buried canyon in order to determine depths to bedrock. Recommendations included a two type foundation consisting of spread footings at grade in bedrock and deep caissons to support the structure across the pre-existing canyon. Field mapping during the project construction helped develop recommendations to mitigate seepage from the rock structure exposed in the cut walls by means of recommending additional drains and dewatering wells to accommodate nuisance water removal during wet years.
- **CITRUS VALLEY MEDICAL CENTER, COVINA, CA.** Project Geologist involved in geotechnical investigation tailored to characterize engineering properties of onsite soils, identify geologic and seismic hazards impacting the site, and evaluate capacities of existing and proposed foundation elements to assist in the completion of Senate Bill 1953 (SB 1953) seismic evaluations and medical facility upgrades to SPC-2 and Nonstructural Performance Category (NPC-3) per the 2010 California Building Code (CBC). Performed probabilistic and deterministic seismic hazard analysis in order to develop ground motions for use in structure evaluation. Determined historic ground motions and seismic coefficients per SB 1953 and CBC 2010 requirements.
- **QUEEN OF THE VALLEY CAMPUS MEDICAL CENTER, WEST COVINA, CA.** Project Geologist performed field investigation using hollow stem auger and Cone Penetrometer soundings to determine liquefiable soils and shear wave velocities. Characterized engineering properties of onsite soils, identified geologic and seismic hazards impacting the site, and evaluated capacities of existing and proposed foundation elements to assist in the completion of Senate Bill 1953 (SB 1953) seismic evaluations and medical facility upgrades to SPC-2 and Nonstructural Performance Category (NPC-3) per the 2010 California Building Code (CBC). Developed ground motions for use in structure evaluation using probabilistic and deterministic seismic hazard analysis along with historic accelerations in order to determine seismic coefficients per SB 1953 and CBC 2010 requirements.

- **Athletic Facility, West Los Angeles Community College, Culver City, CA.** Project Geologist for geotechnical exploration. The site's split level, proposed design and undocumented fill, all presented challenges for the geotechnical recommendations. While the Athletic building, with a two-level basement, would require up to 20 feet of excavation, which would essentially remove the undocumented fill, the Fitness center an at-grade structure would require removal and compaction. Leighton recommendations for the foundations and site grading were based on the laboratory results from the field exploration which included hollow-stem auger borings and Cone Penetration Test (CPT) soundings.
- **California State University Fullerton; Parking Structure, Fullerton, CA.** Staff Geologist for planned and implemented a geotechnical investigation, conducted data analyses, report writing-during grading, observed drilled pier installation, soil technician during fill placement.
- **California State University Fullerton, Performing Arts Center and Student Housing, Fullerton, CA.** Soil technician during grading.
- **California State University Fullerton, Physical Education Building, Fullerton, CA.** Staff Geologist conducted and implemented geotechnical investigation, performed data analyses, soil technician during grading, observed drilled pier installation for building support.
- **California State University Los Angeles, New Athletic Court, Los Angeles, CA.** Staff Geologist during the environmental investigation, sampling and testing of approximately 5,000 yards of imported soil for metals, hydrocarbon and Volatile Organic Compounds.
- **California State University Los Angeles, New Student Union Building, Los Angeles, CA.** Senior Staff Geologist during geotechnical investigation, which included excavation, logging and sampling of hollow-stem auger borings, review and analysis of data and report preparation.
- **California State University Los Angeles, Science Center, Los Angeles, CA.** Staff Geologist during the geotechnical observation and testing; work included drilling four borings with a limited access rig, data analysis and report preparation.
- **California State University Los Angeles, Retaining Wall along Paseo Rancho Castilla, Los Angeles, CA.** Senior Staff Geologist during the geotechnical investigation for a proposed retaining wall that is approximately 225 feet long with a maximum height of no more than 15 feet – work included drilling and sampling of five soil borings at the site, data analysis and draft report preparation summarizing the findings and recommendations.
- **Arroyo Vista Student Housing, UC Irvine, CA.** Staff Geologist during geotechnical investigation, conducting investigation, mapping during grading for removals, over-excavation and backfill, during construction pad certification, utility backfill, report writing, client interaction, materials testing coordination.

Municipal Infrastructure

- **Mulholland Dam Monitoring Well Installation, Los Angeles, CA.** :Senior Project Geologist involved in the destruction of an existing monitoring well 82-D (MW 82-D) and installing a replacement monitoring well 2010-A (MW 2010-A) to 123 feet using a Myersburg Mobile B 53 mud rotary rig and recirculation of bentonite drilling fluid. Drilling mud and cuttings were stored in 55 gallon drums, analytically characterized and disposed of properly. Completed and filed a well completion report in accordance with Sections 13750 through 13755 (Division 7, Chapter 10, Article 3) of the California Water Code with the Department of Water Resources.
- **Alquist-Priolo Earthquake Fault Zone Investigation of the Newport-Inglewood Fault Zone, 540 East Rosecrans Avenue, County of Los Angeles, CA.** Project Manager/Geologist involved in planning and implementing a geotechnical fault trench investigation within an Alquist Priolo Fault Zone. The purpose of this investigation summarized in the report was to comply with the state Alquist-Priolo Earthquake Fault Zone Act by assessing the activity and location of the Newport-Inglewood fault across the site.

- **Numerous Alquist-Priolo Fault Investigations over active traces of Newport Inglewood, San Jacinto, Chicken Hill and Casa Loma Faults in Los Angeles, San Bernardino and Riverside Counties, CA.** Duties involved extensive field mapping at appropriate scales and interaction with appropriate agencies required for report submittal.
- **Ocean Trails Landslide, Palos Verdes, CA.** Senior Staff Field Geologist for slope stabilization and buildup of geosynthetic mechanically stabilized earth wall, geologic mapping, installation and monitoring of instrumentation array, including survey monuments and extensometers, slope inclinometers along perimeter and within Landslide "C" to monitor landslide movements. Installed hydraugers and monitoring wells to monitor subsurface water and drain the landslide. The project involved daily to weekly monitoring of an array of inclinometers, extensometers and monitoring wells during landslide removals and replacement of mechanically stabilized earth walls to repair the golf course. Project involved daily analysis and weekly reporting of current and changing conditions to city and county officials.
- **Pier Restoration, Hermosa Beach, CA.** Project Manager and Field Geologist during geotechnical investigation with hollow stem augers for additional footings for Hermosa Beach Pier and Lifeguard Station. Use of CPT data for correlation with borings.

Schools- DSA

- **New Roads School, Santa Monica, CA.** Staff Geologist for geotechnical investigation for intent to demolish and build four-story school with underground parking. The site was once a quarry used as a landfill in the early 1930's. Investigation included CPT and hollow-stem borings, lab testing, collection of hazardous waste samples and report preparation.
- **Beverly Hills High School, Beverly Hills, CA.** -Senior Project Geologist/ Project Manager involved in assessment of postulated faults across the Beverly Hills High School campus in response to the Century City Metrolink Tunnel study. Conducted several continuous east west core boring and cone penetrometer (CPT) transects to depths of 160 feet below ground surface to evaluate type and nature of subsurface stratigraphy along the West Beverly Hills Lineament (WBHL). Excavated overlapping fault trenches to depths of 15-20 feet in the dense urban environment along a Methane Buffer Zone. Coordinated field activities, logged core borings, provided detailed fault trench logging to investigate fault traces should they exist in order to evaluate their activity. Integrated pedochronologic soil age dating techniques and optically stimulated luminescence (OSL) along with carbon analysis to provide ages of soils below the High School site. Additionally integrated the use of optical mineralogy to determine the origin of clays lining subsurface fractures in order to provide their origin, i.e. tectonic or illuviation in response to California Geological Survey (CGS) concerns as to the origin of clay lined fractures observed in the fault trenches. Submitted data to supplement two detailed responses to California Geological Survey resulting in all geologic issues being "adequately addressed". This was a major hurdle for the District to overcome as the Leighton report refuted completely the geologic data presented by other consultants resulting a the project design to move forward as originally planned.
- **Valley High School #5, San Fernando, CA.** -Project Geologist during the construction of new high school. Project included mapping of alluvial sediments and fill placed during earlier construction of the site. Fill material and alluvial sediments were very similar in characteristics and required close interaction between the graders and site geologist to facilitate economic removals of fill material and large oversize boulders washed down from the mountain front.
- **Santa Monica High School, Santa Monica, CA.** -Senior Project Geologist implemented geotechnical investigation in support 603086 of two concept alternatives involving construction of athletic, recreational, performance, and parking facilities within the SAMOHI campus including subterranean structures. Provided analysis of collected field and laboratory data to develop recommendations for earthwork construction.

- **Olympic High School Modernization, Santa Monica, CA.** Senior Project Geologist involved in conducting a geotechnical exploration in accordance with the requirements of the 2007 California Building Code (CBC) and the requirements of Title 24 of the California Code of Regulations (CCR) for Essential Facilities for the proposed modernization project at the Olympic High School campus. Evaluated the subsurface conditions at the site to develop recommendations for the design and construction of the proposed project.
- **Malibu High School, Malibu, CA.** Senior Project Geologist implemented and conducted a geotechnical investigation to support design and construction of proposed renovations and additions to the existing campus. Investigation included use of hollow stem auger borings, shallow test pits, infiltration testing to support percolation devices for draining the Olympic sized pool on a weekly basis. Project involved multiple agency reviews ultimately gaining acceptance from CGS and DSA for the projects to move forward.

Transportation

- **Connect LAX, Greenline Extension, Los Angeles, CA.** Project geologist for Draft EIS/EIR. The project study area is a four square mile area bounded by La Cienega Blvd on the east, Manchester Ave to the north, Imperial Highway to the south and the LAX airport terminals on the west. The completed Phase I ESA report indicated 14 high priority sites, such as fuel stations, airport related businesses, and manufacturing with petroleum/fuels/oils and VOC impacts to soil and groundwater. Four alternatives were being considered at the implementation of the Phase I with some overlapping properties. Data was generated from historical maps dating back to 1896, a physical site reconnaissance, and a review of title reports and LUST sites. Sites with potential impacts were listed and numbered with corresponding study area maps.
- **Loma Ridge State Route 241-Landslide Repair, Orange, CA.** Project Geologist involved in detailed slope mapping during excavation of several million yards of La Vida Formation bedrock over a 9 month period in order to provide hillside buttress stabilization in response to activation of a paleo landslide threatening a major state route out of Orange County. Managed contractor activities and continuously mapped field exposures daily during excavation. Field activities consisted of mapping bedrock, confirming elimination of disturbed bedrock and approving subgrade for placement of structurally controlled fill to overseeing installation of multiple tiered sub drainage and back drainage systems to provide adequate passive dewatering of the mechanically buttressed 300 foot high hillside adjacent to the northbound State Highway 241. Communicated daily with contractors and engineers from multiple municipalities and state agencies in order to provide updated geologic cross sections for slope stability analyses.
- **Water Characterization and Engineering Analysis for Roadway Subdrain Design During, City of Industry and Diamond Bar, CA.** Project geologist involved in hydrogeologic investigation for the lowering of Brea Canyon Road. The purpose of the hydrogeologic investigation, engineering analysis and monitoring well installation was to define the hydrologic properties of the underlying groundwater basin, evaluate the engineering properties of the subsurface soil, characterize the groundwater with respect to its chemical constituents and obtain static groundwater levels over the course of one month to support the design. Data collected was analyzed for construction of a roadway subdrain system to permanently dewater the subgrade material below Brea Canyon Road.
- **California High Speed Rail, Los Angeles – Orange County Segment.** Project Geologist involved in the collection and presentation of geologic data for the proposed 30-mile rail alignment from Los Angeles Union Station to the Anaheim Station. Collected data for the study area was defined by the following key issues: topography; geology; soils; landslide hazards; surface fault ruptures; ground shaking; liquefaction, other ground failure, seismically induced landslides; tsunami, seiches, dam failure inundation; subsurface gas hazards; mineral resources; oil and natural gas resources; paleontological resources; width of study area; at-grade sections; tunnel and cut-and-cover sections; cut and fill sections; and aerial sections. The alignment travels through 14 cities in Los Angeles and Orange counties, and unincorporated areas of Los Angeles County.

Urban Development

- **Great Wolf Lodge and Resort, Garden Grove, CA.** Senior Project geologist/Project Manager investigating a proposed 250 million dollar development that includes a 9-story hotel, conference center, restaurant, indoor and outdoor water park, and a multi-level at-grade parking structure. Our multiple geotechnical studies identified the significant design considerations for the project was the potential impact to on site utilities and building structures due to settlement of the compressible soils underlying the site. Evaluated the impact of settlement on the proposed development, identified ground improvement alternatives for settlement mitigations, and provided preliminary recommendations for site grading and other planned incidental improvements for the project that were not subject to the adverse effects of settlement.
- **Central Park, Irvine, CA.** Project Geologist during geotechnical investigation for land use and conversion from contaminated aerospace facilities to construct proposed urban living environment. Issues were thick sections of clay material extremely sensitive to settlement due to anticipated building loads, numerous hollow stem augers and CPT analyses for long term settlement. Installed and monitored multiple settlement plates coupled with piezometers to determine settlement periods for post construction activity. Filed mapping and extrapolation of subsurface strata for sand mining to provide a blanket below design elevations in order to reduce expansive soil issues below building pads.
- **Washington Square, Marina Del Rey, CA.** Senior Staff Geologist for field investigation using mud-rotary and limited access hollow stem to determine subsurface conditions. Site was reconditioned for seismic safety, liquefaction issues and lateral spreading.
- **La Vita Project, San Diego, CA.** Project Manager and field geologist for slope inclinometer instrumentation. Installed and maintained inclinometers to monitor movement alongside 40-foot deep excavation for subterranean parking of downtown high-rise. Inclinometers monitored rebound of sidewalls to protect streets and subsurface utilities as well as business in downtown area adjacent to excavation.

Water Infrastructure

- **Santa Ana Regional Interceptor (SARI Line), Yorba Linda, CA.** Project Geologist involved in Hydrogeologic and Geotechnical Investigation to support design and construction of a 3-mile Sanitary Trunk Sewer line along the Santa Ana River that conveys raw sewage and brine (wastewater from agriculture, commercial and other sources) from the Inland Empire to the OCSD treatment plant in Fountain Valley. Investigation consisted of interaction and acquisition of permits from multiple governing agencies such as Orange County Flood Control District, Orange County Harbors Beaches and Parks, Caltrans, State of California State Parks, Regional Water Quality Control Board for the Santa Ana Region. Investigation included drilling and logging of multiple borings along the 3 mile segment and installation and development of multiple monitoring and pumping wells in performance of aquifer testing for construction dewatering purposes. Determined aquifer and soil characteristics for shoring and constructability purposes. Conducted additional investigations in support of tunnel design and to delineate areas along the tunnel crown that had experienced piping and settlement within a major roadway due to issues tunneling through loose alluvial soils. Identified areas for a compaction grouting program to be instituted by the tunneling contractor.
- **Proposed Force Main Relocation Study, Palos Verdes, CA.** Project Manager and Project Geologist involved in preparation of Geotechnical Feasibility Assessment report, documenting geotechnical assessment of Force Main Alignments 1 and 2, and Existing Force Main Alignment Joint Outfall "J" Unit 1F for the Abalone Cove Pumping Plant. The feasibility study was limited to geologic reconnaissance, research and preparation of feasibility report.

- ▣ **Nohl Canyon Reservoir, City of Anaheim, CA.** Project Geologist involved in planning and instituting investigations in a documented landslide complex to evaluate subsurface conditions for planned addition of a 10-million-gallon tank. Project involved installation of an array of inclinometers as well as monitoring well installation and design to establish baseline conditions prior to construction. Project involved monthly monitoring of existing piezometers as well as newly installed instrumentation, data analysis and report preparation. Responsibilities during construction included extensive field mapping of bedrock exposures during grading in order to collect geotechnical data used in slope stability analysis. Daily communication with engineers, client, and multiple superintendents on the job. Evaluated and approved stability excavations, oversaw installation of extensive sub and backdrain systems during grading operations.
- ▣ **Rawlings Reservoir, City of Tustin, CA.** Project Manager/Project Geologist. Project consists of replacing existing 4.2 million-gallon (MG) water reservoir with two 3-MG concrete circular water tanks. Made recommendation to provide temporary shoring wall to protect the north and east sides of the site prior to demolition of the existing tank. Project consisted of multiple styles of drilling using hollow stem augers, limited access rigs due to restricted access and bucket auger and downhole logging to better define the subsurface conditions prior to construction. Main geotechnical issues consisted of failure of existing reservoir and attempted lining repairs (by others); expansive soils and retaining wall failures in the past; slope stability and proposed cut excavations; "Shear zone" and localized shallow groundwater in the ravine draining to the site footprint.
- ▣ **Cucamonga, East Twin and Devil Creek Levee Inspections, San Bernardino and Riverside Counties, California.** Project Manager/Project Geologist. Project consisted of review of U.S. Army Corp of Engineers (USACE) technical manuals pertaining to Levee Construction for purposes of reviewing geotechnical investigation and as-built reports for the Cucamonga, East Twin and Devil Creek levees. Review of past reports allowed for interpretation of geotechnical data with respect to the investigations performed in support of levee construction as it pertains to the seepage, slope stability, material construction and seismic elements of each levee. Recommendations were made to bring the level of risk to an acceptable level using up to date investigative techniques and analysis. Upon completion of report submittals the levees were visually inspected in the field to determine the need for maintenance, repair or refurbishment. The levees were federally authorized and constructed by the USACE. Levees are now entirely operated and maintained by the San Bernardino and Riverside County Flood Control Districts. The purpose of the levees is to provide protection against floods and debris in and adjacent to the overflow areas.
- ▣ **Reservoir 3, Irvine, CA.** Senior Staff Geologist for geological field mapping for alluvial removals and buttress placement for subsurface four-million-gallon reservoir. Performed percolation tests along area designed for emergency overflow, conducted single well slug-test to determine site aquifer properties in order to quantify anticipated outflow of groundwater from backcut. Conducted percolation testing of subsurface alluvial soils in order to develop data needed in the design of dewatering trench. Dewatering trench was designed to capture anticipated outflow from fractured bedrock upslope of the reservoir.
- ▣ **Coyote Well No. 3, Fullerton, CA.** Senior Staff Geologist responsible for planning, managing and analyzing data obtained from a limited hydrogeologic investigation for the Coyote Water Well Number 3. The primary objectives of the test were to determine transmissivity and storativity values of the underlying aquifer in order to evaluate Chevron-Texaco's usage of the aquifer water during construction of a nearby residential site.
- ▣ **Reclaimed Water Pipeline, Lake Forest CA.** Field Geologist and soil technician during construction and testing services for backfill/paving of 13 miles of pipeline intended for use in water reclamation for roadside landscaping.

- ▣ **Palatine Booster Pumps Station, Alhambra, CA.** Project Manager and Project Geologist involved in planning and implementing a geotechnical investigation to evaluate geotechnical engineering characteristics of the earth materials at this site, and provide geotechnical recommendations for design and construction of the proposed pump station and retaining walls. Investigation included downhole logging of 20 foot deep hand dug test pits due to limited access to the site. As project geologist during construction was responsible for installation of drilled piers to support segmented concrete blocks used in the retaining wall construction. Continuous field mapping and communication with engineers during construction provided up to date information as to the stability of the cut.
- ▣ **Lighthouse and Continental Streets Lift Stations, Canyon Lake, CA.** Senior Staff Geologist. Geotechnical investigation, continuous rock coring in igneous rock formations for purposes of determining rock quality, degree of fracturing, rippability, log rock core, report preparation and dewatering recommendations during construction.
- ▣ **Orange County Outfall Reballast, Huntington Beach, CA.** Project Manager and Field Geologist provided rock quality testing for rock collected from Catalina Island Quarries for use as ballast stone on proposed new outfall pipe. ASTM Rock quality degradation testing. LA Rattler, Magnesium Sulfate Wetting and Drying, Seawater wetting and drying, Rock Classification.
- ▣ **Sewage Plant 2, Huntington Beach, CA.** Project Manager and Senior Staff Geologist installed a 6 point well array including large diameter pump well, conducted 48-hour drawdown and recovery test to determine aquifer properties and tidal influence for proposed new sewage facilities adjacent to the Santa Ana River. Data was analyzed in order to determine a construction dewatering system to meet the demands of the underlying artesian Talbert aquifer. Water was disposed offsite under proper NPDES requirements.
- ▣ **Big Canyon Sewer Replacement City of Newport Beach, CA.** Project Geologist for geotechnical investigation intended to aid in the design and construction of a new 15-inch sewer line within the Big Canyon Country Club from Jamboree Road to MacArthur Boulevard. Investigation consisted of planning and implementing a geotechnical investigation along the planned alignment to evaluate the geotechnical constraints, hazards and opportunities in order to provide geotechnical recommendations to aid in the design and construction of the proposed project.
- ▣ **Marina Del Rey Hydrogeologic Investigation.** Project Geologist. Planned, managed and conducted the hydrogeologic investigation along a portion of the proposed sewer line alignment on Washington Boulevard between Oxford Avenue and Beach Avenue in the city of Marina del Rey. The 72-hour drawdown and recovery investigation was conducted in order to determine aquifer properties beneath Washington Boulevard. The hydrogeologic characteristics obtained aided in the design of dewatering activities during the future sewer line installation. The investigation consisted of a constant discharge pump test performed with one pumping well and two monitoring wells. Based on the project plans, the proposed sewer line alignment will be approximately 2,100 feet in length with invert depths varying from approximately 10 to 20 feet below ground surface. Lowering of the phreatic surface was required during construction of the sewer line.

866-LEIGHTON

Serving local clients and projects, Leighton operates in major metropolitan areas of southern California.

Office Locations

Irvine – Headquarters

17781 Cowan • Irvine, CA 92614
949-250-1421 • Fax 949-250-1114

Los Angeles

611 Wilshire, Suite 1404 • Los Angeles, CA 90017
213-892-1530 • Fax 213-892-1563

Palm Desert

75-450 Gerald Ford Drive, Suite 301 • Palm Desert, CA 92211
760-776-4192 • Fax 760-776-4080

Rancho Cucamonga

10532 Acacia Street, Suite B-6 • Rancho Cucamonga, CA 91730
909-484-2205 • Fax 909-484-2170

San Diego

3934 Murphy Canyon Road, Suite B-205 • San Diego, CA 92123
858-292-8030 • Fax 858-292-0771

Santa Clarita

25570 Rye Canyon Road, Suite G • Santa Clarita, CA 91355
661-257-7434 • Fax 661-257-7430

Temecula

41715 Enterprise Circle N, Suite 103 • Temecula, CA 92590
951-296-0530 • Fax 951-296-0534

Ventura

1822 Goodyear Avenue • Ventura, CA 93003
805-654-9257 • Fax 805-620-1977



John E. Haertle, PE, GE

Associate Engineer

949.681.4268

jhaertle@leightongroup.com

Joe Roe, PG

Associate Geologist

949.681.4263

jroe@leightongroup.com

Leighton

DECLARATION OF DANIEL J. LOVE RE

CUMULATIVE TRUCK TRIP ANALYSIS

I, Daniel J. Love, declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would testify thereto under oath, under penalty of perjury, if called as a witness in any court proceeding.

2. I am the Treasurer of the Bel Air Homeowners Alliance (the "Alliance"), which is a California Public Benefit corporation, with several officers serving on its board. The Alliance exists to encourage and support responsible development in the Bel Air Community, that considers the health and welfare of existing residents. All of the Alliance officers are Bel Air Community resident homeowners, adversely affected by the City's approval of large hotel sized "single family homes," ranging in size from 20,000 to over 90,000 square feet, throughout the Bel Air hills. Like many Bel Air residents, I have been adversely impacted by the City's recent approval of many haul route permits for such mega sized construction projects, dumping many thousands of large truck trips onto Bel Air's narrow roads, including Stone Canyon Road, creating traffic congestion, noise, dust and potential public safety hazards.

3. I am a member of the Board of Directors of the Bel Air Beverly Crest Neighborhood Council ("BABC Neighborhood Council"), and I also have a Board seat on its Land Use Committee, which is responsible for reviewing certain development proposals within the Bel Air Community. I also have personal experience as a developer, including a 5-unit townhouse project that I am currently developing in West Hollywood.

4. I own a home at 850 Stone Canyon Road, in the community of Bel Air, and have lived there for approximately six years. Our home is located north of the intersection of Stone Canyon Road and Bellagio Road, where Stone Canyon Road narrows to a two lane road. After Stone Canyon narrows to a two lane road it proceeds north for miles, through homes on either side, until it dead ends.

5. Currently, large trucks related to construction, including for dirt export, cement mixers, and others, effectively create blockages of Stone Canyon Road when they meet, or meet cars, going in opposite directions, because there is insufficient width for them to pass each other. This same problem is occurring throughout the Bel Air Community, due to the very large number of major construction projects that have been allowed over the past few years.

6. Attached hereto as Exhibit A is a matrix of haul route data I have obtained regarding approved, pending and probable future projects that will export substantial amounts of dirt in connection with the grading operations. Please understand that this information has been very difficult to obtain. When I requested information on all approved and pending haul route

permits for projects in the Bel Air Community, I was notified by the City Council District 5 staff and by Jeff Napier, the chief inspector from the Los Angeles Department of Building and Safety, that the City does not really track or monitor the cumulative effect of haul routes and permits approved by the City's Board of Building and Safety Commission ("BBSC"). Consequently, City Staff did not provide any useable information to assist me in understanding the cumulative impact of the City's approval of haul route permits for very large hotel sized homes in the Bel Air Community.

7. Nevertheless, I was able to find some information regarding the approved and pending projects requiring haul route permits from the BBSC's website, and from the environmental documents related to some of the other projects. In addition, I obtained information from the Los Angeles Department of Building and Safety website regarding various permits issued for the projects, which occasionally, but not consistently, reference the amount of exported dirt associated with a project, and occasionally, but not consistently, reference the size of the proposed new house.

8. In addition to reviewing the information I was able to obtain from these City Departments and their websites, I also received project information from applications submitted to the BABC Neighborhood Council. Finally, I discussed the plans for the undeveloped lots on Tortuoso Way with their current owner, as these lots are located very close to my house.

9. All of this information has been compiled and included in the Matrix attached hereto as Exhibit A, and incorporated herein by this reference. I have included the address of each project, its ID No. on the corresponding map attached hereto as Exhibit B, the house size (if known), the date a haul route permit was issued (if applicable), the amount of proposed dirt export (if disclosed), the corresponding number of anticipated truck trips (based on 10 cubic yards per truck), the status of the project, and the source of my information.

10. As shown on Exhibit A, I have identified a cumulative total of 13 projects in Bel Air that will be exporting substantial amounts of dirt, with a total of 168,939 cubic yards of export. Based upon the generally recognized standard of 10 cubic yards of dirt per haul truck, this will require a total of 33,791 truck trips (counting in and out).

11. For a relatively small community like Bel Air (6 miles square), particularly with its narrow, winding and steep roads, this is an enormous amount of large truck traffic. Moreover, this count does not include the other construction traffic for these other projects, including cement mixers, large equipment deliveries, lumber and steel deliveries, and other materials needed for building such large mega structures, many of which range from 25,000 to more than 90,000 square feet. To put this size into perspective, many jurisdictions consider structures in excess of 30,000 square feet to be commercial structures and impose much more rigorous construction conditions and limitations.

12. This Matrix also omits all of the other large construction projects in Bel Air where I was not able to find evidence of substantial dirt export. For example, grading and construction activities are currently ongoing at 10211 Chalon Road (a 50,000 sq. ft. main house and 15,000 sq. ft. guest house) and 10979 Chalon Road (large home and multiple guest homes/accessory structures) but I have not been able to locate any information regarding the export of dirt from these sites.

13. Finally, this Matrix is very conservative as to the total amount of dirt export and truck trips because, as explained below, these numbers do not include the substantial additional dirt export required for piles and caissons required for structural support and slope stability.

14. On August 13, 2014, I attended a community meeting, on behalf of the BABC Neighborhood Council, hosted by the applicant for the Somma Way Project, which was held in a conference room at the Double Tree Hotel in Santa Monica, California, at 3:30 pm. The Senior Building Inspector for the City of Los Angeles Department of Building and Safety (Mr. Jeff Napier) also attended the meeting and regularly spoke in defense of the City's proposed approval of a haul route permit for the Somma Way Project. Noah Muhlstein, a representative of Councilman Paul Koretz, also attended the meeting, and spoke. At that meeting, the applicant's contractor and geotechnical engineer both stated that the stabilization of the hillside would require 270 cement piles/caissons, not the fewer number (193) disclosed in the geotechnical documentation made available to the public previously, regarding the Somma Way Project.

15. At the above referenced meeting, the City's Chief Building Inspector, Mr. Jeff Napier, admitted in response to our legal counsel's (Richard Zellenga's) questions, that the City did not include dirt excavated for pile/caisson drilling in the total dirt export for any project in the Bel Air hills, including for the Somma Way Project. Consequently, Mr. Napier conceded that the City did not require the hauling route permit for the Somma Way Project to include such excavated dirt, no matter the amount required for the excavation of the 270 piles/caissons, in the total dirt proposed for export in the haul route permit for the Somma Way Project. Consequently, the disclosed number of 29,400 cubic yards of dirt export in the permit application and City's MND, is substantially understated, by the City's own admission.

16. At the community meeting described above, the applicant admitted that just the dirt export from the Somma Way Project alone, for 29,400 cubic yards, would involve approximately 6,000 truck trips, 3,000 in and 3,000 out, based on 10 cubic yards per truck. As discussed above, by the City Staff's admission, this does not apparently include the truck trips for the additional export of dirt excavated from the drilling of holes for the 270 cement piles/caissons, being installed into the unstable hillside on the Somma Way Project site. Even if the Somma Way hillside could be stabilized with fewer concrete piles/caissons, for example the 193 assumed in the applicant's previous written 2013 geotechnical study, there would still be a very substantial amount of essential dirt export which the City did not require the applicant to include in its haul route permit application nor in the Mitigated Negative Declaration for the

Somma Way Project, as admitted by City Staff at the community meeting called by the applicant and the City.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 22 day of August, 2014, at Bel Air California.



Daniel J. Love
Declarant

EXHIBIT A

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

EXHIBIT A

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

EXHIBIT B

DECLARATION OF JAMIE MEYER RE
CUMULATIVE CONSTRUCTION PROJECTS

I, Jamie Meyer, declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would testify thereto under oath, under penalty of perjury, if called as a witness in any court proceeding.

2. I am a supporter of and participant in the Bel Air Homeowners Alliance (the "Alliance"), which is a California Public Benefit corporation. The Alliance exists to encourage and support responsible development in the Bel Air Community that considers the health and welfare of existing residents. Like many Bel Air residents, I have been adversely affected by the City's approval of many large hotel sized "single family homes," ranging in size from 20,000 to over 90,000 square feet, throughout the Bel Air hills, creating traffic congestion, noise, dust and potential public safety hazards.

3. I am an attorney and I practiced law from 1995 to 2008, when I stopped actively practicing so I could raise and care for our daughter, Lucy, who is now 15.

4. My husband and I own a home at 669 Sorbonne Road, in the community of Bel Air. Including my childhood, I have lived in Bel Air for approximately forty years. Our home is located north of the west gate to Bel Air, and is one of the major routes for construction traffic coming into and out of Bel Air, including the enormous home, in excess of 96,000 square feet, currently being built at 944 Airole Way.

5. Our daughter, Lucy, has cerebral palsy and is a Special Olympic Athlete and a Global Messenger for the 2015 Special Olympic World Games that is taking place in Los Angeles next year. She is also the official spokesperson for UNICEF for children with disabilities. Lucy takes her training very seriously, and in addition, daily therapy is critical for her well being. Lucy has balance, strength, vision, lung and a host of other challenges. We have a "sports court" that Lucy uses for about one hour per day for training and daily therapy. Once the 944 Airole Way project commenced, large trucks drove by our house every few minutes to export approximately 40,000 cubic yards of dirt off the site. The fumes alone were overwhelming, to the point that it was hard to breath as the diesel smell was so thick. This therapeutic sport court area became unusable because the air was so thick it was not safe for Lucy to breathe and it would burn her eyes. Her lungs are already weak, she has trouble swallowing and she is very prone to congestion.

6. Currently, large trucks related to construction, including for dirt export, cement mixers, and others, create serious safety hazards throughout the Bel Air Community, due to the very large number of major construction projects that have been allowed over the past few years.

With so many large trucks packed onto the narrow, winding roads in Bel Air, it has become unsafe to walk, bicycle, and even drive on the residential streets because there is not enough room for trucks and other vehicles to safely pass each other. In addition, the trucks routinely drive in an unsafe manner, including driving down the middle of the road and ignoring stop signs.

7. In order to understand the full scope of this problem, I spearheaded an effort to gather information about all of the large construction projects currently underway within Bel Air. I asked homeowners to alert me to any projects where they saw a lot of truck traffic for grading or construction activity. Once the other homeowners e-mailed me the addresses, I looked up each address on the Los Angeles Department of Building and Safety ("LADBS") website for any permit information. Where possible, I or other homeowners, visited the construction site, took photos, and spoke with the contractors on site to gather as much information as possible about the scope of each project. Finally, I obtained some additional information from submissions that have been made to the Bel Air Beverly Crest Neighborhood Council.

8. I compiled all of the information we collected, and attached as Exhibit A hereto is a matrix containing a summary of the basic information we collected on each project. As shown on Exhibit A, which is hereby incorporated by this reference, the matrix describes the address of each project, a brief description of its scope (to the extent we could determine it from the LADBS permit information or other sources), its current status, and the source or sources of our information. In many instances, we were unable to determine the full scope of the project from the publicly available information.

9. Please understand that this information has been very difficult to obtain. The information available on the LADBS website rarely includes a full description of the project. For example, there are instances where the permits might reference a "2-story residence with habitable basement," when, in fact, the project is a 30,000-50,000 square foot or larger mega mansion, which is closer to the size of a hotel or commercial building.

10. The matrix also contains a Map ID number which corresponds to the numbers on the map attached hereto as Exhibit B. Numbers 14 through 41, represented the largest construction sites that we have identified, in addition to the projects numbered 1 through 13, which are the projects that involve substantial export of dirt, and are the subject of a separate matrix. We omitted a substantial number of other projects because we did not have adequate information available to us, because the projects appeared to be substantially completed, or because the projects were smaller and did not appear to involve such significant construction

traffic. Accordingly, this matrix is very conservative in setting forth the amount of cumulative construction activity ongoing in the Bel Air Community.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 23 day of August, 2014, at Bel Air California.



Jamie Meyer
Declarant

EXHIBIT A

BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

EXHIBIT A

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

EXHIBIT B

**Expert Opinion Statement
of
Scott E. Franklin
International Consultant
Urban Wildland Fire Management
25059 Highspring Ave.
Santa Clarita, CA 91321
(661) 254-2376
Cell (805) 312-4201
Email: Scottfranklinfire@att.net
Web page: www.fireconsult.net**

August 16, 2014

I am a retired Los Angeles County Fire Captain, and was as well the County's Vegetation Management Officer. A complete statement of my experience and qualifications as a fire safety expert is attached to this statement.

I have particular expertise in the Bel Air Stone Canyon area. In 1984, I was contacted by the Bel-Air Association to assess the possibility of employing Prescribed Burning (Rx burn) in Stone Cyn. After consultation with the City of Los Angeles Fire Dept., and Division Chief Jack Bennett, it was decided that an Rx burn was feasible.

A number of agreements involving this project included USDA-Forest Service, Riverside Fire Laboratory, (Dr. Phil Riggan) NASA AMES Research, California Department of Forestry (Now CAL-FIRE), and the University of California, Hydrology, Dr. Frank Wierich. In addition Los Angeles County Fire Forestry Division monitored all Rx fire impacts to the vegetation, specifically all *Ceanothus spp* regarding post-fire regeneration. An ad hoc monitor was also invited, Margaret Stassforth a graduate student from UCLA. All of this research is available from the California Native Plant Society (CNPS). In 1996, I was requested by L.A. City Fire to advise in updating their Hillside Brush Fire Code.

Somma Way Problem

The present condition of chaparral in the Stone Cyn. Area, as well as all of the Santa Monica Mountains, displays the lowest fuel moisture of record, for this time of year. This low fuel moisture is a major indicator of catastrophic wildfire behavior. Fire suppression action under these conditions is extremely difficult if not impossible. The dead to live ratio that presently exists in chaparral from the extended drought, will continue and be a catastrophic wildfire problem until burned. And if not burned, the dead to live ratio will continue to pose a significant threat to all of Stone Cyn. into the future.

The catastrophic wild fire threat in Stone Cyn., and particularly on Somma Way, is exacerbated by the existing sub-standard access with a non-conforming road width (20'),

as well as the lack of any secondary access. Residents evacuating, and Fire Emergency resources responding, face an impossible task traversing the existing 20' road width. The present City of Los Angeles Hillside Fire Code requires a minimum width of 24'. Without a secondary way of ingress and egress, a width of 44' is required. If this were a new project, under the present City of Los Angeles Hillside Fire Code, a secondary access would be required, or the project would be denied.

There presently exists NO staging area for emergency resources. The proposed square footage (Over 40,000 sq. ft.) for the proposed project equates to a commercial building, and as such, a staging area would be required. The construction of a staging area that could accommodate at least 3 Fire Engines and a Ladder Truck will require a minimum area of over 4,400 sq. ft. This is in addition to the proposed structural site. In addition, a cul-de-sac with a minimum 55' ft. radius is required, requiring another 3,000 sq. ft of flat, paved area on the project site.

Based upon my onsite inspection of 10697 West Somma Way, from Stone Cyn. Rd. to the subject property, every property on Somma Way would be impacted by 2' (over 300' distance) on each side or 4' on one side in order to widen the road to the minimum 24' standard. When heavy construction traffic (including the proposed 6,000 haul truck trips (in and out) for approximately 30,000 cubic yards of dirt export) is added to the existing 20' substandard road, all traffic, including emergency access, would be significantly impeded. Construction traffic will also inhibit emergency fire and rescue response on both Somma Way and Stone Cyn. Rd., affecting thousands. Any blockage, even under non-emergency situations, will trap residents above the blockage.

With respect to the potential for a watershed impact during construction, there appears to be no debris collection system in place. All construction impacts (vegetation removal, major disturbance from earth movers) will end up on Somma Way and ultimately Stone Cyn. Rd. in a storm event. In addition, for such a proposed large structure (40,000 sq. ft. plus), roof run-off will provide significant water flow, impacting Somma Way and Stone Cyn. Rd.

In summary, the proposed development is located within a designated High Hazard Fire Severity Zone (HHFSZ) with existing non-conforming fire code access concerns, including lack of secondary access and sub-standard road width. Construction impacts as well post-construction impacts to Somma Way and Stone Cyn. pose a significant public safety threat to the area. This creates a significant adverse safety impact upon the community of Bel-Air and to all the residents along Somma Way and on Stone Canyon Road, caused by the proposed development project. Without significantly expanding the width of Somma Way, and potentially creating a second means of access to this portion of Stone Cyn., it is very unlikely that the significant fire access and other public safety impacts from such a large construction project could be mitigated to a safe level. The only other alternative to protect the current and future residents of the Bel Air community would be to substantially reduce the size of the proposed structure, in order to limit the size and number of vehicles accessing the site to export dirt and build the 40,000 square foot house.

Cumulative Impacts

I understand that there are between many other ongoing or planned construction projects in the Bel Air community for similar or even larger sized structures, including a 96,000 square feet at 944 Airole Way. The cumulative impact of construction traffic and future operational traffic on the substandard roads within the community creates a very significant fire and safety impact. To protect the safety of the existing residents, as well as fire fighters and other emergency personnel that would be called to the area in any fire or other emergency situation, it is imperative that no further projects of this size be permitted until a safe and adequate emergency access plan can be established to ensure adequate roadway width, including emergency turnarounds, and to ensure adequate staging areas and turnaround areas for fire apparatus. In short, the addition of further construction traffic and potentially many more residents and employees staffing such large "homes," under the present conditions, creates a very significant safety risk for everyone involved.

Scott E. Franklin
International Consultant
Urban Wildland Fire Management
25059 Highspring Ave.
Santa Clarita, CA 91321
(661) 254-2376
Fax (661) 254-2376
email ScottFranklinFire@att.net
website <http://www.fireconsult.net>

OBJECTIVE

To provide services with regard to Urban-Wildland Fire Management planning, including vegetation, environmental impacts and land use; expert testimony concerning urban wildland fire protection, prevention, suppression and management.

PROFESSIONAL EXPERIENCE

1991-Present: Proprietor and manager of an independent consulting firm specializing in urban wildland interface - "I" Zone vegetative fuel treatment including prescribed fire, crushing and burning, vegetation clearing (mastification), strategic recycling and vegetation enhancement. Expert consultation regarding wildfire litigation.

1981-1991: Fire Captain and Vegetation Management Officer, County of Los Angeles Fire Dept. Developed and supervised Los Angeles County Prescribed Burn Program, burning over 32,000 acres of chaparral in the Areas of Santa Monica Mountains, including Bel-Air, Topanga Cyn., Santa Clarita Valley, San Gabriel Mountains, Whittier and Baldwin Hills.

1962-1981: Fire Captain, LACoFD; Fire suppression supervision and training.

1959-1962: Fire Apparatus Engineer, LACoFD; Responsible for driving specialized Wildland Fire equipment as well as structural fire apparatus.

1955-1959: Firefighter, LACoFD; working in wildland fire areas of Los Angeles County.

CERTIFICATION

Prescribed Fire Manager and Chaparral Management Instructor, California Dept. of Forestry (CALFIRE).

BEHAVE Fire Behavior and Fuel modeling System Instructor, CDF & USDA Forest Service.

Advanced Fire Behavior, S-490; CALFIRE & USDA.

Archaeological Site recognition; CALFIRE.

Smoke Management Techniques, CALFIRE.

PROFESSIONAL RECOGNITION AND AFFILIATIONS

2006-Present, San Diego County CEQA Consultant, Fire Protection Planning

2005-Present, Member Association of Environmental Professionals (AEP)

1993-94 Member, Wildfire Safety Panel, County of Los Angeles

1993-Present: Member, California Urban Forests Council.

1990-Present: Member, California Native Plant Society.

1978-82-Chairperson, California Water Commission.

1980 Member, Governor's Task force on Fire Flood Cycle.

SELECTED PUBLICATIONS, PRESENTATIONS AND REPORTS

1995 Presenter, Brush Fires in California - Fuel Management, Fire Behavior and Prescribed Burning. U.C. Irvine.

1995 Presenter to IAWF, Chaparral Management Techniques for Development: Public and Government Perceptions. Coeur d'Alene ID.

Kevin Nestor
PO Box 940640
Simi Valley CA, 93094
kpnest@sbcglobal.net

August 13, 2014

Board of Building and Safety Commissioners
City of Los Angeles
Room 1080
201 North Figueroa St.
Los Angeles, CA 90012

Re: 10697 West Somma Way Project; Board File No. 140029

Recently, I became aware of the proposed construction of a very large single family dwelling located at 10697 West Somma Way, approximately 40,000 square feet in size, and the export of approximately 29,000 cubic yards of hillside as part of its construction. I am writing this letter as a concerned citizen and the following comments are not specific to this new dwelling in particular, but to the overall Bel Air/Brentwood area north of Sunset Blvd.

For 34 years I worked for a large Southern California Fire Department, where I gained knowledge and experience with fire safety requirements for developments and operational tactics and strategies during major emergencies. During my employment I regularly studied historical wildfires to better understand fire behavior, the effectiveness of fire prevention standards and to improve my incident management skills. More than 15 years ago I reviewed the reports and films of the 1961 Bel Air fire and took a field trip out to the BelAir/Brentwood area to see if anything had changed in 40 years regarding the factors that contributed to the rapid spread of the fire and the destruction of 505 structures. According to the 1961 fire documentation the following are some of the factors that challenged the firefighting efforts and contributed to the destruction:

- Poor Access
 - Narrow roads
 - Tight turning radius on roads
 - No turnarounds on dead end streets
 - Roads with excessive grades
 - Cars parked on narrow roads blocking fire engine access
 - Long dead end roads
- Combustible vegetation next to structures
- Wood shake shingle roofs
- Poor fire hydrant distribution and water reliability during the emergency
- Poor visibility of address numbers on homes

After reviewing the reports I took a field trip to the area of the fire in or around 1999. At that time I noted a limited number of homes that still had wood shingles. However, I also noted that the roads were still very narrow for the number of structures being served, some roads and driveways were very steep with very tight turning radius, some of the major roads were very long with no alternative ways out, vegetation reduced the width of the roads, and there was substantial combustible fuel loading both native brush as well as ornamental plantings. It was difficult at times to see fire hydrants because of

EXHIBIT H

over ground vegetation, and address numbers were difficult to locate. All of these conditions I observed on my field trip existed in the 1961 fire and were identified as contributing factors that challenged firefighters in keeping losses to a minimum.

In August of 2014 I went on another field trip to the Bel Air/Brentwood area, including the site of the proposed construction at 10697 Somma Way, to see if there had been any changes to the area since my last visit. What I noted first when I arrived was there appeared to be an increase in the number of homes in the area. There had been no changes to the roads. There was still indiscriminate parking on the narrow roads. At one point on Bel Air Road I followed a large semi-truck backing up for over a mile because there was no adequate turnarounds. The combustible fuel loading in the area was significant. It is worth noting that the fire department has done a good job in reducing native fuels near homes with their weed abatement program, however the property owners in many cases has replaced the combustible native vegetation with combustible ornamental vegetation, so the hazard still exists. I noted combustible ornamental vegetation over the top of homes, creating tunnels on the streets and impeding on the width of the access roads.

It is my opinion that there are conditions that exist in this area that are inconsistent with LAFD and City fire safety standards. Most likely many of the residents are unaware that these risks exist and ill prepared to effectively react to a rapidly moving fire in their neighborhoods. Adding additional construction traffic to the narrow roads will only exacerbate an already hazardous condition. If there is a fire in the area under similar weather conditions firefighters will be faced with greater challenges than the ones they were faced with in 1961 due to the increased concentration of people. It is my opinion that the City needs to address the significant wildfire risks that exist in this area before they allow additional development to take place, that magnifies the risk of harm in the event of another Bel Air fire. There are modern fire prevention mitigations available that should be identified in a comprehensive plan that could significantly reduce the existing hazards resulting in a safer environment for the community. Continuing to add to the population in this area and doing nothing to mitigate the hazards would be irresponsible.

The following is a quote from the, Official Report of the Los Angeles Fire Department compiled by Capt. Harold W. Greenwood, LAFD regarding the 1961 Bel Air/Brentwood Fire. Report available at:
http://www.lafire.com/famous_fires/1961-1106_BelAirFire/1961-1106_LAFD-Report_BelAirFire.htm

"The people living in these regions will receive a maximum degree of security from fire only when reasonable and enforceable laws are produced to effectively regulate and control unsafe structural practices, brush clearance around buildings, water distribution, and accessibility within the mountain areas. Once a conflagration has begun, the best-trained fire fighters, most modern apparatus, and best tactical procedures can only struggle to restrict losses. To be realistic, it is the cause that must first be removed. No responsible fire authority can give assurance that a conflagration will not occur while, at the same time, terrible conflagration conditions are permitted to exist. If the Bel Air and Brentwood disasters are not to be repeated in the future, it is mandatory that conflagrations be attacked in the most intelligent manner---before they have a chance to begin".

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "J. P. [unclear]".

Ventura County deputy fire chief steps down

Nestor spent more than 3 decades on job

BY: Adam Foxman

POSTED: 7:34 PM, Mar 20, 2011

TAG: [ventura \(/topic/ventura\)](#) | [local news \(/topic/local+news\)](#) | [ventura county fire department \(/topic/ventura+county+fire+department\)](#)



Nestor, former Ventura County deputy fire chief mentored his successor.

After a career with the Ventura County Fire Department that spanned more than three decades, Deputy Chief Kevin Nestor recently retired, officials said.

Nestor began his career as a firefighter in 1977 and was appointed to the department's second highest position in 2006 after working his way up through the ranks and serving in positions including fire marshal, officials said. He retired March 4.

A leader with a knack for forward thinking, Nestor played a key role in improving road access to fire-prone areas during his time in the department's fire prevention unit, Fire Chief Bob Roper said.

"That's one reason we do better than other areas during wildland fires," Roper said. "He had a natural skill set that dealt with emergency management and forward planning."

In major emergencies, Nestor had the command presence to "turn the chaos into some calm and bring order to an organization," Roper said.

The fire chief recalled that during the 1993 Meadow fire, Nestor led a strike team up Yerba Buena Road along the county's south coast, and that area ended up with minimal damage compared with other areas.

Roper said he empowers his deputy chief to run the day-to-day operations while he deals with planning and political issues, and he knew he could count on Nestor.

"He always provided me the confidence that if I was out of the area, I knew he would assume command and bring about a favorable conclusion," Roper said.

While planning his retirement, Nestor removed himself from his normal job and spent about nine months mentoring his successor, Mark Lorenzen, Roper said.

Meanwhile, the Nestor also worked on training issues and mentoring other department leaders, said the fire chief.

At the time of his retirement, Nestor's salary was \$167,833, said Bill Nash, a department spokesman.

Lorenzen, who has taken over as deputy chief, is a 20-year department veteran, Nash said.

[Print this article](#)

DECLARATION OF JAMES J. HYMAN
RE NOISE AND VIBRATION IMPACTS

I, James J. Hyman, a homeowner in the Bel Air Community of Los Angeles, California, do declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would competently testify to the accuracy and truth of the facts set forth in this declaration, under oath, if called as a witness in any administrative or judicial proceeding.

2. I own a home and reside at 861 Stone Canyon in the Bel Air Community, which is a relatively small hilly area, approximately 6 miles square in total. I have lived there with my wife, Leslie Weisberg, for approximately 10 years. The proposed development project at 10697 and 10699 West Somma Way (the "Somma Way Project") is accessed by Stone Canyon Road, which will be used as the haul route for trucks exporting 29,400 cubic yards of dirt from the project site. The Somma Way Project will also cause substantial other large truck trips for pre and post grading construction, until the proposed 44,000 square foot house is completed.

3. In the past two years, as the City has rapidly accelerated its approval of truck route haul permits, for the export of earth from mega sized home development sites in the Bel Air hills, my peace and enjoyment of my home and yard have been severely degraded, by large trucks going to or from the construction sites along Stone Canyon Road, to export vast quantities of earth, and from other large construction-related trucks, such as cement mixers. A true and correct copy of a list of those ongoing large construction sites, compiled from the City's public records, including approved haul route permits for the Bel Air Community, is attached to this declaration as Exhibit A.

4. The large trucks, as they come and go on Stone Canyon Road, to export dirt from large construction sites, cause my home to vibrate and cause loud noises as they pass, including from screeching air brakes as they slow to navigate Stone Canyon Road, or slow or stop to meet oncoming vehicles/trucks. The acceleration of the trucks, after they slow or stop, is also very loud.

5. These haul truck noises and vibrations, and those associated with other construction-related trucks trips, such as large cement trucks, have increased in frequency as the City has approved more and more haul route permits for vast construction sites in the Bel Air Community, for commercial sized buildings (masquerading as "single family homes") ranging in size from 20,000 to over 90,000 square feet, including the haul route permit currently being considered by the City's Board of Building and Safety Commissioners for a 40,316 square foot home at 10697 and 10699 West Somma Way ("the Somma Way Project"). The Somma Way



Project will turn Somma Way and Stone Canyon Road into the next Bel Air neighborhood disaster, the same as happened on Stradella Road, which runs parallel to Stone Canyon Road, when the City approved a 96,000 plus square foot house at 944 Airole Way. The 944 Airole Way project used Stradella as its primary haul route, to export approximately 40,000 cubic yards of dirt, roughly the same as the Somma Way project, after including dirt export for the 270 cement pylons in the dirt export total (29,400 cubic yards plus 10,000 cubic yards for pylons = 40,000 cubic yards). The noise impacts on Stradella have been severe and unmitigated, despite the mitigation measures imposed by the City on other individual construction projects. Stone Canyon, a narrow street like Stradella, will be impacted in the same way as Stradella. The Stradella nightmare is discussed in the Declaration of Maureen Levinson, also submitted to the City, with the videos she made, including Exhibit C to this declaration.

6. These vast commercial sized "homes," typically built into the sides of hills to maximize views, require the export of huge quantities of earth, including from the Somma Way Project, which proposes the export of 29,474 cubic yards of earth, not including dirt export for caissons and/or pylons. A true and correct copy of the Somma Way Project Notice of Public Hearing, confirming the proposed export of 29,474 cubic yards of earth, is attached to this declaration as Exhibit B. At a typical load of 10 cubic yards per dirt haul truck, as described in the City Department of Transportation's letter regarding the Somma Way Project, the Somma Way Project alone will contribute approximately 6,000 new truck trips to Stone Canyon Road (3,000 trips in and 3,000 trips out with dirt); to the many thousands of truck trips already approved by the City for other mega sized "home" construction projects, using the four major north/south access roads into the Bel Air neighborhood, including Stone Canyon Road. All of these narrow roads in the Bel Air Community, including Stone Canyon Road which is only two narrow lanes north of Bellagio Road until it dead ends, are similarly impacted by the City's past and pending approvals of larger and larger mega sized buildings in the hills of Bel Air, under the fiction that they are merely "single family homes."

7. The number of noisy trucks disturbing our family has increased from a few a day, approximately two years ago, to noisy trucks going by my home every several minutes, all day long, with every indication that it is about to get worse, with the City's imminent approval of more haul route permits for mega sized "homes," including one for the Somma Way Project, and others nearby, including a vast home site being prepared on Stone Canyon Road, across from the Bel Air Hotel, at 734-800 Tortuoso.

8. I understand that the City purports to limit the hours of operation for such trucks, pursuant to the terms of the haul route permits it issues, but those restrictions are not regularly enforced by the City, and thus are routinely violated. (See attached Exhibit C video prepared by Maureen Levinson, for the Bel Air Homeowners Alliance). Even if they were enforced, and the hours of operation were limited to 9:00 to 4:00, my family's enjoyment of our home would still



be severely degraded during the entire day. Consequently, under current conditions, it is no longer possible for anyone in my family to take a nap at any point during the day, to have an uninterrupted conversation with family members or guests for more than several minutes, or to enjoy our backyard. When large trucks pass the house today it is already disruptive. Adding thousands of more truck trips, with trucks going by every few minutes, will make my family's home life intolerable.

9. The Bel Air Homeowners Alliance created a video showing the existing conditions described above, on various streets in the Bel Air Community, including on Stone Canyon Road. I have reviewed the video in its entirety, which is attached as Exhibit C. From my personal observations and experiences, the video accurately depicts, and is representative of, the current conditions in the Bel Air Community on any given day, including on Stone Canyon Road, the street in front of my house. These conditions exist currently, without adding yet another 6,000 plus new truck trips to Somma Way and Stone Canyon Road, which will result from City's proposed approval of a new haul permit for the Somma Way Project. In fact, I understand that the volume of truck trips hauling dirt will actually be more than the 6,000 trips disclosed by the City for the Somma Way export, because the City admits—as a matter of policy—that it does not include dirt excavated for pylons or soldier piles in the approved total of dirt export, *i.e.*, here 29,400 cubic yards in the Somma Way project haul route permit application. Given the Applicant's recent admission that the project site's unstable hillside will require 270 very deep cement pylons, the additional dirt exported for the pylons will be substantial, approximately another 10,000 cubic yards, requiring an additional 2,000 truck trips. Please *see* Leighton & Associates Geotechnical report, Liberty Construction expert report and Daniel Fisk declaration, also submitted to the City by the Bel Air Homeowners Alliance, regarding that undisclosed volume of dirt export from the Somma Way Project site.

10. Stone Canyon Road narrows to a two lane road north of Bellagio Road until it dead ends a few miles away to the north. That lengthy narrow two lane section of roadway is already an emergency access safety hazard because the large dirt hauling trucks and other construction-related trucks, such as cement trucks, do not fit within one narrow lane. Consequently, when large trucks meet, or even cars and trucks meet, going in the opposite direction, there is frequently a complete blockage of Stone Canyon Road, obstructing access, including emergency access, to several hundred residents north of the blockage. These blockage events occur repeatedly throughout the day, 6 days a week. Adding 6,000 plus truck trips from the Somma Way Project, to this already hazardous condition, will necessarily exacerbate it, and thus risk the loss of human life in a fire and/or medical emergency.

11. The Bel Air Community, with its narrow winding roads and steep hillsides on either side, used to be a quiet tranquil neighborhood up until 2013. The roads in that neighborhood were never designed to accommodate thousands upon thousands of large trucks,

hauling out the sides of mountains to build large commercial buildings, the size of hotels, under the false pretense that they are "single family homes." Adding another 6,000 plus truck trips for the Somma Way project, will add yet more noise, dust and emergency access obstacles to these already dangerous conditions.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 24th day of August 2014, at Bel Air California.

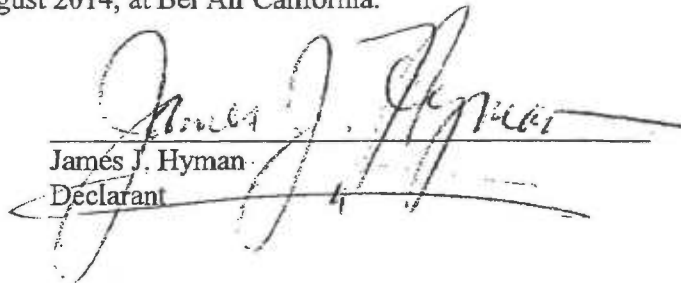

James J. Hyman
Declarant

EXHIBIT A

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

EXHIBIT A

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

EXHIBIT B

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATELOS
INTERIM PRESIDENT

E. FELICIA BRANNON
JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

August 4, 2014

BOARD FILE: 140029
C.D.: 5

WPG 10697 Somma, LLC
650 Grant Street
Santa Monica, CA 90405

JOB ADDRESS: 10697 WEST SOMMA WAY
TRACT: BEL-AIR; LOT(S): PT LT L

The Board of Building and Safety Commissioners, at its meeting of July 15, 2014, gave consideration to the application by Shannon Nonn, to export 29,474 cubic yards of earth, from the above-referenced property.

The Board took the following actions:

Continue the matter until the Board of Building and Safety Commissioner's regular meeting of August 26, 2014. The Board Convenes in Room 900, 201 North Figueroa Street, Los Angeles. The matter will be considered in the order it appears on the posted agenda, but no earlier than 9:30 a.m.


Van Ambatielos, Interim President

BOARD OF BUILDING AND SAFETY COMMISSIONERS

CJ:at
140029.CL

c: Pr. Insp. M. Martin
Noah Mulstein, CD 5
Shannon Nonn
Fredric Rosen
Daniel Love
Hayward Fisk
Maureen Levinson
Craig Colich
John Oppenorth
Dean Hallo
Jason Settle
Ty Cucva
Louella and Jeffrey Kanew
Andrew Chan
Paige Schechman
Andrew Joseph
The Applebaum Family
Farra Mirabadi
Andrea & Larry Kopald

Dr. Chester Karrass
Sharon Dunas
Maari and Robert Herscu
Allen Moshiri
Scott Fishburn
Jeffrey Haber
Jose Contreras
Mark and Monica Kelson
Mary and Chad Lund
Drs. Abbe and Rodney Barron
Sutton and Christian Stracke
Lisa and Eric Eisner
April and David Tausik
Candice and Robert Chapman
Jack Roth
Sharon and Larry Ryan
Mikhail and Iriva Aptom
Barry and Carole Hirsch
zarof

EXHIBIT B

EXHIBIT C



transportation planning • traffic engineering
acoustical engineering • parking studies

LETTER OF TRANSMITTAL

TO: STOWELL, ZEILENGA, RUTH VAUGHN &
TREIGER LLP
4590 E. Thousand Oaks Boulevard,
Suite 100
Westlake Village, CA 91362

DATE: August 19, 2014
JOB NO.: 2427-2014-01
SUBJECT: Bel Air Homeowners Alliance
Truck Trip ADT Counts,
City of Los Angeles

ATTN: James Vaughn

WE ARE FORWARDING:

By Messenger By Email
By Blueprinter By Fedex

NUMBER OF COPIES

1

DESCRIPTION

PDF of report for your use

SENT FOR YOUR

Approval
Signature
X Use
File

STATUS

FINAL
Revised
Approved
Released

PLEASE NOTE

Revisions
Additions
Omissions
Corrections

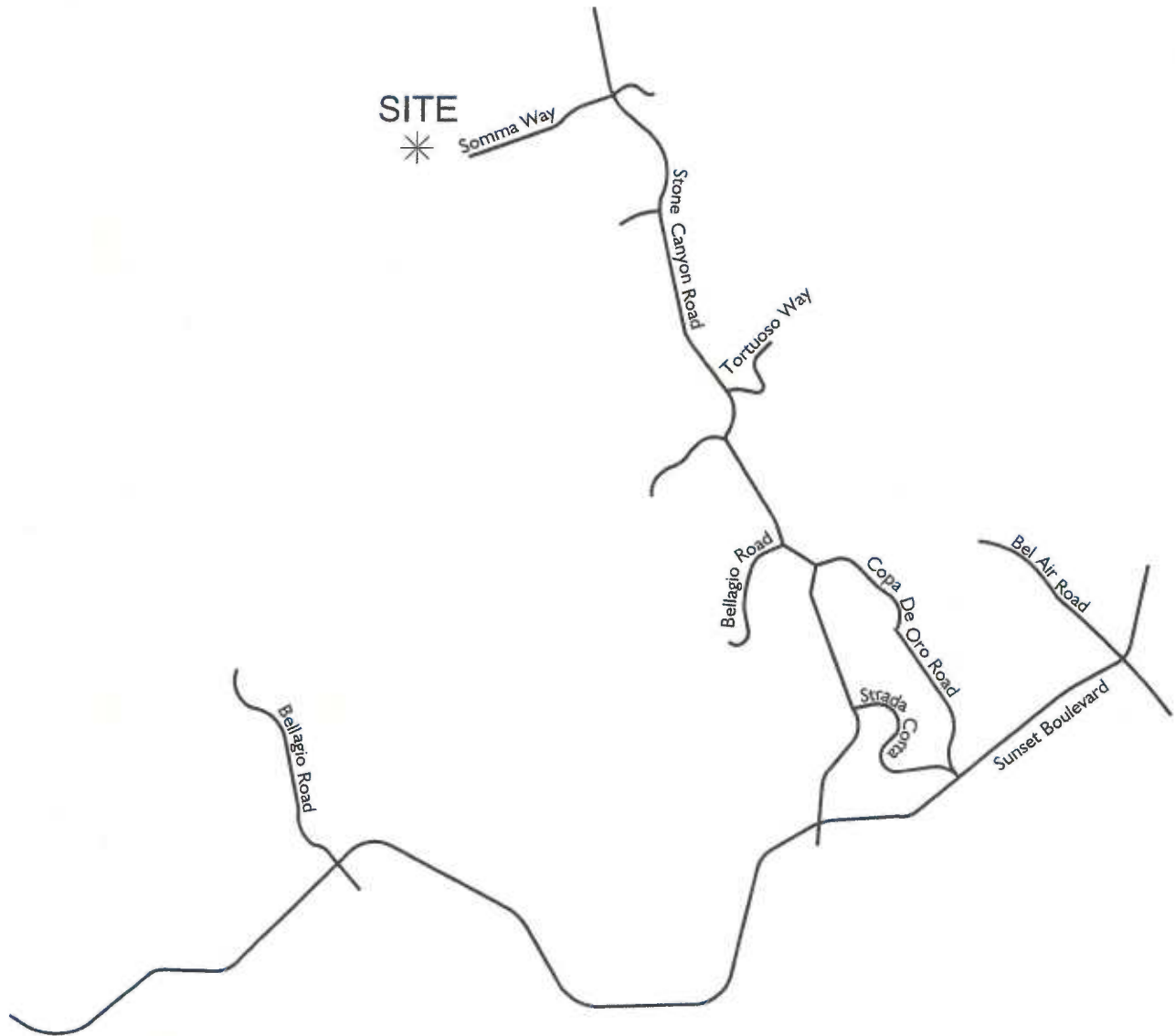
REMARKS:

BY: 

Rogier Goedecke
Vice President, Operations

COPIES TO:

BEL AIR HOMEOWNERS ALLIANCE TRUCK TRIP ADT COUNTS City of Los Angeles, California



August 22, 2014

Mr. James Vaughn
STOWELL, ZEILENGA, RUTH VAUGHN & TREIGER LLP
4590 E. Thousand Oaks Boulevard, Suite 100
Westlake Village, CA 91362

Subject: Bel Air Homeowners Alliance Truck Trip ADT Counts, City of Los Angeles

Dear Mr. Vaughn:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Truck Trip Average Daily Traffic (ADT) Count review for the Bel Air Community. The study area of the Bel Air Community is located north of Sunset Boulevard, along Stone Canyon Road. Representatives of the community are concerned with the high volume of truck traffic that is related to the soil removal of various large residential construction sites located within the Bel Air Community. The purpose of this study is to analyze the existing number of truck trips, as well as determine the potential future truck trips from a large single family residential construction project located on two (2) lots at 10697 and 10699 Somma Way. RK will then analyze the total number of truck trips within the Community as an existing plus project scenario, and determine if the total number of truck trips has a significant impact on the residential street segments.

Proposed Residential Development: 10697 and 10699 Somma Way

The proposed residential development is located at 10697 and 10699 Somma Way. The residential development is to be located on two (2) lots, which total 58,719 square feet. The single-family home will consist of two-stories, a basement and a subterranean garage for 16 parking spaces to total approximately 41,000 square feet. The proposed development will be located on a hillside, and will require exportation of 29,474 cubic yards of soil. There is an existing residential development on one of the proposed lots, which will be demolished for the new development. Appendix A provides the CEQA Proposed Mitigated Negative Declaration for the proposed project, which contains a detailed discussion of the proposed development, and proposed mitigation measures for truck traffic.

Appendix B contains a letter from the City of Los Angeles Department of Transportation (DOT) and Department of Public Work (DPW) to the Board of Building and Safety

Commissioners, dated June 23, 2014, regarding recommendations for hauling 29,474 cubic yards of soil. The Specific Conditions can be found on Page 4 and 5 of Appendix B.

The letter concludes that there is no substantial evidence that the proposed project will have a significant effect on the environment. Therefore, with the mitigation measures described in the Specific Conditions, the proposed project can be developed. It should be noted that the analysis in this letter will show that the addition of truck trips will have a significant impact.

The approved haul vehicle is a 10-wheel dump truck, which can haul an average of 10-12 cubic yards. It is expected that this vehicle will have 3-axles, with a 2.0 Passenger Car Equivalent (PCE). This vehicle type is typically used for exporting earth on small, winding roads like the roads that are typical in the Bel Air Community. Therefore, for purposes of this report, it will be assumed that all project-related hauling trucks will be the approved 10-wheel dump truck.

It is estimated that the hauling will occur for a minimum of 70 days and a maximum of 115 days. As shown on Table 3, the worse-case scenario calls for 2,948 truck trips, which equates to 85 truck trips, or 170 Passenger Car Equivalent (PCE) trips, per day. The 170 PCE trips per day will be added to the existing truck trip counts performed in August 2014 to determine if the project will have a significant impact.

Exhibit B provides a visual of the recommended route for the soil-hauling trucks. As can be seen from the Exhibit, the truck route and the location of the counts are along the same path.

It should be noted that more than 170 PCE trips per day may occur during the actual construction time period. As stated before, the proposed project will demolish an existing residential development, as well as build a new, large residential development. There will be trucks that will haul the demolition materials, as well as trucks that will haul the new materials. It is difficult to estimate the number of additional trips and types of trucks that will be required after the grading is completed; therefore, this analysis focuses solely on the truck trips related to soil exportation authorized by the proposed haul route permit. However, this report may underestimate the true impact of truck trips impacting the truck haul route. For example, the development is expected to install approximately 270 pylons in the hillside for added stability, which may necessitate approximately 10,000 truck trips. However, the actual delivery time and required number of pylons is unknown at this time, and is therefore not included in the truck trip analysis.

City of Los Angeles Trucks

The percent of truck trips on a local residential street can have a significant impact to the street segment and the residential community. The City of Los Angeles Department of Transportation (LADOT) conducted a study regarding the increase in truck traffic in the

City, and published their findings in the October 1999 report *Improving Truck Movement in Urban Industrial Districts*.

The LADOT report provides an exhibit (Appendix F) which details the percent of trucks during peak hours on arterials throughout the City. The exhibit shows a range of percentages, from as low as 4% to a high of 30%. The report states the following:

“The high volume of truck traffic (between 10% and 30% of total traffic volume) in this area experiences a variety of conflicts with existing traffic, the street network, and traffic control systems”

Therefore, it can be concluded when there is a high percentage of truck traffic, the street network as a whole experiences delay and movement conflicts.

It should be noted that the street segments studied by LADOT are arterials, whereas the study area street segments in this analysis are residential streets. Typically, residential streets are expected to have less truck traffic (approximately 1% to 2% of the traffic) than arterials due to the design of the roadways and the environmental and safety impacts to the adjacent homes. The following information discusses how the design of the study area street segments decrease the capacity for truck traffic.

The Institute of Transportation Engineers (ITE) Technical Committee published a report titled *Geometric Design and Operational Considerations for Trucks* in 1992, provided in Appendix G. The article recommends a minimum lane width of 11 feet for non-freeway through lanes when the medium-large truck volumes exceed 15% of the average daily traffic. It should be noted that the study area street segments range from approximately 20 feet to 30 feet, and allow for on-street parking on one side of the road in some locations. The on-street parking essentially allows only 16 to 21 feet of width for two opposing lanes of travel.

Appendix H provides Orange County's design criteria for collector and residential street segments based on the expected ADT truck percentage. For collector streets, trucks are expected to be approximately 2% to 3% of the Average Daily Traffic, and residential streets expect trucks to comprise 1.26% of the ADT. Though the study area street segments are in a different county, it is informational to compare the design percentage of trucks to the actual percentage of trucks since they should be similar in a hillside residential community such as Bel Air.

It can be concluded that a high (10% - 30%) percentage of truck traffic on an arterial roadway will have a larger and more significant impact on a residential street due to the design of the roadway. This information can be used to analyze the existing and existing plus project scenarios to determine if the number of trucks will have a significant impact.

Existing Average Daily Traffic

To determine the existing number of vehicles within the Bel Air Community, RK conducted two (2) days of 24-Hour Average Daily Traffic (ADT) Classification counts at five (5) locations.

The 24-Hour ADT Classification counts are typically classified into thirteen (13) class groups determined by the Federal Highway Administration (FHWA). Appendix C provides the 13 FHWA Class Groups, as well as each Class Groups' description and number of axles. For purposes of this report, RK requested the counts be classified into four (4) categories. The categories were determined based on the Class Groups' Passenger Car Equivalent (PCE), and are separated as follows:

RK Class Number	FHWA Class Group(s)	Typical Number of Axles	PCE
1	1, 2 and 3	2	1.0
2	4 and 5	2 or 3	1.5
3	6	3	2.0
4	7, 8, 9, 10, 11, 12, 13	4+	3.0

RK conducted the ADT Classification Counts for two (2) days, for a total of 48 hours, at the following locations:

1. Somma Way (EW) West of Stone Canyon Road (NS)
2. Stone Canyon Road (NS) South of Tortuoso Way (EW)
3. Stone Canyon Road (NS) North of Bellagio Road (EW)
4. Stone Canyon Road (NS) North of Strada Corta Road (EW)
5. Stone Canyon Road (NS) North of Sunset Boulevard (EW)

Exhibit A provides a location map of the study area. Appendix D provides the raw count data for the 24-Hour Classification Counts conducted on Tuesday, August 12, 2014 and Wednesday, August 13, 2014 at the five (5) street segments listed above.

Existing Findings

Tables 1 and 2 provide the existing ADT, including the breakdown by RK Class. The Tables convert RK Class 2, 3, and 4 into Passenger Car Equivalent (PCE). It is assumed that all of RK Class 1 is passenger cars, therefore no conversion is required.

The following findings have been determined for the existing scenario:

Tuesday, August 12, 2014

1. The existing number of truck trips ranges from 21 PCE to 310 PCE.
2. Truck trips account for approximately 6.6% to 15.1% of the total existing ADT (in PCE) at the five (5) street segments analyzed:

Location	Existing Percentage of Trucks	
	Count	PCE
Somma Way East of Stone Canyon Road	4.5%	6.6%
Stone Canyon Road South of Tortuoso Way	4.4%	7.0%
Stone Canyon Road North of Bellagio Road	4.4%	7.4%
Stone Canyon Road North of Strada Corta Road	9.7%	15.1%
Stone Canyon Road North of Sunset Boulevard	9.3%	14.6%

Wednesday, August 13, 2014

1. The existing number of truck trips ranges from 38 PCE to 319 PCE.
2. Truck trips account for approximately 7.7% to 15.0% of the total existing ADT (in PCE) at the five (5) street segments analyzed:

Location	Existing Percentage of Trucks	
	Count	PCE
Somma Way East of Stone Canyon Road	10.4%	15.0%
Stone Canyon Road South of Tortuoso Way	5.1%	8.4%
Stone Canyon Road North of Bellagio Road	4.6%	7.7%
Stone Canyon Road North of Strada Corta Road	9.2%	14.6%
Stone Canyon Road North of Sunset Boulevard	9.2%	14.9%

Existing Findings Summary

- The existing percentage of trucks on the study area street segment ranges from 6.6% to 15.1%. LADOT considers a percentage exceeding 10% to be significant on an arterial roadway, therefore 6.6% - 15.1% can be considered very significant for the study area residential street segments.
- ITE recommends a minimum lane width of 11 feet for non-freeway traffic if truck traffic exceeds 15%. The existing ADT data shows that the percentage of trucks

warrants a roadway width of at least 22 feet, as recommended by ITE's *Geometric Design and Operational Considerations for Trucks*. It is expected that some roadway segments may be deficient.

- The existing percentage of trucks on the residential and collector study area street segments exceeds typically expected design criteria of 1.26% to 3% truck traffic.
- **Therefore, it can be concluded that the truck trips account for a significant percentage of the existing ADT.**

Existing Plus Project Scenario: Average Daily Traffic

The Existing Plus Project scenario includes the existing counts conducted in August 2014 plus the projected trips for 29,474 cubic yards of soil exportation from the proposed residential development at 10697 and 10699 Somma Way.

It should be noted that the proposed project located at 10697 and 10699 Somma Way is not the only single family residential development in the Community. Appendix E provides a list of all residential construction projects in the Bel Air Community that have received or applied for a haul route permit. It should be noted that a majority of the projects propose single family residential developments that exceed 20,000 square feet. Therefore, it can reasonably be assumed that the existing truck trips are due to one of the various approved and on-going projects. Additionally, it can reasonably be expected that the various developments will continuously add truck trips, which may create a significant impact for the Bel Air Community throughout the development.

Existing Plus Project Scenario Findings

Tables 4 and 5 provide the Existing Plus Project ADT scenario. The Tables convert RK Class 2, 3, and 4 into Passenger Car Equivalent (PCE). It is assumed that all of RK Class 1 is passenger cars, therefore no conversion is required.

The following findings have been determined for the existing scenario:

Tuesday, August 12, 2014

1. The projected number of truck trips with the project ranges from 191 PCE to 480 PCE.
2. Truck trips account for approximately 10.9% to 39.3% of the total projected ADT (in PCE) at the five (5) street segments analyzed:

Location	Existing Plus Project: Percentage of Trucks	
	Count	PCE
Somma Way East of Stone Canyon Road	25.1%	39.3%
Stone Canyon Road South of Tortuoso Way	6.5%	10.9%
Stone Canyon Road North of Bellagio Road	6.4%	11.0%
Stone Canyon Road North of Strada Corta Road	13.5%	21.6%
Stone Canyon Road North of Sunset Boulevard	13.3%	21.5%

Wednesday, August 13, 2014

1. The projected number of truck trips ranges from 208 PCE to 489 PCE.
2. Truck trips account for approximately 11.4% to 49.1% of the total projected ADT (in PCE) at the five (5) street segments analyzed.

Location	Existing Plus Project: Percentage of Trucks	
	Count	PCE
Somma Way East of Stone Canyon Road	33.7%	49.1%
Stone Canyon Road South of Tortuoso Way	7.3%	12.4%
Stone Canyon Road North of Bellagio Road	6.6%	11.4%
Stone Canyon Road North of Strada Corta Road	13.0%	21.1%
Stone Canyon Road North of Sunset Boulevard	13.1%	21.6%

Existing Plus Project Findings Summary

- The existing percentage of trucks on the study area street segment ranges from 10.9% to 49.1%. LADOT considers a percentage exceeding 10% to be significant on an arterial roadway, therefore 10.9% - 49.1% can be considered very significant for the study area residential street segments.
- ITE recommends a minimum lane width of 11 feet for non-freeway traffic if truck traffic exceeds 15%. The existing ADT data shows that the percentage of trucks warrants a roadway width of at least 22 feet, as recommended by ITE's *Geometric Design and Operational Considerations for Trucks*. It is expected that some roadway segments may be deficient.
- The existing percentage of trucks on the residential and collector study area street segments exceeds typically expected design criteria of 1.26% to 3% truck traffic.

- **Therefore, it can be concluded that the truck trips account for a significant percentage of the ADT.**

Specific Conditions

RK Engineering Group has reviewed the mitigation measures in the Mitigated Negative Declaration attached to this report as Appendix A and the Conditions of Approval set forth in the June 23, 2014 letter from the City Department of Transportation and City Department of Public Works, attached to this report as Appendix B. None of the mitigation measures or conditions of approval, either separately or collectively, reduce the very significant impacts identified in this report to a less than significant level. This is based on the sheer volume of existing truck trips approved by the City under existing haul route permits, and the new truck trips that will be authorized under the proposed haul route permit for the 10697 and 10699 Somma Way Project, and due to the narrow roads being used by those trucks for ingress to and egress from the large construction sites in the Bel Air Community.

From the analysis and observation of the study area, RK has comments in regards to the Specific Conditions provided in Appendix B.

1. The hauling operations are restricted to the hours between 9:00 am and 3:30 pm on Mondays through Fridays only. No hauling allowed on Saturdays, Sundays or holidays. Haul vehicles may not arrive at the site before the designated start time.

Comment: Restricting the time will increase the amount of trips per hour due to the increase in concentration of truck trips. RK did not analyze hourly truck traffic impacts due to the high number of assumptions (truck travel time and arrival, daily residential traffic fluctuations, etc.) but it can be concluded that the number of hourly trips will have a very significant impact on the residential area.

2. Hauling of earth shall be completed within the maximum time limit of 180 hauling days.

Comment: Though there is a maximum time limit of 180 hauling days, the hauling is expected to be completed in 70 to 115 days, further increasing the concentration of truck trips.

3. Staging: Staging is allowed on site only.

Comment: Mitigation measure will not decrease the number of expected truck trips.

4. The approved haul vehicles are 10 wheel dump truck.

Comment: Mitigation measure will not decrease the number of expected truck trips.

5. Total amount of dirt to be hauled shall not exceed 29,474 cubic yards.

Comment: Mitigation measure will not decrease the number of expected truck trips.

6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction. Two additional signs shall be placed on Stone Canyon Road in advance of the intersection of Somma Way.

Comment: Mitigation measure will not decrease the number of expected truck trips.

7. Minimum of two flag persons shall be required during hauling to assist the trucks in and out of the project area with one placed at the job site entrance and the other at the intersection of Somma Way and Stone Canyon Road...

Comment: Flagmen assist traffic maneuvering around construction and ensure vehicles can travel safely. One set of flagmen at Somma Way and Stone Canyon Road will not be adequate for the proposed project. It is recommended, as a minimum, to have additional flagmen along Stone Canyon Road to assist with the additional truck traffic and to ensure safety.

It is important to recognize that flagmen do **not** reduce the amount of traffic on a street segment. Therefore, having flagmen will not assist with the high volume of truck trips on the haul route.

8. The City of Los Angeles, Department of Transportation shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.

Comment: RK recognizes that this will increase the street segment width on Stone Canyon Road to provide hauling trucks with adequate roadway width. However, restricting on-street parking for 70 to 115 days, and a maximum of 180 days, has a negative effect on the residential neighborhood. It is RK's recommendation to reduce the truck traffic instead of impacting the residents for a long period of time.

9. The recommended route is as follows:
Exit site eastbound on Somma Way, south (right) on Stone Canyon Road, west (right) on Sunset Boulevard...

Comment: The haul route is appropriate for the project. However, it is important to note that the residential community along the haul route will be greatly impacted by the large volume of truck traffic.

10. The applicant shall provide a staked sign at the site containing the contact information...

RK has no comment.

Conclusions

RK has completed a Truck Trip Average Daily Traffic (ADT) Count review of the Bel Air Community. Many large single family residential developments are being built concurrently in the Bel Air Community, increasing the volume of large, construction vehicles. Due to the topography of the area, many developments are being built on hillsides, necessitating a high volume of soil exportation. **RK analyzed the existing number of trucks in the Community, and determined that the study area street segments are significantly impacted by the existing number of trucks on the residential streets within the Community in comparison to what is expected on typical residential streets.**

In addition to the existing scenario, RK analyzed the potential impacts by a future residential development, located at 10697 and 10699 Somma Way. From the analysis, it was determined that the proposed development may add 170 Passenger Car Equivalent (PCE) trips per day to the study area within the Bel Air Community. **When the potential future truck traffic is added to the existing traffic, the study area street segments are significantly impacted by the existing plus project number of trucks on the residential streets within the Community in comparison to what is expected on typical residential streets.**

Additionally, RK has analyzed the Specific Conditions that are proposed to mitigate the project to a not significant level. RK has come to the conclusion that the Conditions will not reduce the number of truck trips, which is causing the significant impact.

Therefore, it can be concluded that none of the mitigation measures or conditions of approval, either separately or collectively, reduce the very significant impacts identified in this report to a less than significant level.

RK appreciates this opportunity to work on this project. If you have any questions regarding this study, please call at (949) 474-0809.

Sincerely,
RK ENGINEERING

Robert Kahn

Robert Kahn
Principal



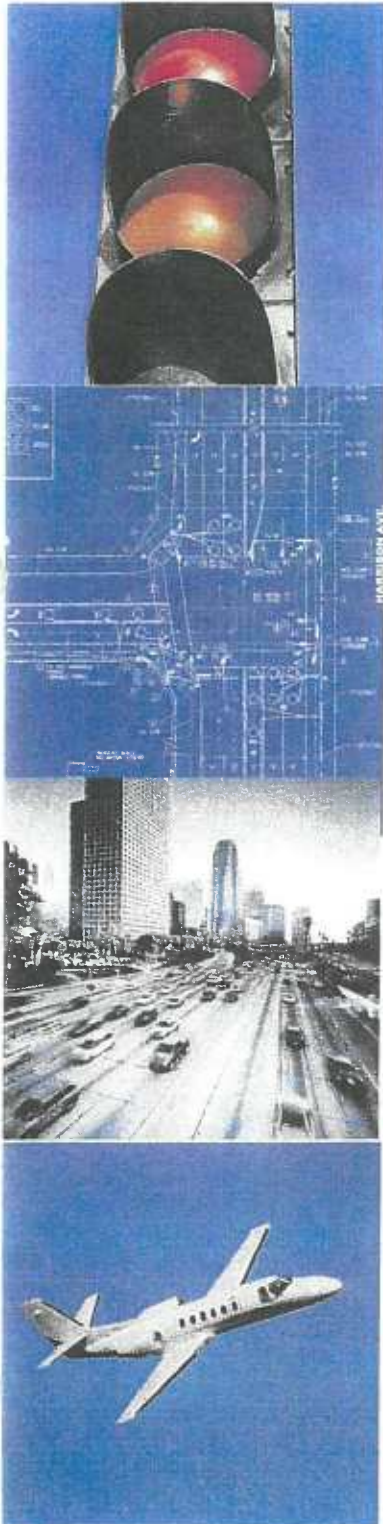
Rogier Goedecke
Rogier Goedecke
President Operations

Tiffany Giordano

Tiffany Giordano, E.I.T.
Engineer I

Attachments

By-Pass Roadblocks with Quality Solutions



Qualifications Statement

- Traffic Impact Analysis
- Circulation Planning
- Transportation Demand Management
- Transit Planning
- Parking Studies
- Environmental Engineering
- Traffic Engineering

4000 Westerly Place
Suite #280
Newport Beach, CA 92660

Ph: 949-474-0809 Fx: 949-474-0902

www.rkengineer.com

Qualifications Statement

RK engineering group, inc. uniquely combines engineering expertise and professionalism with creative thinking and innovative problem solving. The result is an extraordinary transportation engineering firm that possesses the requisite expertise as well as the ability to look across disciplinary boundaries for solutions others may overlook.

This innovative approach is evident by the breadth of services available to RK engineering group, inc.'s diverse clientele that includes regional governments, counties, cities, special districts, school districts, community associations, private developers and contractors, engineering and planning firms. Each client receives what RK engineering group, inc. is known for...on time, on target, on budget professional service.

The Complete Range of Transportation Engineering Expertise

RK engineering group, inc. is a complete transportation engineering firm offering the full range of services including:

- Transportation Planning
- Traffic Engineering
- Traffic Impact Studies
- Circulation Elements
- Transit/Pedestrian Systems
- Parking Studies
- Traffic Signal and Signing/Striping Plans
- Traffic Control Plans
- Street Lighting Plans
- Community Traffic Calming
- Traffic Signal Timing

RK engineering group, inc. also integrates transportation, air quality and noise impacts into environmental engineering services including:

- Acoustical Studies
- Sound Barrier Analysis
- Noise Elements
- Noise Ordinance Compliance
- Air Quality Studies

The Right Personnel for the Job

RK engineering group, inc.'s staff represent more than 70 years of cumulative experience in traffic engineering and related disciplines.

Beyond this experience, RK engineering group, inc. personnel are recognized leaders in the fields of transportation planning, traffic impact analysis, circulation planning, multi-modal planning, parking studies, and environmental engineering.

The combination of this experience and expertise means that major program assignments and small technical studies are all successfully completed to the satisfaction of RK engineering group, inc.'s clientele.

Quality Work Attracts Quality Clients

Perhaps the best measure of a firm's capabilities is the quality of the clientele it attracts. RK engineering group, inc. is pleased to count among its satisfied clientele the Orange County Transportation Authority, and the Transportation Corridor Agencies as well as the counties of Orange and Riverside.

Municipal clients have included the cities of Canyon Lakes, Huntington Beach, Irvine, Mammoth, Mission Viejo, Moreno Valley, Murrieta, Newport Beach, Perris, Rancho Santa Margarita, and San Juan Capistrano. Institutional clientele have included a range of school districts as well as respected institutions like the University of California, Irvine; Pomona College, Western State University College of Law, and California Baptist College. Community Association clients include the CZ Master Association in Coto de Caza, Aliso Viejo Community Association and numerous other associations.

RK engineering group, inc.'s client list also includes more than 500 private sector companies ranging from developers and engineers to urban planners.

Qualifications Statement

Traffic Impact Analysis

RK engineering group, inc. staff have prepared several hundred traffic impact studies throughout Southern and Central California, as well as Southern Nevada, Arizona and Colorado. Work products provided by the firm includes conceptual planning/feasibility studies or detailed design recommendations. The firm can evaluate both existing conditions and the effects of future development upon infrastructure requirements. RK engineering group, inc. staff have prepared numerous studies in compliance with Congestion Management Program (CMP) requirements.

RK engineering group, inc. responsibilities can include representing clients at Board of Supervisors, City Council and Planning/Traffic Commissions meetings; serving as a liaison with company/public agency representatives on technical matters involving traffic impacts; working with County, regional and state agencies to secure government approvals and funding for projects; and interfacing with other firms to provide coordination of engineering/planning and design of projects.

Circulation Planning

RK engineering group, inc. has a broad range of experience including city general plan circulation elements, specific plans, traffic control assessments for special attractions or major events, site access evaluations, traffic management plans and fee program studies.

RK engineering group, inc. services include the preparation of neighborhood traffic management plans to reduce volumes on residential streets, minimize vehicle speeds, and address "cut through" traffic issues. Traffic calming solutions which have been addressed are based on design and management strategies that aim to allow safer neighborhoods for residents. These solutions include roundabouts, street closures, speed humps, chokers, and access restrictions.

RK engineering group, inc. also provides services for school districts. These services include, but are not limited to sidewalk improvements, pedestrian and bicycle crosswalks, traffic control devices as well as diversion of traffic. Also, other services may include revising and recommending feasible school circulation as well as parking lot design for designation of "pick-up" and "drop-off" parking zones. This service is intended to provide a safe route of travel and a safe traffic environment for children attending schools.

Transportation Demand Management

Transportation demand management (TDM) strategies designated for local government action have taken on increased importance in light of federal conformity requirements. Many local governments have adopted trip reduction ordinances to comply with the state and federal mandates. RK engineering group, inc. has prepared TDM plans for industrial, office, retail and residential projects throughout Southern California. RK engineering group, inc. services include the determination of appropriate transportation control measures as well as project-specific implementation and monitoring strategies.

Transit Planning

The increasingly intermodal aspects of regional and local transportation are being addressed by RK engineering group, inc. on an integrated basis. RK engineering group, inc. staff have prepared detailed studies of on-road and rail transit services, including corridors and stations.

RK engineering group, inc. has provided assessments of the location, design and travel patterns associated with commuter rail stations in Orange County, San Bernardino County and Kern County. Accommodations for public transportation services, such as bus turnouts and pedestrian access linkages, have been incorporated into many large and small development projects based upon RK engineering group, inc. inputs.

Qualifications Statement

Parking Studies

RK engineering group, inc. has completed a number of parking studies for residential, commercial and industrial developments. Studies have included evaluating existing parking demand and the assessment of "shared parking" through the use of ULI shared parking evaluation procedures. Parking management plans have been developed to control parking for high parking generators (i.e. large institutional uses and special events including raceways and concerts).

RK engineering group, inc. develops creative and innovative methods for maximizing the efficiency of available parking resources.

Re-evaluating existing parking facility designs to improve circulation, safety, modify control operations and maximization of parking spaces is also a specialty of the company.

Environmental Engineering

As communities continue to evolve and develop, environmental noise and air quality impacts are a potential by-product of community expansion. RK engineering group, inc. services include EIR air/noise studies, noise contour analysis, noise exposure maps (NEM), air/noise impact studies, community and environmental air/noise planning and noise mitigation design. The effects of traffic on noise and air quality are a significant by-product of roadway design. Robert Kahn, P.E. a Certified Acoustical Engineer (No. 112-88) in the County of Orange and is supported by Michael Dickerson, INCE (Institute of Noise Control Engineers) member. RK engineering group, inc. services include acoustical studies, truck mix studies, noise control assessments and noise mitigation design.

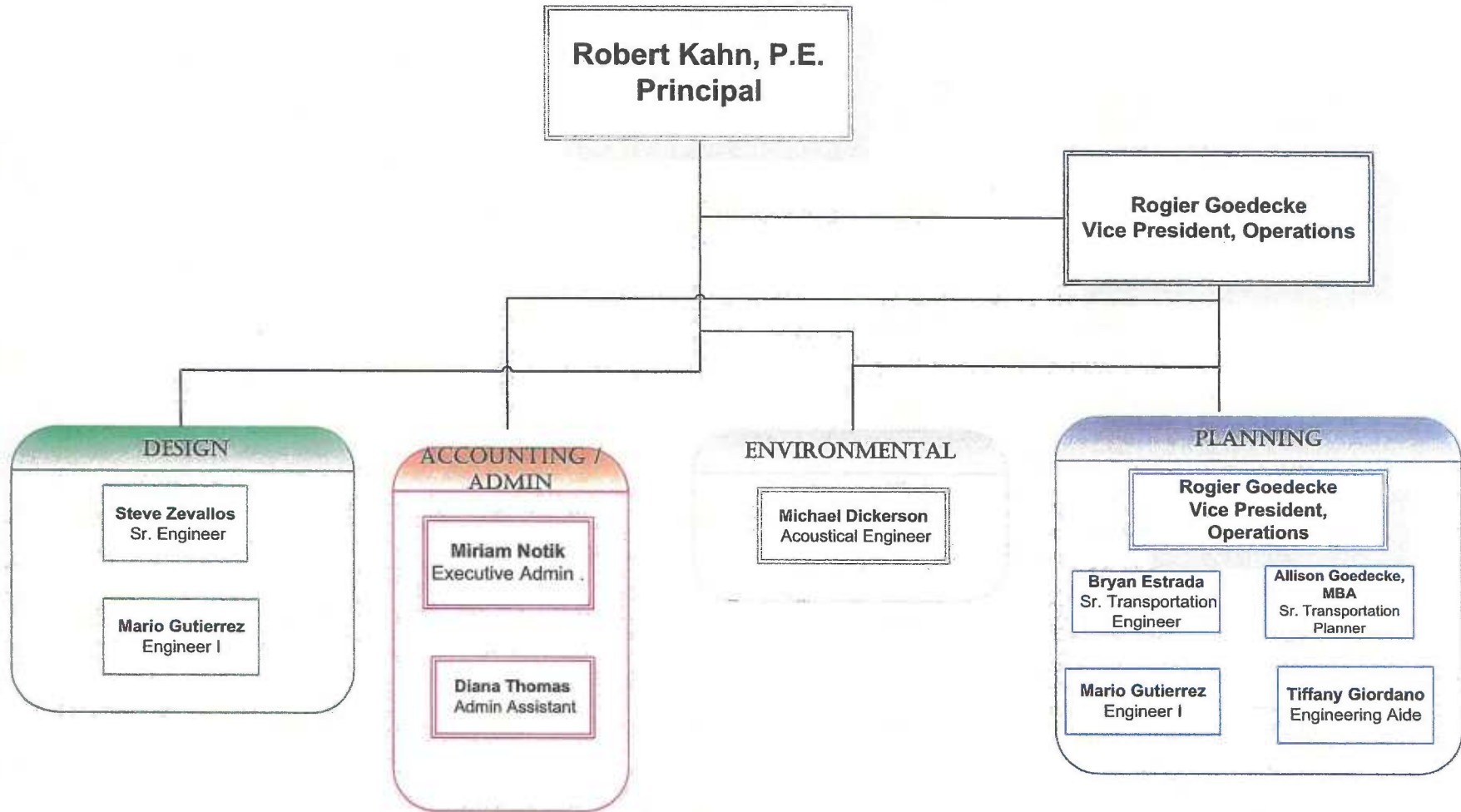
RK engineering group, inc. uses "state of the art" computer modeling to project noise impacts and also has the equipment to perform field measurements.

Traffic Engineering

RK engineering group, inc. provides a full range of traffic engineering capabilities including the design of traffic signals, signing and striping, street lighting and worksite traffic control plans. RK engineering group, inc. also provides studies for traffic signal warrants, weaving analysis, intersection safety studies and many other traffic engineering services that also include, but are definitely not limited to, pedestrian/ bicycle studies, warrant analysis, CA MUTCD compatibility and sight distance reviews. Work products provided by the firm can include concept plans, improvement plans, construction documents, traffic safety/traffic control studies and recommendations with respect to evaluating traffic control devices and other roadway design features. Traffic design plans are prepared using AutoCAD software to easily interface with other project plans. RK engineering group, inc. can prepare engineering studies to identify appropriate speed limits based upon radar speed surveys. Field review of existing conditions is an important element of the RK engineering group, inc. design process.

RK engineering group, inc. provides services for traffic signal timing and coordination in linking traffic signals along a corridor. The goal of traffic signal coordination is to safely optimize driver travel times and traffic flow along arterial corridors. This efficient method of operating traffic control systems not only benefits public safety but also benefits air quality resulting from lower emissions from decreased stop-and-go traffic. Traffic signal timing and coordination is a beneficial and cost effective method that increases driver mobility while also reducing air pollution. By providing traffic signal and coordination services, RK engineering group, inc. continues to aid cities and agencies in effectively reducing traffic congestion delay and air pollution.

RK engineering group, inc. responsibilities can also include providing complete traffic engineering plans, specifications and cost estimates; evaluating existing traffic conditions, including traffic control devices; recommending appropriate speed limits based upon radar speed studies, accident history and existing physical conditions; reviewing the need for traffic control devices; sight distance evaluations, including before and after project implementation; evaluation of the need for speed humps as an appropriate roadway design feature and other traffic engineering functions.



Resumes



Robert Kahn, P.E.

Rogier H. Goedecke

Allison Kahn Goedecke, M.B.A.

Michael Dickerson, I.N.C.E.

Steve Zevallos

Bryan Estrada

Mario Gutierrez

Miriam Notik

Robert Kahn, P.E.

Principal

Areas of Expertise

Traffic Engineering
Transportation Planning
Transportation Solutions
Traffic Impact Analysis
Circulation Systems for Planned Communities
Traffic Control Device Warrants
Traffic Calming
Traffic Safety Studies
Parking Demand Studies
Traffic Signal, Signing and Striping Plans
Traffic Control Plans
Parking Lot Design
Acoustical Engineering
Noise Impact Studies
Expert Witness Services

Professional History

RK Engineering Group, Inc.
2001-Present

RKJK & Associates, Inc., Principal, 1990-2000

Robert Kahn and Associates, Inc., Principal, 1988-1990

Jack G. Raub Company,
Vice President Engineering Planning, 1977-1988

The Irvine Company, Program Engineer, 1972-1977

Caltrans California Division of Highways, Assistant Engineer, 1968-1972

Representative Experience

Robert Kahn, P.E., has worked professionally in traffic engineering and transportation planning since 1968. He received his master of science degree in civil engineering from the University of California, Berkeley, Institute of Transportation and Traffic Engineering. Mr. Kahn received his bachelors degree in Civil Engineering from the University of California, Berkeley.

Mr. Kahn started his career in California Division of Highways (Caltrans) and developed the first computerized surveillance and control system for the Los Angeles area. Mr. Kahn developed the California Incident Detection Logic which is utilized throughout California for the detection of traffic incidents on the freeway system.

Mr. Kahn has worked for a major land development company preparing Master Plans for infrastructure. He also has worked eleven years with a multi-disciplined consulting engineering firm in charge of the Engineering Planning Department. This included all facets of preliminary design, tentative map preparation, transportation and environmental engineering, and public agency coordination.

Mr. Kahn has provided traffic and transportation services to major planned communities including Aliso Viejo, Coto De Caza, Foothill Ranch, Highlands Ranch in Denver, Colorado, Mission Viejo, Talega Planned Community in San Clemente, and Wolf Valley Ranch in Temecula. He has also provided contract traffic engineering services to the Cities of Irvine, Norwalk, Perris and San Jacinto in Riverside County, California.

Mr. Kahn has prepared traffic impact studies for numerous communities throughout Southern California, Nevada and in Colorado. Major traffic impact studies include the Aliso Viejo Town Center, the Summit Development, the Shops at Mission Viejo, Kaleidoscope, Dana Point Headlands, Foothill Ranch, Talega, Majestic Spectrum, and Centre Pointe in the City of Chino.

His work in the area of parking demand studies and parking lot design has been extensive. Shared parking studies for the Aliso Viejo Town Center, Foothill Ranch Towne Centre, Trabuco Plaza and numerous commercial sites have been completed to accurately determine the peak parking demand for mixed use projects. Mr. Kahn has been able to make the most efficient utilization of parking lots by maximizing efficient and safe systems.

Robert Kahn, P.E.

Principal

Education

University of California, Berkeley, M.S., Civil Engineering, 1968

University of California, Berkeley, B.S., Civil Engineering, 1967

University of California, Los Angeles, Graduate Courses in Transportation Systems, 1970

Registrations

California Registered Civil Engineer
No. 20285 – April 1971

California Registered Professional Engineer
Traffic, No. 0555 – June 1977

Colorado Professional Engineer
No. 22934, November 1984

Nevada Professional Engineer Civil
No. 10722 – March 1994

County of Orange, California Certified Acoustical Consultant
No. 201020 - 1984

Affiliations

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)

American of Public Works Association (APWA)

Consulting Engineers and Land Surveyors (CELSOC)

Orange County Traffic Engineers Council (OCTEC)

Teaching

UCI Graduate Urban Design Studio Class – Guest Instructor

ITS Berkeley – Tech Transfer
Fundamentals of Traffic Engineering - Instructor

Mr. Kahn has been an innovator in developing and implementing traffic calming techniques. Over twenty years ago, Mr. Kahn refined the design and implementation standards for speed humps for use in local neighborhoods. Most recently, he has been involved in the development of modern roundabouts in lieu of traffic signals or other traffic control devices at intersections. Mr. Kahn previously presented the use of traffic calming devices in newly developing communities to the Institute of Transportation Engineers Traffic Calming Conference in Monterey, California.

Mr. Kahn has been involved in the design of traffic signal systems, signing and striping plans on hundreds of projects for both the public and private sector. Most recently, he has completed the design of several traffic signals which will serve the renovated Shops at Mission Viejo Mall. Mr. Kahn was in charge of a major ITS project for the City of Irvine, which provided fiberoptic interconnect and closed circuit TV along Barranca Parkway, Alton Parkway and Lake Forest Drive.

Mr. Kahn has been involved in acoustical engineering since 1978. He was in responsible charge of the Aliso Viejo Noise Monitoring Program which redefined the 65 CNEL noise contours for MCAS El Toro. He has also developed computer applications of the FHWA Noise Model.

Mr. Kahn has prepared numerous noise impact reports in the Aliso Viejo, Mission Viejo, Foothill Ranch, Santa Margarita, Ladera and Talega Planned Communities. Noise impacts from stationery sources including car washes, loading docks, air conditioning compressors, drive-thru speakers and other sources have been evaluated in the Aliso Viejo Auto Retail Center Noise Study, Albertsons Store 606 Noise Study-Rancho Cucamonga, Pro Source Distribution Building Final Noise Study in Ontario. Major specific plan and zone change noise studies have been prepared for the Summit Heights Specific Plan in Fontana, Lytle Creek Land and Resources Property in Rialto, Tamarack Square in Carlsbad, California, International Trade and Transportation Center in Kern County, California, and Sun City/Palm Springs.

Mr. Kahn founded the firm of Robert Kahn and Associates in 1988, which was the predecessor to RKJK & Associates, Inc. in 1990. He has made presentations to the ITE and the California Public Works Conference.

Rogier H. Goedecke

Vice President, Operations

Areas of Expertise

Business Development
Corporate Management
Sales & Marketing
Project Management
Traffic Impact Analysis

Education

B.S. International Marketing & Sales Management. Southern Illinois

University at Carbondale, 1996

Professional History

RK Engineering Group, Inc.,
Vice President, Operations
2006 to Present

Segue Corporation
Vice President, Corporate Development
2005-2006

Goedecke and Assoc. Inc.
Partner / Vice President
1996-2005

Affiliation and Awards

American Planning Association Member
City of Aliso Viejo Planning Commission
Urban Land Institute Member
AFSMI, Southern California Chapter Vice-President
Commendation for Excellence at the Visionary Selling to Executives Conference
Distinguished Alumni Guest Speaker at the SIU College of Business
World University Games competitor, Long Distance Swimming

Representative Experience

As Vice President of Operations, Rogier Goedecke brings over a decade of business development and managerial experience to RK Engineering Group, Inc. His commitment to superior customer service and team leadership is evident in his experience in global operations and management within the IT industry.

Mr. Goedecke is responsible for directing RK's strategic plans and integrating advanced solutions in order to better serve clients and enhance RK's market presence. In addition, Mr. Goedecke is also responsible for overall business operations, business development and marketing at RK, as well as, overseeing project management for the Transportation Planning and Environmental divisions of the firm.

During his career, Mr. Goedecke was most recently Vice President of Corporate Development and was responsible for expanding business opportunities by building mutual partnerships and exclusive contracts. Prior to that experience, he was a partner in a premier worldwide computer and communications equipment distributor. Since its inception in 1995, it grew to include locations in the USA, The Netherlands and Australia and served the needs of Fortune 100 companies, such as: NCR, HP, Unisys and IBM.

Mr. Goedecke regularly lectures at universities on current issues in Business and Customer Service and has published articles in professional trade journals on Management and Logistics. At the Visionary Selling to Executives Conference, he was honored to receive a commendation for excellence.

Mr. Goedecke has managed Traffic Impact Studies for RK throughout Southern California and successfully coordinated RK's staff efforts for comprehensive analysis, mitigation and study preparation all while maintaining RK's mission to provide clients with accurate, on-time and on-budget service.

Allison Kahn Goedecke, M.B.A. Senior Transportation Planner

Areas of Expertise

Transportation Planning

Parking Studies

Education

Oxford University
Certificate in Global Management
2002

Pepperdine University
M.B.A.
Master of Business Administration
With Honors, 2002

University of California, Irvine
B.A., Economics
Summa Cum Laude, Phi Beta Kappa
1997

Professional History

RK Engineering Group, Inc.
Transportation Planner
2001 - Present

RKJK & Associates, Inc.
Project Manager
1998 - 2001

Light & Associates, Inc.
Account Executive
1997 - 1998

RKJK & Associates, Inc.
Administrative Assistant
1991 - 1997

Affiliation and Awards

Phi Beta Kappa (B.A.)

Beta Gamma Sigma Scholastic
Honor Society (M.B.A.)

Representative Experience

Allison Goedecke has worked professionally in transportation planning since 1998 and in the building industry since 1991.

Ms. Goedecke received her MBA from Pepperdine University where she prepared a strategic analysis for entrepreneurial engineering firms as a part of her final project. After graduation, Ms. Goedecke was invited to earn a certificate in Global Management from Oxford University in England.

Ms. Goedecke has experience in managing and performing traffic impact analysis and parking studies for both residential and commercial developments. Prior to her work in the transportation engineering field, Ms. Goedecke was an advertising account executive for new home builders, which was instrumental in her learning to build successful consultant-client relationships and provided a valuable perspective on the building industry.

While working as a Transportation Planner on projects throughout the Southern California area, Ms. Goedecke has performed analyses of traffic study areas and developed mitigation measures to improve level of service and traffic operation within the surrounding areas. Her project experience includes performing traffic signal warrants, parking studies, HCM and ICU analysis, determining fair-share contributions, and crafting innovative solutions to mitigate traffic impacts throughout project development communities.

Ms. Goedecke's recent projects include: The Marble Mountain/Moffett Meadows Access Study (Lennar Homes), Murrieta Spectrum Traffic Impact Study, United Auto General Plan Traffic Impact Study, Target Huntington Beach Traffic Impact Study, and the Artesia Oasis Shared Traffic Impact Study.

Throughout her career, Ms. Goedecke has demonstrated excellence in project leadership, divergent problem solving and dedication to client satisfaction.

Partial List of Projects

Traffic Impact Analysis

Kern County

- Cambridge Village Traffic Study
- Castle & Cooke Parcel Map 7394 Traffic Study
- International Trade & Transportation Center Traffic Study
- The Marketplace Traffic Impact Study
- West Kern Corp. Southwest Development Traffic Study

Los Angeles County

- Target Store T-294 Expansion Traffic Impact Study
- Bouquet Canyon Tract 52192 and 52193 Traffic Impact Study
- Agua Dulce Vesting Tentative Tract No. 50385 Traffic Study
- Airport Distributors Warehouse Traffic Study
- Claremont Commercial Project Traffic Study
- Claremont Court Traffic Study
- Heritage Village Senior Housing Project Traffic Study
- Peter J. Pitchess Honor Rancho Feasibility Study Traffic Analysis
- Pomona College Hahn Academic Building Traffic Study
- Pomona College Mall Traffic Study
- State Farm Insurance Site, San Dimas, Site Specific Traffic Study
- Victory/Tampa Medical Plaza

Orange County

- Aliso Viejo Marketplace Traffic Access Review
- Foothill Ranch Marketplace Traffic Study
- Foothill Ranch Towne Center Traffic Study and Shared Parking Analysis
- Irvine MPC Industries Traffic Study
- McGaw Business Center Traffic Study
- Mission Viejo Barbadianes Park Traffic/Parking Study
- Mission Viejo Country Club Center II Traffic Study
- Mission Viejo PA 12 Park Sites Traffic/Parking Study
- Mission Viejo Tract Map 12632 Traffic Study
- Ortega Rock Quarry Traffic Study
- Pepsi-Cola Pacific Park Facility Traffic Study
- Chino Hills Harvest/Greening Development Traffic Study
- Chino Hills Tentative Parcel Map 13024 Traffic Study
- Saddleback Meadows Growth Management/CMP Traffic Analysis

- Talega Specific Plan Amendment Traffic Study
- University of California, Irvine Group Housing Traffic Study
- University of California, Irvine Parking Structure No. 2 Traffic Study
- Valley View/Lincoln Shopping Center Traffic Impact Study
- Weir Canyon/La Palma Commercial Project Traffic Study
- Vantis Aliso Viejo Updated Traffic Study
- Alicia Parkway MPAH Widening Traffic Impact Study
- Honeyman Ranch Residential Development in San Juan Capistrano
- Green Lantern Inn Traffic Impact Study
- San Juan Elementary School Expansion Traffic Impact Study
- Moffett Meadows Focused Traffic Impact Study
- Tustin Villas Focused Traffic Impact Study
- Gilbert Estates, Garden Grove-Traffic Impact Study

Riverside County

- Elisnore City Center Condo Project Traffic Impact Analysis
- Creekside Ranch Norco Specific Plan Traffic Impact Analysis
- Alessandro Village Traffic Impact Study
- Apis Plaza Traffic Impact Study
- Bear Creek Inn, CUP 3109 Traffic Impact Study
- Crestmore Materials Aggregate and Quarrying Facilities Traffic Study
- Desert Hospital Expansion Traffic Analysis
- Horsethief Canyon Ranch Traffic Impact Study
- MacLeod Commercial Palm Desert Traffic Impact Study
- Murrieta Highlands Traffic Analysis
- Murrieta North County Bank Traffic Impact Study
- Murrieta Springs Mall Traffic Mitigation Study
- Murrieta Valley High School Traffic Impact Study
- Ramona Expressway Center Access Study
- Redhawk Town Center Traffic Impact Study
- Temecula Tent. Maps 24085, 24086, 25139 and 25408 Traffic Study
- The Vineyard PM 24031 Traffic Impact Study
- Wolf Store Retail Center Traffic Impact Study
- Soboba Springs Village 6 Traffic Impact Study
- The Trails in San Jacinto Traffic Impact Study
- McCall Mesa K-8 School Traffic Impact Study

Partial List of Projects

San Bernardino County

- 71/Eucalyptus Center, Parcel Map 11801 Traffic
- Chino Hills Harvest/Greening Development Traffic Study
- Chino Hills Tentative Parcel Map 13024 Traffic Study
- Fairfield Ranch CMP Traffic Impact Analysis
- Highland Central Commercial Site - Traffic Study
- Lake Arrowhead TT Map 11142 - Traffic Study
- Rialto Airport S.P./Mid-Valley Landfill Traffic Study
- Sterling Downs PUD, Rincon Village Traffic Analysis
- Terracina Apartments at Redlands - Traffic Study
- Victorville Motorsports Complex Traffic Impact Analysis
- WAL-MART Center, Fontana-Traffic Study
- Buie Majestic, Chino-Traffic Impact Study

Nevada County

- Las Vegas Boulevard/Diablo Drive Commercial Traffic Study (Clark County)
- MacDonald Ranch Traffic Evaluation (Henderson)
- Buffalo Drive/Washington Ave. Commercial Traffic Study (Las Vegas)
- Beazer Homes - Village of Craig Traffic Study (North Las Vegas)
- Cheyenne Airpark Traffic Study (North Las Vegas)
- Hometown Subdivision Traffic Study (North Las Vegas)

Other

- Avenue 9/SR-99 Freeway Commercial Traffic Study (Madera County)
- Mammoth North Village Specific Plan (Mono County)
- Mammoth Starwood Subdivision Traffic Evaluation (Mono County)

Circulation Planning

Kern County

- Desert Highlands Traffic Study
- Pacificana Specific Plan Traffic Study
- Rosedale Ranch Traffic Study
- Seven Oaks Traffic Study

Orange County

- Aliso/Wood Canyons Regional Park Traffic Study
- Dana Point Headlands Specific Plan Traffic Study
- Foothill Aliso Planned Community Traffic Study
- Foothill Ranch Planned Community Circulation Plan
- Saddleback Community Church Traffic Study
- Santa Ana Heights Traffic Analysis
- Emery Street/Darlington Avenue Vacation Traffic Study
- Crown Valley Retail Center Mission Viejo Planning Area 50 Traffic Plan
- Mission Viejo Planning Area 38-Lot 7, Site Specific Traffic Study
- Silver Leaf Private High School Traffic Study

Riverside County

- Alberhill Ranch Specific Plan Traffic Study
- Borel Airpark Center Traffic Study
- Canyon Heights Specific Plan 272 Traffic Study
- Jurupa Community Plan, I-15 West Study Area Traffic Analysis
- Kohl Ranch Specific Plan Traffic Study
- La Laguna Estates Specific Plan Traffic Study
- Menifee North Specific Plan 260 Traffic Analysis
- Olympus Golf Club Specific Plan 287 Traffic Study
- Perris Downtown Specific Plan Traffic Study
- Quinta Do Lago (SP 284) Traffic Study
- Riverpark Specific Plan Traffic Analysis
- Riverside County Regional Equestrian Center Traffic Study
- Sycamore Creek Specific Plan Traffic Study
- Temecula Old Town Traffic Study
- Winchester 1800 Traffic Study
- Winchester Hills Specific Plan Traffic Study
- Keller Commercial/Retail Site Focused Traffic Study
- Kiwi II Headquarter Focused Traffic Study
- JBH Structural Concrete-28175 Lee Lane, Murrieta Focused Traffic Study
- Perris Downtown Promenade Traffic Study
- City of San Jacinto General Plan Traffic Study
- City of Beaumont General Plan Traffic Study

Partial Project List

San Bernardino County

- City of Yucaipa Road Fee Program Traffic Assessment
- East Highlands Ranch Traffic Study
- Lytle Creek Specific Plan Traffic Study
- Rancho Cucamonga Sports Complex Traffic Study
- San Bernardino Specific Plan 90-002 Traffic Study
- San Bernardino Valley Water Conservation District Traffic Study
- Westgate Specific Plan Traffic Study

Other

- City of Norwalk Circulation Element Update (Los Angeles County)
- Mammoth Redevelopment Plan Transportation Analysis (Mono County)
- El Dorado Ranch Circulation Plan (Pinal County, Arizona)
- Edgemont Ranch Traffic Study (La Plata County, Colorado)

Transit Planning

Orange County

- Aliso Viejo Multi-Modal Circulation Plan
- Aliso Viejo PA 40 Public Transportation Assessment
- Aliso Viejo Public Transportation Study
- Mission Viejo Multi-Modal Terminal Location Study
- Mission Viejo PA 32 Public Transportation Assessment
- Route 91 High Occupancy Vehicle Lane PSR Traffic Projections

Other

- Bakersfield AMTRAK Station Traffic Analysis (Kern County)
- Mammoth Multi-Modal Transportation Plan (Mono County)
- Rialto Commuter Rail Station Traffic Analysis (San Bernardino County)

Parking Studies

Orange County

- Aliso Viejo Town Center shared parking study
- Barbadianes Park Parking Study
- Eastbluff School Parking/Traffic Evaluation
- Foothill Ranch Towne Center Shared Parking Study
- High Park Parking Evaluation
- Irvine Inn SRO
- Koll Pacific Park Parking Study
- Marguerite Center Shared Parking Analysis
- Market on the Lake Parking Evaluation
- Meadowpark School Parking Lot Evaluation
- Mission Viejo Planning Area 12 Park Sites A, B & C Parking Study
- Monarch Beach Plaza Parking Study
- Roger Miller Ford Parking Study
- Saddleback Community Church Parking Management Plan
- Santa Margarita Plaza Parking Study
- Trabuco Hills Center Parking Study
- Westcorp II Parking Study
- Western Country Plaza Parking Study
- Chrisanta Office Building Parking Lot Redesign, City of Mission Viejo
- Meadowpark School Parking Lot Redesign
- Park Plaza, Aliso Viejo Town Center Parking Lot Review
- University High School Parking Lot Revisions
- Placentia Linda Medical Plaza Office Building Traffic and Parking Study
- Mission Viejo Country Suites Expansion Trip Generation and Parking Review
- Mission Heritage Center Parking Study
- Miramar San Clemente Parking Study
- Trabuco Hills Plaza Shared Parking Study
- Way of Life Church Parking Study
- Vienna Palace Restaurant
- Foothill Ranch Medical Office Building Parking Study

Partial Project List

Other

- Bakersfield Convention Center Parking Study (Kern County)
- American Instorage (El Segundo) Parking Analysis (Los Angeles County)
- Senior Apartments Research (USA Properties) (Sacramento County)
- Rancho Cucamonga Stadium Parking Study (San Bernardino County)
- Artesia Oasis Shared Parking Study (Los Angeles County)
- Colonies Crossroads Planning Area 19A and 19B (San Bernardino County)]
- Mt. San Antonio College (Los Angeles County)
- New Harvest Christian Church Youth Recreation Facility (Los Angeles County)

Transportation Demand Management

Orange County

- Burke Commercial Development TMA
- Capistrano Gateway Transportation Management Plan
- Foothill Ranch TSM Plan
- Talega - TSM Plan

Riverside County

- Orangecrest Plaza Trip Reduction Plan
- Preissman Property Specific Plan 246 TDM Plan

Acoustical Engineering

Kern County

- Heart Hospital Noise Study
- International Trade and Transportation Center Noise Study
- Pacificana Acoustical Analysis

Los Angeles County

- Home Depot Noise Analysis
- Lancaster Veterans Home Final Noise Study
- Stearn Street/Redondo Avenue Residential Project Final Noise Study
- Vesting Tentative Tract Map No. 5053 Noise Study

Orange County

- Aliso Viejo Auto Retail Center Noise Study
- Aliso Viejo Golf Club Acoustical Analysis
- Chiles and Macaroni Grill Final Noise Study
- Coto de Caza Hunt Club Acoustical Analysis
- CUSD Transportation Center Noise Study
- Hellman Ranch Specific Plan Noise Study
- Imperial Highway and Fairmont Boulevard Overcrossing Noise Study
- Irvine Coastal Area Preliminary and Final Acoustical Analysis
- Kid's View Preschool Noise Study
- Kindercare Learning Center Acoustical Analysis
- Leisure World Noise Assessment Widening Moulton Parkway
- Lincoln Drive-In Theater Site Acoustical Analysis
- Market on the Lake Acoustical Study
- Northwood Tentative Tract 15382 Final Noise Study
- Olympiad Park Acoustical Study
- Plaza Bellogente Acoustical Analysis
- Saint Paul's Greek Orthodox Church Final Acoustical Study
- Trabuco Hills Center Acoustical Study

Riverside County

- California Avenue Noise Study
- Center Street Widening Acoustical Evaluation
- Domenigoni Valley Reservoir Noise Study
- Elsinore Hills Apartments Acoustical Study
- Greer Ranch Noise Study
- Hamilton Property Noise Study
- Highland Springs Resort Master Plan Noise Study
- Nutrilite Plant New Dehydrator Noise Impact Study
- Summit Heights Specific Plan Preliminary Acoustical Study

Partial Project List

- Sun City Palm Springs Preliminary and Final Noise Studies
- Villa La Quinta Apartments Revised Acoustical Study
- Foothill Gateway Plaza Phase II KTM Sport Motorcycles
- Park Hill Preliminary EIR Acoustical Study

San Bernardino County

- Los Serranos Commercial Center Final Noise Study
- Lytle Creek Project EIR Noise Assessment
- Tentative Tract 14652 Final Noise Study
- Town of Yucca Valley General Plan Program Noise Element
- Victorville Motorsports Complex Noise Study
- Ramona Avenue Guard Separation
- Orchard Lane at Chapman Heights Tract Map NO. 15878

San Diego County

- Albertsons Shopping Center Noise Impact Analysis
- Aviara Planning Area 5 Final Noise Study
- Mariners Point Noise Studies
- Old Coach Golf Estate Updated Noise Study
- Park View West Final Noise Study
- Rancho Penasquitos Tract Noise Study
- Sambi Housing Development Tentative Tract 92-02 Noise Study

Traffic Signal And Signing/Striping Design

Orange County

- 17th Street at Esplanade Signal Modification
- Aliso Viejo Assessment District Traffic Signal
- Aliso Viejo Parkway at Vantis
- Enterprise and Summit, City of Aliso Viejo
- Glenwood and Golf, City of Aliso Viejo
- Avenida Pico at La Pata Traffic Signals
- Barranca Pkwy. Widening, City of Irvine
- City of Mission Viejo Assessment District Traffic Signals
- Imperial Highway - Birch Hills Mall, City of Brea
- Jeffrey Road at Roosevelt, City of Irvine
- Marina Hills Drive at Tropea Traffic Signal Design
- Medical Center Drive Striping Plan

- Michelson at University Dr., City of Irvine, Traffic Signal Modification
- Orangetree at Irvine Center Drive Signal Modification
- Portola Pkwy., Culver Dr. to Jeffrey Rd., Traffic Signal Designs
- Traffic Signal Modification Harvard Avenue at Warner Avenue
- Traffic Signals at VTTM 12632
- University Drive at Mesa Road Traffic Signal Design

Riverside County

- Adams Street Signing and Striping Plan
- Cactus Avenue, Nason Street to Moreno Beach Drive, City of Moreno Valley
- City of Perris, Perris Blvd. Traffic Signals
- Crowne Hill-Butterfield Stage Road at Royal Crest Traffic Signal Design
- Crowne Hill Development Traffic Signals and Striping
- Gene Autry Drive Striping and Traffic Signal Plans
- Orangetree Trautwein and Van Buren Traffic Signals
- Murrieta Hot Springs Road Traffic Signals
- Washington Street Striping Plan
- UCR Parking Lot Traffic Signals
- Beaumont Avenue (SR-79) at 1st Street
- Catavina Tract 33719 Straight Distance Analysis
- Villines Avenue at Park Avenue Intersection Review
- Florida Left Turn Phasing Warrant Analysis

San Bernardino County

- Chino Avenue Traffic Signal Designs
- Traffic Signal Design and Warrants for Baseline at Church Street
- Knickerbocker Road at Big Bear Boulevard (ST -18) Butterfield Ranch Road at Slate Street

Traffic safety and Improvement Studies

Los Angeles County

- Sierra Madre Sight Distance Analysis
- Tentative Tract 47467 (Glendale) Access Analysis
- Traffic Control for Lemon Avenue

Partial Project List

Orange County

- Coto de.Caza Traffic Evaluation
- Crossroads Shopping Center Shell Station
- John Wayne Airport Roadway Operations and Signage Modifications
- Marguerite Pkwy. at Oso Pkwy. Intersection Upgrade Evaluation
- Saddleback Community Church Access Road Striping Plan

Riverside County

- Del Webb Palm Springs Bicycle Circulation Plan
- Jefferson Street/I-10 Interchange Concept Design Study
- Ramona Expressway, City of Perris
- Washington Street Realignment Traffic Analysis

San Bernardino County

- Greentree Blvd. at 7th St. & Valles Center Dr. Intersection Review
- Rialto Gateway/Restaurant Row Access Study

San Diego County

- Denver St. at Clairemont Ave., City of San Diego
- Olivenhain Elementary School Traffic Assessment
- Pio Pico Dr. at Carlsbad Village Dr., City of Carlsbad

Traffic Control Plans

Orange County

- Beach at Edinger Traffic Control Plan
- Chrisanta Reclaimed Water Pipeline
- Culver Dr. Undercrossing at AT&SF Railroad Plan Check Services
- Laguna Niguel Waterline
- Oso Parkway Traffic Control Plan
- Segerstrom at Bristol Traffic Control Plan
- Westminster Ave. Pipeline

Riverside County

- Perris Boulevard Traffic Control Plan
- Ramona Expressway Rehabilitation Traffic Control Plan

San Diego County

- Carlsbad Village at Pio Pico Traffic Control Plan
- Claremont at Denver Traffic Control Plan

Partial Client List

Builders/Developers

AMERICAN ASSETS, INC.
ARVIDA CORPORATION
BALDWIN COMPANY, THE
BARRATT AMERICAN, INC.
BEDFORD PROPERTIES
BENNETT PROPERTIES
BETHEL DEVELOPMENT CORP.
BOURESTON DEVELOPMENT, INC.
BREHM COMPANIES, THE
BRIGHTON HOMES
BROOKSTONE DEVELOPMENT, INC.
BUIE CORPORATION
BURKE COMMERCIAL DEVELOPMENT
CALIFORNIA OAKS DEVELOPMENT CO.
CASTLE & COOK DEVELOPMENT CORP.
CHARISMA GROUP, INC.
CITATION HOMES
COMMERCIAL CENTER DEVELOPMENT
COSCAN CALIFORNIA, INC.
COTO DE CAZA COMPANY
COUSSOULIS DEVELOPMENT CO.
CROSSROADS DEVELOPMENT
CT REALTY CORPORATION
D.R. HORTON, INC.
DELGAR PARTNERS
DEL WEBB CALIFORNIA CORP.
DON WILSON DEVELOPMENT
DONAHUE SCHRIBER
EMERALD DEVELOPMENT
F.C. IRVINE, INC.
FIELDSTONE COMMUNITIES
FIRST CITY PROPERTIES, INC.
FOCUS DEVELOPMENT
FOOTHILL RANCH COMPANY
FORECAST HOMES, INC.
GATLIN/BERGER DEVELOPMENT, INC.
GOLDEN PACIFIC INDUSTRIES, INC.
GREAT AMERICAN DEVELOPMENT CO.
GROVE CORPORATION
HARBOR CREST DEVELOPMENT
HILLMAN PROPERTIES WEST, INC.
HUNTINGTON CAPITAL CORPORATION
INDUSTRIAL COMMERCIAL PROPERTIES
INTERAMERICAN BUILDERS CORP.
IRVINE COMPANY, THE
JAMES MANLEY AND ASSOCIATES
JOHNSON & JOHNSON DEVEL. CORP.
KATHRYN G. THOMPSON DEVEL. CO.
KAUFMAN AND BROAD
KOLL COMPANY

LEBANOFF-MCKNIGHT DEVEL. GROUP
LENNAR COMMUNITIES
PREFERRED EQUITIES
PRESLEY OF SOUTHERN CALIFORNIA
PULTE HOME CORPORATION
RAEL DEVELOPMENT CORPORATION
RANCON FINANCIAL CORPORATION
RANPAC COMMUNITIES
RECREATIONS GROUP OF COMPANIES
REGIS HOMES
RESCO
ROBERTSON HOMES
SANDERSON - J. RAY DEVELOPMENT
SHEA HOMES, INC.
SHEA PROPERTIES
SHERMAN CO./CHANDIS SECURITIES CO.
STANDARD PACIFIC OF ORANGE COUNTY
STERLING BUILDERS
SUDBERRY PROPERTIES, INC.
SUN CAL DEVELOPMENT
SUN PACIFIC
TAIT & ASSOCIATES, INC.
TALEGA ASSOCIATES, LLC
TAYLOR WOODROW HOMES
TMC
TOLD DEVELOPMENT CORPORATION
TOSS INTERNATIONAL, INC.
TOZAI, INC.
TRIAD PARTNERS
TRIQUEST DEVELOPMENT
U.S. HOMES
U.S. SUNBELT DEVELOPMENT
VSL ENTERPRISES
WATT BUSINESS PROPERTIES
WEST MAR COMMERCIAL BROKERAGE
WESTERN NATIONAL PROPERTIES
WESTERN PACIFIC HOUSING
WESTERN SKYLINES DEVELOP. CORP.
WOODCREST DEVELOPMENT COMPANY

Planners/Engineers

ADKAN ENGINEERS
ALBERT A. WEBB ASSOCIATES
ARCHITECTS ORANGE
ASSOCIATED ENGINEERS, INC.
BALLEW & ASSOCIATES, INC.
BRAMALEA CALIFORNIA, INC.
CARTER, ROMANEK LANDSCAPE ARCH.
CHAMBERS GROUP, INC.

Partial Client List

CHURCH ENGINEERING, INC.
CM ENGINEERING ASSOCIATES, INC.
COURTON & ASSOCIATES
CROSBY AND ASSOCIATES
CULBERTSON, ADAMS & ASSOC., INC.
CYP, INC.
DAVID TAUSSIG AND ASSOC., INC.
EIP ASSOCIATES
ENGINEERING VENTURES
ENVIRONMENTAL PERSPECTIVES
EPT LANDSCAPE ARCHITECTURE
FLORIAN MARTINEZ ASSOCIATES
GRAYNER-ROGERS ENGINEERING
GREINER, INC.
GRILLIAS, PIRC, ROSIER AND ALVES
HDR ENGINEERING, INC.
HRP LAND DESIGN
HUNSAKER AND ASSOCIATES
IMPACT SCIENCES
JOHN BATES ASSOCIATES
J. L. WEBB PLANNING
KEITH COMPANY, THE
LIGHTFOOT PLANNING GROUP, THE
LOHR AND ASSOCIATES, INC.
LPA, INC.
L.D. KING, INC.
M. MARJAN ARCHITECTS
MARKHAM & ASSOCIATES
MDS CONSULTING
MICHAEL BRANDMAN ASSOCIATES
NBS/LOWRY
NOLTE AND ASSOCIATES
PACIFIC LAND SERVICES
PBR
PLANNING ASSOCIATES, THE
PLANNING CENTER, THE
PLANNING CONSORTIUM, THE
PLANNING NETWORK
POMEROY ASSOCIATES
PROJECT DESIGN CONSULTANTS
PSOMAS AND ASSOCIATES
RANPAC ENGINEERING CORPORATION
ROBERT BEIN, WILLIAM FROST
SOUTHLAND ENGINEERING
T & B PLANNING
TEMPLETON PLANNING GROUP
TERRA NOVA
TRANS-PACIFIC CONSULTANTS
TRI-LAKE CONSULTANTS, INC.
URBAN DESIGN STUDIO
URBAN VISION

Public Agencies/Institutions

BEAUMONT UNIFIED SCHOOL DISTRICT
CAPISTRANO UNIFIED SCHOOL DISTRICT
CARLSBAD SCHOOL DISTRICT
CENTRALIA SCHOOL DISTRICT
CITY OF BEAUMONT
CITY OF BUENA PARK
CITY OF CANYON LAKE
CITY OF CHINO
CITY OF CLAREMONT
CITY OF CYPRESS
CITY OF HEMET
CITY OF HESPERIA
CITY OF HUNTINGTON BEACH
CITY OF INDIAN WELLS
CITY OF INDIO
CITY OF IRVINE
CITY OF LAKE ELSINORE
CITY OF MORENO VALLEY
CITY OF MURRIETA
CITY OF PALM DESERT
CITY OF PERRIS
CITY OF MONTCLAIR
CITY OF NORWALK
CITY OF RANCHO CUCAMONGA
CITY OF RANCHO MIRAGE
CITY OF RIVERSIDE
CITY OF SAN JACINTO
CITY OF TEMECULA
CITY OF YUCAIPA
TOWN OF YUCCA VALLEY
COASTLINE COMMUNITY COLLEGE
COLTON UNIFIED SCHOOL DISTRICT
COUNTY OF IMPERIAL
COUNTY OF ORANGE
COUNTY OF RIVERSIDE
DESERT HOSPITAL
EAGLES NEST CHRISTIAN FELLOWSHIP
EASTERN MUNICIPAL WATER DISTRICT
ENCINITAS UNION SCHOOL DISTRICT
FOUNTAIN VALLEY SCHOOL DISTRICT
HUNTINGTON BEACH SCHOOL DISTRICT
IRVINE SCHOOL DISTRICT
JOAQUIN RANCH FACILITIES DISTRICT
LAGUNA BEACH SCHOOL DISTRICT
LA MONTE ACADEMIE
LOS ALAMITOS SCHOOL DISTRICT
METROPOLITAN WATER DISTRICT (MWD)
MURRIETA VALLEY SCHOOL DISTRICT

Partial Client List

ORANGE COUNTY TRANSPORTATION AUTHORITY
POMONA COLLEGE
RIVERSIDE CO. ECONOMIC DEV. CORP.
RIVERSIDE CO. TRANSPORTATION DEPT.
ROMOLAND SCHOOL DISTRICT
SADDLEBACK COMMUNITY CHURCH
SADDLEBACK SCHOOL DISTRICT
SANTEE SCHOOL DISTRICT
SOKA UNIVERSITY
SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS
ST. PAUL'S GREEK ORTHODOX CHURCH
SUNRISE PRESCHOOLS
TEMECULA SCHOOL DISTRICT
TOWN OF MAMMOTH LAKES
UNIVERSITY OF CALIFORNIA, IRVINE
WESTERN RIVERSIDE COUNCIL OF
GOVERNMENTS

Other

AIRPORTER INN HOTEL
AL SHANKLE CONSTRUCTION COMPANY
ALL AMERICAN ASPHALT
BRUNSWICK CORPORATION
CHEVRON U.S.A., INC.
CZ MASTER ASSOCIATION
KENNETH A. RUBY CONSTRUCTION CO.
MALCOLM SMITH
MERIT PROPERTY MANAGEMENT CO.
NATIONAL RESOURCES GROUP, INC.
NORTH COUNTY BANK
PEPSI-COLA
RALPHS GROCERY COMPANY
SHELL OIL COMPANY
SHIMIZU AMERICA CORP.
SMART & FINAL
SOUTHERN CALIF. PLANT GROWERS
SOUTHSHORE PLUMBING, INC.
U.S. STORAGE, INC.
WYROCK, INC.

References

Client List

Builders/Developers

Planners/Engineers

Public Agencies/Institutions

Other

References

Builders/Developers

FOOTHILL RANCH COMPANY
25200 La Paz Road, Suite 210
Laguna Hills, CA 92653
(949) 586-4400
Mike Walker

LENNAR COMMUNITIES
24800 Chrisanta Drive
Mission Viejo, CA 92691
(949) 598-8500
Bob Santos

SHEA HOMES, INC.
603 S. Valencia Avenue
Brea, CA 92822-1509
(714) 985-1300
John Danvers

SHEA PROPERTIES
26840 Laguna Hills Drive #100
Aliso Viejo, CA 92656
(949) 389-7000
Brad Pontius

STANDARD PACIFIC OF INLAND EMPIRE
28765 Single Oak Drive, Suite 140
Temecula, CA 92590-3661
(909) 587-8000
Mike White

STANDARD PACIFIC OF ORANGE COUNTY
15236 Alton Parkway
Irvine, CA 92681
(949) 789-1600
Crystal Burckle

TALEGA ASSOCIATES, LLC
951 Calle Negocio, Suite D
San Clemente, CA 92673
(949) 498-1366
Pat Hayes

Public Agencies/Institutions

CITY OF MORENO VALLEY
14177 Frederick Street
Moreno Valley, CA 92552
(909) 769-8520
Craig Neustaedter
Alan Kashefi

CITY OF CHINO
Public Works Dept.
13220 Central Avenue
Chino, CA 91710
Jose Alire (909) 464-8307

CITY OF FONTANA
8353 Sierra Avenue
Fontana, CA 92335
(909) 350-7629
Paul Balbach
Eric Lewis

CITY OF HUNTINGTON BEACH
2000 Main Street
Huntington Beach, CA 92648
(714) 536-5432
Bob Eichblatt

CITY OF IRVINE
One Civic Center Plaza
Irvine, CA 92713
(949) 724-6456
Ken Louie
Jim Lizzi

CITY OF MISSION VIEJO
25909 Pala, Suite 150
Mission Viejo, CA 92691
(949) 582-2489
Dennis Wilberg
Shirley Land

References

CITY OF MURRIETA
26442 Beckman Court
Murrieta, CA 92562
(909) 698-4509
Susan Vombaur
Mike Kenney

CITY OF ONTARIO
303 East B Street
Ontario, CA 91764
Tom Danna

CITY OF PERRIS
170 Wilkerson Avenue, Suite A
Perris, CA 92570
(909) 943-6504
Habib Motlagh
Tom Rafferty

CITY OF RANCHO CUCAMONGA
P.O. Box 807
9320 Baseline Road
Rancho Cucamonga, CA 91730
(909) 477-2740
Jon Gillespie

CITY OF RANCHO SANTA MARGARITA
30211 Avenida de las Banderas, Suite 101
Rancho Santa Margarita, CA 92688
(949) 635-1800
Thomas E. Wheeler, P.E.

CITY OF RIVERSIDE
3900 Main Street
Riverside, CA 92522
(909) 782-5515
Steve Libring

CITY OF TEMECULA
43174 Business Park Drive
Temecula, CA 92590
(909) 694-6411
Ali Moghadam
Jerry Gonzales

CITY OF YORBA LINDA
4845 Casa Loma Avenue
Yorba Linda, CA 92686
(714) 961-7170
Fernando Saldivar

COUNTY OF ORANGE
300 N. Flower Street, 7th Floor
Santa Ana, CA 92702
Nacho Ochoa (714) 834-3484
Harry Persaud (714) 834-3669
Grant Anderson (714) 834-5034

COUNTY OF RIVERSIDE TRANS. DEPT.
4080 Lemon Street, 8th Floor
Riverside, CA 92507
(909) 955-6767
Juan Perez
Lawrence Tai

SAN BERNARDINO
ASSOCIATED GOVERNMENTS (SANBAG)
472 N. Arrowhead Avenue
San Bernardino, CA 92401
(909) 884-8276
Robert Wirts

CITY OF SAN JACINTO
248 E. Main Street
San Jacinto, CA 95583
(951) 487-7342
Habib Motlagh
Eric Skaugset

UNIVERSITY OF CALIFORNIA, IRVINE
Office of Campus & Environ. Planning
401 Berkeley Place, Suite 350
Irvine, CA 92715
(949) 856-7058
Richard Demerjian

References

Other

HEADLAND RESERVE, LLC
24849 Del Prado
Dana Point, CA 92629
(949) 488-8800
Sanford Edward
Kevin Darnell

LA FITNESS, INC.
100 Bayview, Suite 4000
Newport Beach, CA 92660
(949) 509-2555
Todd Van Sprecken
Jon Zaich

MALKOFF AND ASSOCIATES
18456 Lincoln Circle
Villa Park, CA 92861
(714) 288-6200
Mel Malkoff

MDS CONSULTING
17320 Redhill Avenue, Suite 350
Irvine, CA 92714-5644
(949) 251-8821
Stanley Morse

MERIT PROPERTY MANAGEMENT, INC.
25910 Acero Street, #200
Mission Viejo, CA 92691-2777
(949) 465-5158
Don Chesemore

WCDS, INC.
2400 E. Katella Avenue, Suite 225
Anaheim, CA 92806
(714) 385-5710
Roger Watson

Jun 11, 2014

SB APP

Supplier #44192
RK ENGINEERING GROUP, INC.
4000 WESTERLY PLACE, SUITE 280
NEWPORT BEACH CA 92660

Dear Business Person:

Congratulations on your Small Business (SB) certification with the State of California. Your business is now entitled to compete in the State's goal to spend 25 percent of its annual contracting dollars with small businesses. Each certified SB receives a five percent bid preference on applicable solicitations. This certification also guarantees higher interest penalties for late payment of undisputed invoices. You may purchase a rubber stamp by completing the Prompt Payment Rubber Stamp Order form at www.documents.dgs.ca.gov/pd/smallbus/ppstampreq.pdf. For more information or to verify certification status, visit www.eprocure.dgs.ca.gov.

Certification Period

From Jun 11, 2014 to Jun 30, 2016

Business Types

Service

Conflict of Interest for Current and Former State Employees

Prior to contract award, agencies will assure the vendor is in compliance with Public Contract Code, Section 10410 et seq. addressing conflict of interest for State employees or former employees.

Annual Submission Requirement

Submit copies of the ENTIRE federal tax return to the Office of Small Business and DVBE Services (OSDS). If you have been granted a tax filing extension with the Internal Revenue Service, submit a copy of the extension form and annual financial statements; then, submit a copy of the tax return once filed. If you have employees, include the California Employment Development Department's "Quarterly Contribution Return and Report of Wages (Continuation)" (Form DE9C). If you have out-of-state employees, submit the employee documentation comparable to Form DE9C. These annual submissions also apply to all affiliated businesses.

Maintaining Your Online Certified Firm Profile

Visit www.eprocure.dgs.ca.gov/default.htm to update your certification profile. You may report changes to the following: mailing and principal office address; contact information; keywords and service areas; United Nations Standard Products and Services Codes, North American Industry Classification System (applicable only to Manufacturers). This certification may be impacted if you update information beyond the aforementioned. To report changes by mail, complete a "Certification Information Change" form located at www.documents.dgs.ca.gov/pd/smallbus/certchange.pdf.

Certification Renewal

Please complete an online application at www.eprocure.dgs.ca.gov 90 days prior to the expiration date whether or not you receive a renewal notice. If you hold dual certifications, SB and DVBE certifications, you must renew both certifications at the same time. Please contact us at 800.559.5529, 916.375.4940 or by email at OSDSHelp@dgs.ca.gov if you have any questions.

Sincerely,

Office of Small Business and DVBE Services

Documentation of Licensed Professional

Remove your new Pocket Certificate from the receipt portion and carry it with you at all times.

Board for Professional Engineers, Land Surveyors, and Geologists
2535 Capitol Oaks Drive, Suite 300
Sacramento, CA 95833-2944
916 263-2222

11/19/15
11/18/15

CUT HERE

CUT HERE


STATE OF CALIFORNIA
oca
BOARD FOR PROFESSIONAL ENGINEERS,
LAND SURVEYORS, AND GEOLOGISTS
2535 CAPITOL OAKS DRIVE, SUITE 300
SACRAMENTO, CA 95833-2944
916 263-2222

TRAFFIC ENGINEER

CERTIFICATE NO.
TR 555

ROBERT KAHN
3315 FOURTH AVE
CORONA DEL MAR CA 92625

Signature Robert Kahn



CUT HERE

I M P O R T A N T

1. Please include your Certificate Number on any correspondence to this office.
2. Notify the Board of any name or address change in writing.
3. Report any loss of this Certificate immediately in writing to the Board.
4. Please sign and carry the Pocket Certificate with you.
5. Please laminate your Certificate to avoid deterioration.

ROBERT KAHN

CERTIFICATE NO.	EXPIRATION DATE	RECEIPT NO.
TR 555	12/31/15	35190582

This is your receipt. Please save for your records.

PPMTR 04/22/11

RECEIPT NO. 05180582

Remove your new Pocket Certificate from the receipt portion and carry it with you at all times.

Board for Professional Engineers, Land Surveyors, and Geologists
2535 Capitol Oaks Drive, Suite 300
Sacramento, CA 95833-2944
916 263-2222

08/22/13
08/22/13

CUT HERE

CUT HERE


STATE OF CALIFORNIA
oca
BOARD FOR PROFESSIONAL ENGINEERS,
LAND SURVEYORS, AND GEOLOGISTS
2535 CAPITOL OAKS DRIVE, SUITE 300
SACRAMENTO, CA 95833-2944
916 263-2222

CIVIL ENGINEER

CERTIFICATE NO.
C 20285

ROBERT KAHN
3315 FOURTH AVE
CORONA DEL MAR CA 92625

Signature Robert Kahn



CUT HERE

I M P O R T A N T

1. Please include your Certificate Number on any correspondence to this office.
2. Notify the Board of any name or address change in writing.
3. Report any loss of this Certificate immediately in writing to the Board.
4. Please sign and carry the Pocket Certificate with you.
5. Please laminate your Certificate to avoid deterioration.

ROBERT KAHN

CERTIFICATE NO.	EXPIRATION DATE	RECEIPT NO.
C 20285	08/30/15	32320591

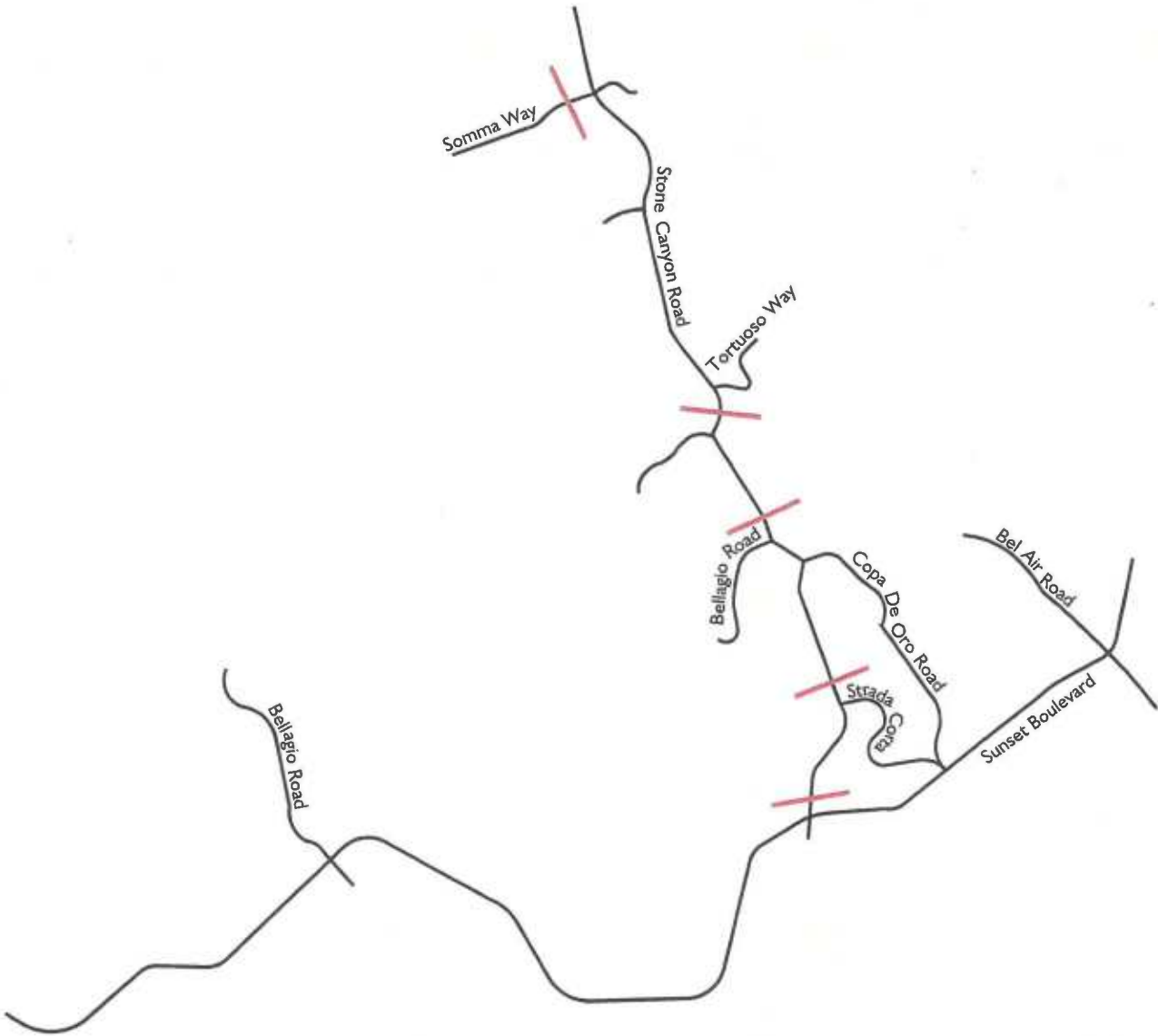
This is your receipt. Please save for your records.

PPMTR 04/22/11

RECEIPT NO. 32320591

Exhibits

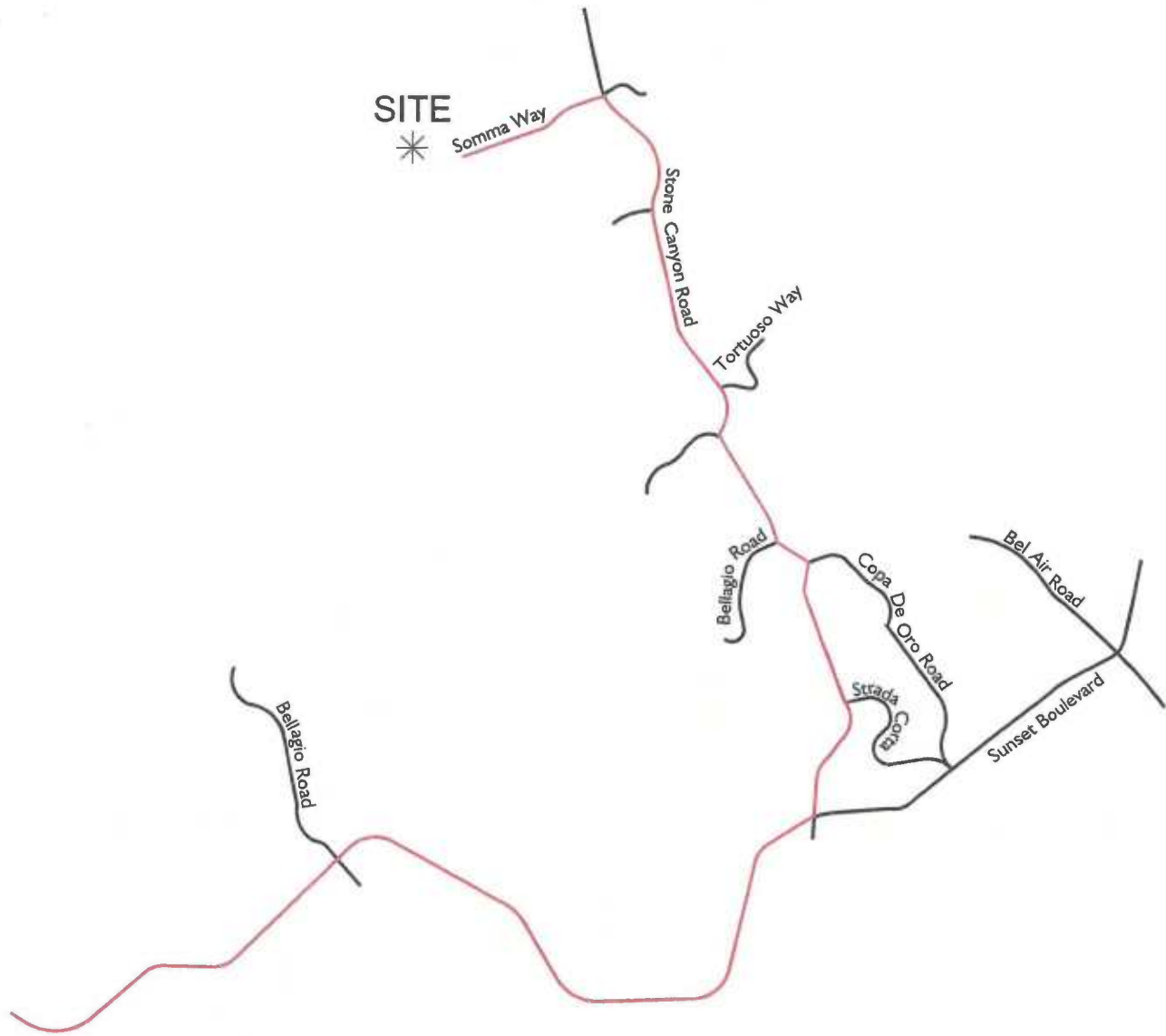
Exhibit A
Location Map



Legend:

 = Study Street Segments

Exhibit B
Recommended Truck Hauling Route



Legend:

— = Recommended Truck Hauling Route



Tables

Table 1
Existing Average Daily Traffic
Tuesday, August 12, 2014

Location	RK Class 1 ADT (PCE = 1.0)		RK Class 2 ADT (PCE = 1.5)		RK Class 3 ADT (PCE = 2.0)		RK Class 4 ADT (PCE = 3.0)	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	295	295	14	21	0	0	0	0
Stone Canyon Road South of Tortuoso Way	3,600	3,600	143	215	9	18	12	36
Stone Canyon Road North of Bellagio Road	3,868	3,868	132	198	31	62	16	48
Stone Canyon Road North of Strada Corta Road	1,741	1,741	157	236	13	26	16	48
Stone Canyon Road North of Sunset Boulevard	1,662	1,662	147	221	9	18	15	45

Location	Total RK Class 1		Total RK Class 2, 3, and 4 ¹		Total Existing ADT		Existing Percentage of Trucks ¹	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	295	295	14	21	309	316	4.5%	6.6%
Stone Canyon Road South of Tortuoso Way	3,600	3,600	164	269	3,764	3,869	4.4%	7.0%
Stone Canyon Road North of Bellagio Road	3,868	3,868	179	308	4,047	4,176	4.4%	7.4%
Stone Canyon Road North of Strada Corta Road	1,741	1,741	186	310	1,927	2,051	9.7%	15.1%
Stone Canyon Road North of Sunset Boulevard	1,662	1,662	171	284	1,833	1,946	9.3%	14.6%

¹ RK Class 2, 3, and 4 are large trucks. Therefore, the "Existing Percentage of Trucks" divides the total number of large trucks (RK Class 2, 3 and 4) by the total Existing ADT.

Table 2
Existing Average Daily Traffic
Wednesday, August 13, 2014

Location	RK Class 1 ADT (PCE = 1.0)		RK Class 2 ADT (PCE = 1.5)		RK Class 3 ADT (PCE = 2.0)		RK Class 4 ADT (PCE = 3.0)	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	216	216	25	38	0	0	0	0
Stone Canyon Road South of Tortuoso Way	3,444	3,444	143	215	28	56	15	45
Stone Canyon Road North of Bellagio Road	3,803	3,803	137	206	31	62	17	51
Stone Canyon Road North of Strada Corta Road	1,761	1,761	136	204	31	62	12	36
Stone Canyon Road North of Sunset Boulevard	1,697	1,697	124	186	29	58	18	54

Location	Total RK Class 1		Total RK Class 2, 3, and 4 ¹		Total Existing ADT		Existing Percentage of Trucks ¹	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	216	216	25	38	241	254	10.4%	15.0%
Stone Canyon Road South of Tortuoso Way	3,444	3,444	186	316	3,630	3,760	5.1%	8.4%
Stone Canyon Road North of Bellagio Road	3,803	3,803	185	319	3,988	4,122	4.6%	7.7%
Stone Canyon Road North of Strada Corta Road	1,761	1,761	179	302	1,940	2,063	9.2%	14.6%
Stone Canyon Road North of Sunset Boulevard	1,697	1,697	171	298	1,868	1,995	9.2%	14.9%

¹ RK Class 2, 3, and 4 are large trucks. Therefore, the "Existing Percentage of Trucks" divides the total number of large trucks (RK Class 2, 3 and 4) by the total Existing ADT.

Table 3
10697 and 10699 Somma Way
Projected Truck Average Daily Traffic

Assumptions¹		
Equipment:	10-Wheel Dump Truck (3-Axles)	Average Load Capacity: 10-12 yds ³
Number of Days for Construction:	Minimum: 70 Days	Maximum: 115 Days
Exported Materials:	29,474 yds ³ Soil	

Calculations		
	Maximum	Minimum
Total Trips Based on Dump Truck Capacity³	5,895 Total Trips Based on 10 yds ³ Capacity	4,913 Total Trips Based on 12 yds ³ Capacity
Trips Per Day Based on 12 yds³ Capacity	71 (142 PCE) Trips Per Day Assuming 70 Working Days	43 (86 PCE) Trips Per Day Assuming 115 Working Days
Trips Per Day Based on 10 yds³ Capacity	85 (170 PCE) Trips Per Day Assuming 70 Working Days ²	52 (104 PCE) Trips Per Day Assuming 115 Working Days

¹ Assumptions are based on information provided by the client. Detailed information can be found within the attached report.

² Represents the "worse-case" scenario, with the highest number of truck trips per day.

³ It should be noted that each truck will require two (2) trips in the Bel Air Community: one (1) trip to the site with no materials (empty truck), and one (1) trip from the site with soil (filled truck).

Table 4
Existing Plus Project Scenario: Average Daily Traffic
Based on Counts from Tuesday, August 12, 2014

Location	Total RK Class 1		Total RK Class 2, 3, and 4		Total Existing ADT		Existing Percentage of Trucks ¹	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	295	295	14	21	309	316	4.5%	6.6%
Stone Canyon Road South of Tortuoso Way	3,600	3,600	164	269	3,764	3,869	4.4%	7.0%
Stone Canyon Road North of Bellagio Road	3,868	3,868	179	308	4,047	4,176	4.4%	7.4%
Stone Canyon Road North of Strada Corta Road	1,741	1,741	186	310	1,927	2,051	9.7%	15.1%
Stone Canyon Road North of Sunset Boulevard	1,662	1,662	171	284	1,833	1,946	9.3%	14.6%

Location	10697 Somma Way Truck Trips ²		Existing ADT		Existing Plus Project Total ADT		Project-Related Increase in ADT	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	85	170	309	316	394	486	21.6%	35.0%
Stone Canyon Road South of Tortuoso Way	85	170	3,764	3,869	3,849	4,039	2.2%	4.2%
Stone Canyon Road North of Bellagio Road	85	170	4,047	4,176	4,132	4,346	2.1%	3.9%
Stone Canyon Road North of Strada Corta Road	85	170	1,927	2,051	2,012	2,221	4.2%	7.7%
Stone Canyon Road North of Sunset Boulevard	85	170	1,833	1,946	1,918	2,116	4.4%	8.0%

Location	Existing Plus Project Truck Trips		Existing Plus Project Total ADT		Existing Plus Project: Percentage of Trucks	
	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	99	191	394	486	25.1%	39.3%
Stone Canyon Road South of Tortuoso Way	249	439	3,849	4,039	6.5%	10.9%
Stone Canyon Road North of Bellagio Road	264	478	4,132	4,346	6.4%	11.0%
Stone Canyon Road North of Strada Corta Road	271	480	2,012	2,221	13.5%	21.6%
Stone Canyon Road North of Sunset Boulevard	256	454	1,918	2,116	13.3%	21.5%

¹ Please refer to Table 1 for more information.

² Please refer to Table 3 for more information.

Table 5
Existing Plus Project Scenario: Average Daily Traffic
Based on Counts from Wednesday, August 13, 2014

Location	Total RK Class 1		Total RK Class 2, 3, and 4		Total Existing ADT		Existing Percentage of Trucks ¹	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	216	216	25	38	241	254	10.4%	15.0%
Stone Canyon Road South of Tortuoso Way	3,444	3,444	186	316	3,630	3,760	5.1%	8.4%
Stone Canyon Road North of Bellagio Road	3,803	3,803	185	319	3,988	4,122	4.6%	7.7%
Stone Canyon Road North of Strada Corta Road	1,761	1,761	179	302	1,940	2,063	9.2%	14.6%
Stone Canyon Road North of Sunset Boulevard	1,697	1,697	171	298	1,868	1,995	9.2%	14.9%

Location	10697 Somma Way Truck Trips ²		Existing ADT		Existing Plus Project Total ADT		Project-Related Increase in ADT	
	Count	PCE	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	85	170	241	254	326	424	26.1%	40.1%
Stone Canyon Road South of Tortuoso Way	85	170	3,630	3,760	3,715	3,930	2.3%	4.3%
Stone Canyon Road North of Bellagio Road	85	170	3,988	4,122	4,073	4,292	2.1%	4.0%
Stone Canyon Road North of Strada Corta Road	85	170	1,940	2,063	2,025	2,233	4.2%	7.6%
Stone Canyon Road North of Sunset Boulevard	85	170	1,868	1,995	1,953	2,165	4.4%	7.9%

Location	Existing Plus Project Truck Trips		Existing Plus Project Total ADT		Existing Plus Project: Percentage of Trucks	
	Count	PCE	Count	PCE	Count	PCE
Somma Way East of Stone Canyon Road	110	208	326	424	33.7%	49.1%
Stone Canyon Road South of Tortuoso Way	271	486	3,715	3,930	7.3%	12.4%
Stone Canyon Road North of Bellagio Road	270	489	4,073	4,292	6.6%	11.4%
Stone Canyon Road North of Strada Corta Road	264	472	2,025	2,233	13.0%	21.1%
Stone Canyon Road North of Sunset Boulevard	256	468	1,953	2,165	13.1%	21.6%

¹ Please refer to Table 2 for more information.

² Please refer to Table 3 for more information.

Appendices

Appendix A

CEQA Proposed Mitigated Negative Declaration

RECEIVED

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

2014 JUN 19 AM 9:10
 BUILDING & SAFETY
 COMMISSION

LEAD CITY AGENCY City of Los Angeles		COUNCIL DISTRICT CD 5 - PAUL KORETZ	
PROJECT TITLE ENV-2014-197-MND		CASE NO.	
PROJECT LOCATION 10897 W SONOMA WAY			
PROJECT DESCRIPTION <p>The proposed project is on a site that is approximately 58,718 square feet (spanning two lots that will be tied) and includes the construction of a two-story, 22.5-foot tall 16,000-square-foot single-family home with a two-level, 15,358-square-foot basement, and 8,960-square-foot subterranean garage with 18 parking spaces. The project also includes the construction of a new pool and several retaining walls. The proposed project is in the Bel Air-Beverly Crest Community Plan Area, zoned RE20-1-H, and has a General Plan Designation of Very Low I Residential.</p> <p>The project includes the demolition of an existing 3,799-square-foot single family home. The home was constructed in 1980 and is not designated as a historic/cultural resource or monument; further review by the City of Los Angeles Office of Historic Resources has indicated that the existing structure is not eligible for designation. The project also requires an approval of a haul route to permit the export of 28,474 cubic yards of soil.</p> <p>There are approximately 58 mature trees onsite (various species), of which 38 non-protected trees will be removed. Of the 58 trees onsite, seven are protected trees consisting of four Southern California Black Walnut and three Coast Live Oak trees that may be impacted by the grading and construction activities. Of the impacted protected trees, the three Oak trees will be removed.</p>			
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY WPG 10897 Sonoma Way LLC 650 Grant Street Santa Monica, CA 90405			
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance (CONTINUED ON PAGE 2)			
/ SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
NAME OF PERSON PREPARING THIS FORM		TITLE	TELEPHONE NUMBER
JULIET OH		Planning Assistant	(213) 978-1188
ADDRESS	SIGNATURE (Official)		DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Daniel Sudo		JULY 2, 2014

W R
: OH

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

I-10. Aesthetics (Landscape Plan)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

I-40. Aesthetics (Retaining Walls less than 8 feet in Height)

- Retaining walls that can be viewed from the adjacent public right-of-way shall incorporate one or more of the following to minimize their visibility: clinging vines, espaliered plants, or other vegetative screening; decorative masonry, or other varied and textured facade; or utilize a combination of methods. The method of compliance with this measure shall be noted on any required landscape plan.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

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

(DOES NOT CONSIDER IMPACTS TO RESIDENTS)

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by tamping, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

IV-10. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13), Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-50. Tree Report

- Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

IV-60. Tree Preservation (Grading Activities)

- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Not, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80. Tree Removal (Locally Protected Species)

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MAND

- a. The applicant shall post a cash bond or other assurance acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be converted.
- b. The City Engineer shall use the provisions of Section 17.08 as the procedural guide in satisfaction of said bond requirements and processing. Prior to expiration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

V-20.

Cultural Resources (Archaeological)

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures: if any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
 - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (857-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
 - Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SOCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92634.
 - Prior to the issuance of any building permit, the applicant shall submit a letter to the cases file indicating when, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30.

Cultural Resources (Paleontological)

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures: if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
 - Prior to the issuance of any building permit, the applicant shall submit a letter to the cases file indicating when, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
 - A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40.

Cultural Resources (Human Remains)

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
 - d. The most likely descendant has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - e. If the descendant does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.
 - *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.
- VI-10. **Seismic**
- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- VI-20. **Erosion/Grading/Short-Term Construction Impacts**
- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
 - The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
 - Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
 - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion ditches shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
- VI-30. **Erosion/Grading/Short-Term Construction Impacts (Hillside Grading Areas)**
- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a less than significant level by the following measures:
 - The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
 - Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- VI-50. **Geotechnical Report**
- - Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
 - The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

VII-60. Landslide Area

- Environmental impacts may result due to the proposed project's location in an area with landslide potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report-Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VIII-40. Hillside Construction Staging and Parking Plan

- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:
- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- If the property fronts on a designated Red Flag Street, on notified "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purposes of delivering materials, construction machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.
- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- During all phases of construction, all construction vehicles parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

VIII-70. Emergency Evacuation Plan

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

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

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

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheathing.
- XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
 - Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
 - Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
 - The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- XIV-10. Public Services (Fire)**
- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- XVI-30. Transportation (Haul Route)**
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
 - (Non-Hillside): Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
 - (Hillside and Subdivisions): Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
 - (Hillside Projects):
 - All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
 - The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
 - The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
 - The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- XVI-60. Inadequate Emergency Access (Hillside Streets – Construction Activities)**
- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
 - All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.
- XVII-60. Utilities (Solid Waste Recycling)**
- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

MITIGATED NEGATIVE DECLARATION
ENV-2014-197-MND

- (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVIII-10. Cumulative Impacts

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

XVIII-30. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

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)

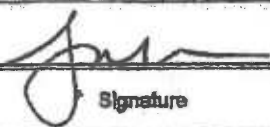
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 5 - PAUL KORETZ	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2014-187-MND	RELATED CASES:	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: DEMOLITION OF AN EXISTING SFD AND THE CONSTRUCTION OF A NEW SFR. HAUL ROUTE TO ALLOW THE EXPORT OF 28,474 CUBIC YARDS OF DIRT ON SITE.		
ENV PROJECT DESCRIPTION: The proposed project is on a site that is approximately 58,719 square feet (spanning two lots that will be tied) and includes the construction of a two-story, 22.5-foot tall 16,000-square-foot single-family home with a two-level, 15,358-square-foot basement, and 8,980-square-foot subterranean garage with 18 parking spaces. The project also includes the construction of a new pool and several retaining walls. The proposed project is in the Bel Air-Beverly Crest Community Plan Area, zoned RE20-1-H, and has a General Plan Designation of Very Low I Residential. The project includes the demolition of an existing 3,798-square-foot single family home. The home was constructed in 1960 and is not designated as a historic/cultural resource or monument; further review by the City of Los Angeles Office of Historic Resources has indicated that the existing structure is not eligible for designation. The project also requires an approval of a haul route to permit the export of 28,474 cubic yards of soil. There are approximately 58 mature trees onsite (various species), of which 38 non-protected trees will be removed. Of the 56 trees onsite, seven are protected trees consisting of four Southern California Black Walnut and three Coast Live Oak trees that may be impacted by the grading and construction activities. Of the impacted protected trees, the three Oak trees will be removed.		
ENVIRONMENTAL SETTINGS: The property consists of two hillside lots (to be tied) that total approximately 58,719 square feet of area with slopes that range from 10 percent to greater than 15 percent. The parcel fronts Somma Way with a frontage of approximately 35 feet; access to the site is limited to the northern edge of the property by means of a private street that connects to the cul-de-sac at the end of Somma Way. The irregularly shaped parcel has a width of approximately 400 feet and depth of approximately 190 feet. The property is located in a Very High Fire Hazard Severity Zone, located 0.47 km from the Hollywood Fault, and is within the Hillside grading area and Landside area. The property maintains a vacant 3,798-square-foot single-family home with approximately 58 mature trees of varying species onsite, including seven protected trees (four Southern California Black Walnut and three Coast Live Oak trees), and substantial vegetation. The project proposes the removal of three protected trees (Coast Live Oak) and 38 non-protected trees. Somma Way is a Substandard Hillside Local Street with a paved roadway width of approximately 25 feet (a paved roadway width of less than 28 feet is considered to be substandard). The private street, which extends from the terminus of Somma Way to provide access to the site, has a roadway width of approximately 15 feet. All of the surrounding adjoining and abutting properties to the north and west are zoned RE20-1-H and those to the east are zoned RE40-1-H. While most of the parcels fronting Somma Way are developed with single family homes, there are a number of vacant lots in close proximity to the property, most of which are covered by heavy brush and vegetation.		

COMMUNITY PLAN AREA: BEL AIR - BEVERLY CREST STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: WEST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: BEL AIR - BEVERLY CREST
EXISTING ZONING: RE20-1-H	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: Per Ordinance 181,624 the Baseline Hillside Ordinance	
GENERAL PLAN LAND USE: VERY LOW I RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: Per Ordinance 181,624 the Baseline Hillside Ordinance	LA River Adjacent: NO
	PROPOSED PROJECT DENSITY: Per Ordinance 181,624 the Baseline Hillside Ordinance	

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.

	Planning Assistant	(213) 978-1186
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the listing, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration, Section 15083 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. **Earlier Analysis Used.** Identify and state where they are available for review.
 - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards; and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Appendix B

Letter from City of Los Angeles
Department of Transportation (DOT) and
Department of Public Works (DPW)

**BOARD OF
BUILDING AND SAFETY
COMMISSIONERS**

**VAN AMBATELOS
INTERIM PRESIDENT**

**E. FELICIA BRANNON
JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUBMIAN
JAVIER NUNEZ**

CITY OF LOS ANGELES

CALIFORNIA



**ERIC GARCETTI
MAYOR**

**DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012**

**RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER**

**FRANK BUSH
EXECUTIVE OFFICER**

June 23, 2014

BOARD FILE NO. 140029

C.D.:5 (Councilmember P. Koretz)

Board of Building and Safety Commissioners
Room 1080, 201 North Figueroa Street

APPLICATION TO EXPORT 29,474 CUBIC YARDS OF EARTH

PROJECT LOCATION: 10697 WEST SOMMA WAY

TRACT: BEL-AIR

BLOCK: NONE

LOT: PT LT L

OWNER:

WPG 10697 Somma, LLC
650 Grant Street
Santa Monica, CA 90405

APPLICANT:

Shannon Nonn
8955 Geyser Avenue
Northridge, CA 91324

The Department of Transportation (DOT) and the Department of Public Works (DPW) have reviewed the subject haul route application and have forwarded the following recommendations to be considered by the Board of Building and Safety Commissioners (Board) in order to protect the public health, safety and welfare.

Page 2

Job Address: 10697 WEST SOMMA WAY

Board File: 140029

CONDITIONS OF APPROVAL

Additions or modifications to the following conditions may be made on-site at the discretion of the Grading Inspector, if deemed necessary to protect the health, safety, and welfare of the general public along the haul route.

Failure to comply with any conditions specified in this report may void the Board's action. If the hauling operations are not in accordance with the Board's approval, The Department of Building and Safety (DBS) shall list the specific conditions in violation and shall notify the applicant that immediate compliance is required. If the violations are not corrected or if a second notice is issued by DBS for violations of any of the conditions upon which the approval was granted, said approval shall be void. Inasmuch as Board approval of the import-export operations is a condition precedent to issuing a grading permit in a "hillside" designated area, violation of this condition may result in the revocation of the grading permit issued in reliance of this approval.

A. PERMITS AND BONDS REQUIRED BY THE DEPARTMENT OF PUBLIC WORKS:

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

1. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 - a) A total of 29,474 cubic yards of material moved 3.4 miles within the hillside area at a rate of \$0.29 per cubic yard per mile results in a fee of \$3,000.00.
2. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, California, 90015, telephone (213) 847-6000.
3. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$50,000 shall be required from the property owner to cover any road damage and any street cleaning costs resulting from the hauling activity.
4. Forms for the bond will be issued by Susan Sugay, Bond Processor, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, CA 91401; telephone (818) 374-5082.

B. GENERAL CONDITIONS:

1. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.

Page 3

Job Address: 10697 WEST SOMMA WAY

Board File: 140029

2. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
3. The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 893-8124/473-7800.
4. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
5. Trucks and loads are to be watered at the export site to prevent blowing dirt and are to be cleaned of loose earth at the export site to prevent spilling.
6. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.

The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
8. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
9. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
10. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
11. No person shall perform any grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
12. A copy of this report, the approval letter from the Board and the approved grading plans shall be available on the job site at all times. A request to modify or change the approved routes must be approved by the Board of Building and Safety Commissioners before the change takes place.
13. The grading permit for the project shall be obtained within twelve months from the date of action of the Board. If the grading permit is not obtained within the specified time, re-application for a public hearing through the Grading Division will be required.

NEW
2
6/2

Y-HOA

- 14. A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- 15. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.
- 16. ~~The applicant shall defend, indemnify and hold harmless the City of Los Angeles (City), its agents, officers, or employees, from any claim, action, or proceeding against the City to attack, set aside, void or annul this approval, which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.~~
- 17. A copy of the first page of this approval and all Conditions and/or any subsequent appeal of this approval and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the City's Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

16/10
 3000
 /
 180
 DAYS

???
 X
 C.

SPECIFIC CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

- 1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:30 p.m. on Mondays through Fridays only. No hauling allowed on Saturdays, Sundays or holidays. Haul vehicles may not arrive at the site before the designated start time.
- 2. Hauling of earth shall be completed within the maximum time limit of 180 hauling days.
- 3. Staging: Staging is allowed on site only.
- 4. The approved haul vehicles are 10 wheel dump trucks.
- 5. Total amount of dirt to be hauled shall not exceed 29,474 cubic yards..
- 6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction. Two additional signs shall be placed on Stone Canyon Road in advance of the intersection of Somma Way.

NOT SPECIFIED

of what? MAIL - TRUCKS ON HAUL

INCLUDING LANCES

Page 5

Job Address: 10697 WEST SOMMA WAY

Board File: 140029

7. Minimum of two flag persons shall be required during hauling to assist the trucks in and out of the project area with one placed at the job site entrance and the other at the intersection of Somma Way and Stone Canyon Road. Two way radio control communications are required between flag persons. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
8. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.
9. The recommended route is as follows: 7

MNANS
WHAT?

LOADED TRUCKS:

Exit site eastbound on Somma Way, south (right) on Stone Canyon Road, west (right) on Sunset Boulevard, north (right) on Church Lane, enter southbound I-405 Freeway, transition eastbound I-10 Freeway, transition eastbound CA-60 Freeway, transition northbound I-605 Freeway and continue to the disposal site located outside the city limits.

EMPTY TRUCKS:

From the disposal site, southbound on I-605 Freeway, transition westbound CA-60 Freeway, transition westbound I-10 Freeway, transition northbound I-405 Freeway, exit eastbound on Sunset Boulevard, north (left) on Stone Canyon Road, west (left) on Somma Way and continue to the project site.

10. The applicant shall provide a staked sign at the site containing the contact information for the Senior Street Services Investigator (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. The letters shall be a minimum of 3 inches in height.

D. ENVIRONMENTAL CONDITIONS

A Mitigated Negative Declaration (MND) was prepared for this project by the Department of City Planning (ENV-2014-197-MND). Each mitigation measure identified in the MND is incorporated herein by reference as though fully set forth, and compliance with each is expressly made a condition of this project approval.

E. MANDATORY FINDINGS AND RECOMMENDED ACTIONS

1. On July 2, 2014, the Department of City Planning issued the above described MND No. (ENV-2014-197-MND). On the basis of the whole of the record before the Lead Agency, including any comments received, the Lead Agency FINDS that with the imposition of the mitigation measures described in the MND, and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment.
2. FIND that this project will not have a significant effect on the environment, pursuant to the State's Environmental Guidelines and is in compliance with the California Environmental Quality Act; that the MND reflects the independent judgment of the lead agency, the City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in the files of the Los Angeles Department of Building and Safety Commission Office; and ADOPT the Mitigated Negative Declaration (ENV-2014-197-MND).

CODE:

SEC. 91.7006. CONDITIONS PRECEDENT TO ISSUING A GRADING PERMIT.

Section 91.7006.7. Limitation of Export and Import

5. At the public hearing, the Board of Building and Safety Commissioners shall consider the views of the applicant and all other affected persons. The board shall then grant or conditionally grant approval of export and import operations or, in the event it determines that the grading activity, including the hauling operation, will endanger the public health, safety and welfare, it shall deny the request. Where conditions of the permit are recommended by the Department of Public Works, including the condition that a bond be posted pursuant to Section 62.202 of the Los Angeles Municipal Code, such conditions shall be made a part of any permit which may be issued. The decision of the board shall not be effective until 10 calendar days have elapsed from the date of the board's decision.
6. Any affected person, including the applicant, who is dissatisfied with the decision of the board, may appeal the board decision within 10 days to the City Council by filing an appeal with the city clerk on forms which the city clerk provides. The City Council shall hear and make its determination on the appeal not later than the 30th day after the appeal has been filed. The decision of the City Council on the matter shall be final. If the City Council fails to act on any appeal within the time limit specified in this section, the action of the board on the matter shall be final.

IT
has no.

APPEAL
TO
CITY
COUNCIL

RAYMOND S. CHAN, C.E., S.E.
General Manager


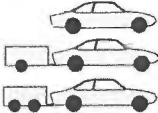
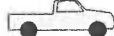

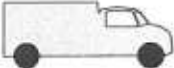





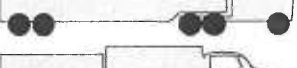
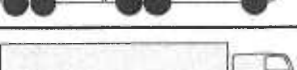




 Jason Healey
 Staff Engineer, Commission Office

Appendix C

Federal Highway Administration (FHWA)
Vehicle Classification

Figure 1

FHWA VEHICLE CLASSIFICATION

CLASS GROUP	DESCRIPTION	NO. OF AXLES	
1		MOTORCYCLES 2	
2		ALL CARS CARS CARS W/ 1-AXLE TRAILER CARS W/ 2-AXLE TRAILER 2 3 4	
3		PICK-UPS & VANS 1 & 2 AXLE TRAILERS 2, 3, & 4	
4		BUSES 2 & 3	
5		2-AXLE, SINGLE UNIT 2	
6		3-AXLE, SINGLE UNIT 3	
7		4-AXLE, SINGLE UNIT 4	
HEAVY TRUCKS		2-AXLE, TRACTOR, 1-AXLE TRAILER (2&1) 3	
		2-AXLE, TRACTOR, 2-AXLE TRAILER (2&2) 4	
		3-AXLE, TRACTOR, 1-AXLE TRAILER (3&1) 4	
		3-AXLE, TRACTOR, 2-AXLE TRAILER (3&2) 5	
		3-AXLE, TRUCK W/ 2-AXLE TRAILER 5	
		TRACTOR W/ SINGLE TRAILER 6 & 7	
		5-AXLE MULTI-TRAILER 5	
		6-AXLE MULTI-TRAILER 6	
		ANY 7 OR MORE AXLE	7 or more
	14	NOT USED	
15	UNKNOWN VEHICLE TYPE		

Appendix D

24-Hour Average Daily Traffic (ADT)
Classification Counts

Tuesday, August 12, 2014

Prepared by National Data & Surveying Services

CLASSIFICATION

Somma Way w/o Stone Canyon Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_001e

East Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4										Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
09:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:00	0	11	0	1	0	0	0	0	0	0	0	0	0	12
11:00	0	12	0	1	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
14:00	0	11	0	1	0	0	0	0	0	0	0	0	0	12
15:00	0	14	0	1	0	0	0	0	0	0	0	0	0	15
16:00	0	19	0	3	0	0	0	0	0	0	0	0	0	22
17:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals		147		5										155
% of Totals		95%		5%										100%

AM Volumes	0	53	0	2	0	0	0	0	0	0	0	0	0	55
% AM		34%		1%										35%
AM Peak Hour		11:00		10:00										11:00
Volume		12		1										13
PM Volumes	0	94	0	6	0	0	0	0	0	0	0	0	0	100
% PM		61%		4%										65%
PM Peak Hour		16:00		16:00										16:00
Volume		19		3										22
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes	Volume		%	Volume		%	Volume		%	Volume		%		
	12	←→	8%	18	←→	12%	31	←→	20%	94	←→	61%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Somma Way w/o Stone Canyon Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_001w

West Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	1	0	0	1
01:00	0	0	0	0	0
02:00	0	1	0	0	1
03:00	0	2	0	0	2
04:00	0	0	0	0	0
05:00	0	2	0	0	2
06:00	0	1	0	0	1
07:00	0	3	0	0	3
08:00	0	9	0	0	9
09:00	0	13	0	0	13
10:00	0	21	0	0	21
11:00	0	11	0	0	11
12:00 PM	0	8	0	0	8
13:00	0	12	0	0	12
14:00	0	13	0	0	13
15:00	0	11	0	0	11
16:00	0	11	0	0	11
17:00	0	6	0	0	6
18:00	0	9	0	0	9
19:00	0	4	0	0	4
20:00	0	3	0	0	3
21:00	0	2	0	0	2
22:00	0	4	0	0	4
23:00	0	1	0	0	1
Totals	148	6			154
% of Totals	96%	4%			100%

AM Volumes	0	64	0	5	0	0	0	0	0	0	0	0	0	69
% AM		42%		3%										45%
AM Peak Hour		10:00		11:00										10:00
Volume		21		2										21
PM Volumes	0	84	0	1	0	0	0	0	0	0	0	0	0	85
% PM		55%		1%										55%
PM Peak Hour		14:00		15:00										14:00
Volume		13		1										13
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes		Volume		%	Volume		%	Volume		%	Volume		%	
		13	↔	8%	20	↔	13%	17	↔	11%	104	↔	68%	

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Somma Way w/o Stone Canyon Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_001

Summary

Time	RK Class 1		RK Class 2		RK Class 3		RK Class 4								Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
08:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
09:00	0	23	0	1	0	0	0	0	0	0	0	0	0	0	24
10:00	0	32	0	1	0	0	0	0	0	0	0	0	0	0	33
11:00	0	23	0	3	0	0	0	0	0	0	0	0	0	0	26
12:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
13:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
14:00	0	24	0	1	0	0	0	0	0	0	0	0	0	0	25
15:00	0	25	0	2	0	0	0	0	0	0	0	0	0	0	27
16:00	0	30	0	3	0	0	0	0	0	0	0	0	0	0	33
17:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	11	0	1	0	0	0	0	0	0	0	0	0	0	12
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Totals:		295		14											309
% of Totals		95%		5%											100%

AM Volumes	0	117	0	7	0	0	0	0	0	0	0	0	0	0	124
% AM		38%		2%											40%
AM Peak Hour		10:00		11:00											10:00
Volume		32		3											33
PM Volumes	0	178	0	7	0	0	0	0	0	0	0	0	0	0	185
% PM		58%		2%											60%
PM Peak Hour		16:00		16:00											16:00
Volume		30		3											33
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Classes		Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%		
		25		8%	38		12%	48		16%	198		54%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_002n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4										Total
00:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	30	0	0	0	0	0	0	0	0	0	0	0	30
06:00	0	60	0	0	0	0	0	0	0	0	0	0	0	60
07:00	0	124	0	10	0	2	0	1	0	0	0	0	0	137
08:00	0	105	0	6	0	0	0	0	0	0	0	0	0	111
09:00	0	116	0	10	0	0	0	0	0	0	0	0	0	126
10:00	0	135	0	7	0	1	0	1	0	0	0	0	0	144
11:00	0	96	0	14	0	0	0	0	0	0	0	0	0	110
12:00 PM	0	131	0	10	0	1	0	1	0	0	0	0	0	143
13:00	0	125	0	8	0	0	0	0	0	0	0	0	0	133
14:00	0	129	0	1	0	1	0	0	0	0	0	0	0	131
15:00	0	101	0	2	0	1	0	0	0	0	0	0	0	104
16:00	0	86	0	1	0	1	0	0	0	0	0	0	0	88
17:00	0	86	0	0	0	1	0	1	0	0	0	0	0	88
18:00	0	119	0	0	0	0	0	0	0	0	0	0	0	119
19:00	0	82	0	0	0	0	0	0	0	0	0	0	0	82
20:00	0	78	0	2	0	0	0	0	0	0	0	0	0	80
21:00	0	59	0	0	0	0	0	0	0	0	0	0	0	59
22:00	0	60	0	0	0	0	0	0	0	0	0	0	0	60
23:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
Totals		1755		72		8		4						1879
% of Totals		96%		4%		0%		0%						100%

AM Volumes	0	711	0	48	0	3	0	2	0	0	0	0	0	764
% AM		38%		3%		0%		0%						41%
AM Peak Hour		10:00		11:00		07:00		07:00						10:00
Volume		135		14		2		1						144
PM Volumes	0	1084	0	24	0	5	0	2	0	0	0	0	0	1115
% PM		58%		1%		0%		0%						59%
PM Peak Hour		12:00		12:00		12:00		12:00						12:00
Volume		131		10		1		1						143

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	248	13%	276	15%	176	9%	1179	63%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_002s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	33	0	0	33
01:00	0	12	0	0	12
02:00	0	8	0	1	9
03:00	0	8	0	0	8
04:00	0	3	0	0	3
05:00	0	9	0	0	9
06:00	0	42	0	0	42
07:00	0	61	0	3	64
08:00	0	82	0	4	88
09:00	0	107	0	4	111
10:00	0	142	0	8	152
11:00	0	121	0	15	136
12:00 PM	0	121	0	6	127
13:00	0	102	0	5	108
14:00	0	124	0	4	129
15:00	0	154	0	7	164
16:00	0	140	0	6	146
17:00	0	98	0	4	102
18:00	0	89	0	1	90
19:00	0	102	0	1	103
20:00	0	62	0	0	62
21:00	0	49	0	2	51
22:00	0	82	0	0	82
23:00	0	54	0	0	54
Totals	1805	71	2	8	1885
% of Totals	96%	4%	0%	0%	100%

AM Volumes	0	628	0	35	0	0	0	4	0	0	0	0	0	0	667
% AM		33%		2%				0%							35%
AM Peak Hour		10:00		11:00				08:00							10:00
Volume		142		15				2							152
PM Volumes	0	1177	0	36	0	1	0	4	0	0	0	0	0	0	1218
% PM		62%		2%		0%		0%							65%
PM Peak Hour		15:00		15:00		14:00		15:00							15:00
Volume		154		7		1		3							164
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
All Classes	Volume	↔			%	Volume	↔			%	Volume	↔			%
	152				8%	235				12%	248				66%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_002

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	53	0	0	0	53
01:00	20	0	0	0	20
02:00	15	2	0	0	17
03:00	12	0	0	0	12
04:00	9	0	0	0	9
05:00	39	0	0	0	39
06:00	102	0	0	0	102
07:00	185	13	2	1	201
08:00	187	10	0	2	199
09:00	223	14	0	0	237
10:00	277	15	1	3	296
11:00	217	29	0	0	246
12:00 PM	252	16	1	1	270
13:00	227	13	0	1	241
14:00	253	5	2	0	260
15:00	255	9	1	3	268
16:00	226	7	1	0	234
17:00	184	4	1	1	190
18:00	208	1	0	0	209
19:00	184	1	0	0	185
20:00	140	2	0	0	142
21:00	108	2	0	0	110
22:00	142	0	0	0	142
23:00	82	0	0	0	82
Totals	3600	143	9	17	3764
% of Totals	96%	4%	0%	0%	100%

AM Volumes	1399	83	3	6	1431			
% AM	36%	2%	0%	0%	38%			
AM Peak Hour	10:00	11:00	07:00	10:00	10:00			
Volume	277	29	2	3	296			
PM Volumes	2261	60	6	6	2333			
% PM	60%	2%	0%	0%	62%			
PM Peak Hour	15:00	12:00	14:00	15:00	12:00			
Volume	255	16	2	3	270			
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	400	11%	511	14%	424	11%	2429	65%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Bellagio Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_003n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	21	0	0	21
01:00	0	9	0	0	9
02:00	0	8	0	1	9
03:00	0	4	0	0	4
04:00	0	6	0	0	6
05:00	0	32	0	0	32
06:00	0	68	0	1	69
07:00	0	133	0	12	148
08:00	0	109	0	6	116
09:00	0	121	0	10	135
10:00	0	154	0	6	162
11:00	0	119	0	11	133
12:00 PM	0	142	0	7	152
13:00	0	65	0	4	70
14:00	0	140	0	0	140
15:00	0	112	0	3	117
16:00	0	117	0	1	118
17:00	0	127	0	1	128
18:00	0	145	0	1	146
19:00	0	86	0	1	87
20:00	0	79	0	2	81
21:00	0	61	0	0	61
22:00	0	66	0	0	66
23:00	0	32	0	0	32
Totals	1956	65	14	6	2042
% of Totals	96%	3%	1%	0%	100%

AM Volumes	0	784	0	46	0	10	0	4	0	0	0	0	0	0	844
% AM		38%		2%		0%		0%							41%
AM Peak Hour		10:00		07:00		09:00		07:00							10:00
Volume		154		12		4		2							162
PM Volumes	0	1172	0	20	0	4	0	2	0	0	0	0	0	0	1198
% PM		57%		1%		0%		0%							59%
PM Peak Hour		18:00		12:00		12:00		13:00							12:00
Volume		145		7		3		1							152
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
All Classes		Volume		%	Volume		%	Volume		%	Volume		%		
		264	↔	13%	222	↔	11%	246	↔	12%	1310	↔	64%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION
Stone Canyon Rd n/o Bellagio Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_003s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	33	0	0	33
01:00	0	13	0	0	13
02:00	0	8	0	0	8
03:00	0	10	0	0	10
04:00	0	3	0	0	3
05:00	0	11	0	0	11
06:00	0	45	0	0	45
07:00	0	78	4	0	82
08:00	0	96	5	1	104
09:00	0	130	3	2	135
10:00	0	143	6	3	153
11:00	0	147	16	0	165
12:00 PM	0	121	7	4	134
13:00	0	63	3	1	67
14:00	0	133	3	3	141
15:00	0	172	5	0	178
16:00	0	147	5	0	152
17:00	0	116	4	1	121
18:00	0	97	1	1	99
19:00	0	101	1	0	102
20:00	0	63	1	0	64
21:00	0	47	1	0	48
22:00	0	82	0	1	83
23:00	0	53	0	0	53
Totals	1912	66	17	10	2005
% of Totals	95%	3%	1%	0%	100%

AM Volumes	0	717	0	35	0	6	0	5	0	0	0	0	0	0	763
% AM		36%		2%		0%		0%							38%
AM Peak Hour		11:00		11:00		10:00		08:00							11:00
Volume		147		16		3		2							165
PM Volumes	0	1195	0	31	0	11	0	5	0	0	0	0	0	0	1242
% PM		60%		2%		1%		0%							62%
PM Peak Hour		15:00		12:00		12:00		12:00							15:00
Volume		172		7		4		2							178

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	186	9%	201	10%	273	14%	1345	67%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Bellagio Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_003

Summary

Time	RK Class 1		RK Class 2		RK Class 3		RK Class 4						Total
00:00 AM	0	54	0	0	0	0	0	0	0	0	0	0	54
01:00	0	22	0	0	0	0	0	0	0	0	0	0	22
02:00	0	16	0	2	0	0	0	0	0	0	0	0	18
03:00	0	14	0	0	0	0	0	0	0	0	0	0	14
04:00	0	9	0	0	0	0	0	0	0	0	0	0	9
05:00	0	43	0	0	0	0	0	0	0	0	0	0	43
06:00	0	113	0	0	0	1	0	0	0	0	0	0	114
07:00	0	211	0	16	0	1	0	2	0	0	0	0	230
08:00	0	205	0	11	0	2	0	2	0	0	0	0	220
09:00	0	251	0	13	0	6	0	0	0	0	0	0	270
10:00	0	297	0	12	0	4	0	2	0	0	0	0	315
11:00	0	266	0	27	0	2	0	3	0	0	0	0	298
12:00 PM	0	263	0	14	0	7	0	2	0	0	0	0	286
13:00	0	128	0	7	0	1	0	1	0	0	0	0	137
14:00	0	273	0	3	0	3	0	2	0	0	0	0	281
15:00	0	284	0	8	0	1	0	2	0	0	0	0	295
16:00	0	264	0	6	0	0	0	0	0	0	0	0	270
17:00	0	243	0	5	0	1	0	0	0	0	0	0	249
18:00	0	242	0	2	0	1	0	0	0	0	0	0	245
19:00	0	187	0	2	0	0	0	0	0	0	0	0	189
20:00	0	142	0	3	0	0	0	0	0	0	0	0	145
21:00	0	108	0	1	0	0	0	0	0	0	0	0	109
22:00	0	148	0	0	0	1	0	0	0	0	0	0	149
23:00	0	85	0	0	0	0	0	0	0	0	0	0	85
Totals		3968		112		11		16					4047
% of Totals		96%		3%		1%		0%					100%

AM Volumes	0	1501	0	81	0	16	0	9	0	0	0	0	0	1607			
% AM		37%		2%		0%		0%						40%			
AM Peak Hour		10:00		11:00		09:00		11:00						10:00			
Volume		297		27		6		3						315			
PM Volumes	0	2967	0	51	0	15	0	7	0	0	0	0	0	2440			
% PM		58%		1%		0%		0%						60%			
PM Peak Hour		15:00		12:00		12:00		12:00						15:00			
Volume		284		14		7		2						295			
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Classes		Volume		%		Volume		%		Volume		%		Volume		%	
		450		11%		423		10%		519		13%		2655		66%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION
Stone Canyon Rd n/o Strada Corta Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_004n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	8	0	0	8
01:00	0	2	0	0	2
02:00	0	1	0	0	1
03:00	0	2	0	0	2
04:00	0	1	0	0	1
05:00	0	23	0	0	23
06:00	0	35	0	8	43
07:00	0	66	0	11	77
08:00	0	61	0	8	69
09:00	0	52	0	12	64
10:00	0	64	0	11	75
11:00	0	59	0	17	76
12:00 PM	0	54	0	10	64
13:00	0	58	0	8	66
14:00	0	58	0	2	60
15:00	0	35	0	4	39
16:00	0	41	0	1	42
17:00	0	73	0	2	75
18:00	0	55	0	1	56
19:00	0	36	0	0	36
20:00	0	35	0	2	37
21:00	0	25	0	0	25
22:00	0	28	0	0	28
23:00	0	14	0	0	14
Totals	886	101	7	5	999
% of Totals	89%	10%	1%	1%	100%

AM Volumes	0	374	0	71	0	4	0	4	0	0	0	0	0	433
% AM		37%		7%		0%		0%						45%
AM Peak Hour		07:00		11:00		07:00		06:00						07:00
Volume		66		17		2		2						80
PM Volumes	0	512	0	30	0	3	0	1	0	0	0	0	0	546
% PM		51%		3%		0%		0%						55%
PM Peak Hour		17:00		12:00		12:00		12:00						17:00
Volume		73		10		1		1						75
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes		Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%	
		149		15%	132		13%	117		12%	601		60%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=5-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Strada Corta Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_004s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	11	0	0	11
01:00	0	4	0	0	4
02:00	0	1	0	0	1
03:00	0	2	0	0	2
04:00	0	2	0	0	2
05:00	0	6	0	0	6
06:00	0	22	0	0	22
07:00	0	45	3	1	49
08:00	0	47	3	2	52
09:00	0	61	3	1	65
10:00	0	76	6	1	83
11:00	0	54	14	1	70
12:00 PM	0	58	5	3	68
13:00	0	63	4	1	68
14:00	0	61	5	1	67
15:00	0	62	5	2	69
16:00	0	61	3	0	64
17:00	0	34	1	0	35
18:00	0	36	1	1	38
19:00	0	50	1	0	51
20:00	0	25	0	0	25
21:00	0	16	1	0	17
22:00	0	35	0	0	35
23:00	0	23	0	0	23
Totals	352	56	6	11	928
% of Totals	92%	6%	1%	1%	100%

AM Volumes	0	331	30	1	6	0	0	0	0	0	0	0	0	368
% AM		36%	3%	0%	1%									40%
AM Peak Hour		10:00	11:00	11:00	08:00									10:00
Volume		76	14	1	2									83
PM Volumes	0	524	26	5	5	0	0	0	0	0	0	0	0	560
% PM		56%	3%	1%	1%									60%
PM Peak Hour		13:00	12:00	12:00	12:00									15:00
Volume		63	5	3	2									69
Directional Peak Periods All Classes		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
	Volume		%	Volume	%	Volume	%	Volume	%					
	101	↔	11%	136	↔	15%	99	↔	11%	592	↔	64%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stone Canyon Rd n/o Strada Corta Rd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_004

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	19	0	0	19
01:00	0	6	0	0	6
02:00	0	2	0	0	4
03:00	0	4	0	0	4
04:00	0	3	0	1	4
05:00	0	29	0	2	31
06:00	0	57	0	8	68
07:00	0	111	0	14	129
08:00	0	108	0	11	121
09:00	0	113	0	15	130
10:00	0	140	0	17	159
11:00	0	113	0	31	146
12:00 PM	0	112	0	15	134
13:00	0	121	0	12	134
14:00	0	119	0	7	127
15:00	0	97	0	9	109
16:00	0	102	0	4	106
17:00	0	107	0	3	110
18:00	0	91	0	2	95
19:00	0	86	0	1	87
20:00	0	60	0	2	62
21:00	0	41	0	1	42
22:00	0	63	0	0	63
23:00	0	37	0	0	37
Totals	1741	157	13	16	1927
% of Totals	90%	8%	1%	1%	100%

AM Volumes	0	705	0	101	0	5	0	10	0	0	0	0	0	0	821	
% AM		37%		5%		0%		1%							43%	
AM Peak Hour		10:00		11:00		07:00		06:00							10:00	
Volume		140		31		2		2							159	
PM Volumes	0	1036	0	56	0	8	0	6	0	0	0	0	0	0	1106	
% PM		54%		3%		0%		0%							57%	
PM Peak Hour		13:00		12:00		12:00		12:00							12:00	
Volume		121		15		4		3							134	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
All Classes		Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
		250	13%		268	14%		216	11%		1193		62%			

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_005n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	7	0	0	7
01:00	0	2	0	0	2
02:00	0	1	0	0	1
03:00	0	1	0	0	1
04:00	0	1	0	0	1
05:00	0	24	0	1	25
06:00	0	39	0	6	46
07:00	0	67	0	7	77
08:00	0	59	0	7	66
09:00	0	57	0	9	67
10:00	0	66	0	9	76
11:00	0	58	0	11	71
12:00 PM	0	54	0	5	60
13:00	0	52	0	6	58
14:00	0	52	0	2	55
15:00	0	34	0	2	38
16:00	0	36	0	0	36
17:00	0	68	0	0	68
18:00	0	48	0	0	48
19:00	0	28	0	0	28
20:00	0	30	0	1	31
21:00	0	25	0	0	25
22:00	0	27	0	0	27
23:00	0	12	0	0	12
Totals	648	68	7	5	928
% of Totals	91%	7%	1%	1%	100%

AM Volumes	0	382	0	52	0	4	0	4	0	0	0	0	0	0	442	
% AM		41%		6%		0%		0%							48%	
AM Peak Hour		07:00		11:00		06:00		07:00							07:00	
Volume		67		11		1		2							77	
PM Volumes	0	466	0	16	0	3	0	1	0	0	0	0	0	0	486	
% PM		50%		2%		0%		0%							52%	
PM Peak Hour		17:00		13:00		19:00		14:00							17:00	
Volume		68		6		2		1							68	
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes					
All Classes	Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔		%
	143			15%	118			13%	104			11%	563			61%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=5-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_005s

South Bound

Time	RK Class 1		RK Class 2		RK Class 3		RK Class 4							Total	
00:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	23	0	1	0	0	0	0	0	0	0	0	0	0	24
07:00	0	36	0	4	0	0	0	0	0	0	0	0	0	0	40
08:00	0	41	0	4	0	0	0	2	0	0	0	0	0	0	47
09:00	0	56	0	4	0	0	0	1	0	0	0	0	0	0	61
10:00	0	72	0	12	0	0	0	1	0	0	0	0	0	0	85
11:00	0	56	0	11	0	0	0	1	0	0	0	0	0	0	68
12:00 PM	0	59	0	7	0	2	0	3	0	0	0	0	0	0	71
13:00	0	55	0	6	0	0	0	1	0	0	0	0	0	0	62
14:00	0	55	0	10	0	0	0	0	0	0	0	0	0	0	65
15:00	0	53	0	12	0	0	0	1	0	0	0	0	0	0	66
16:00	0	59	0	3	0	0	0	0	0	0	0	0	0	0	62
17:00	0	33	0	1	0	0	0	0	0	0	0	0	0	0	34
18:00	0	36	0	1	0	0	0	0	0	0	0	0	0	0	37
19:00	0	51	0	1	0	0	0	0	0	0	0	0	0	0	52
20:00	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
21:00	0	19	0	1	0	0	0	0	0	0	0	0	0	0	20
22:00	0	33	0	0	0	0	0	0	0	0	0	0	0	0	33
23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
Totals		814		79		2		10							905
% of Totals		90%		9%		0%		1%							100%

AM Volumes	0	311	0	37	0	0	0	5	0	0	0	0	0	0	353
% AM		34%		4%				1%							39%
AM Peak Hour		10:00		10:00				08:00							10:00
Volume		72		12				2							85
PM Volumes	0	503	0	42	0	2	0	5	0	0	0	0	0	0	552
% PM		56%		5%		0%		1%							61%
PM Peak Hour		12:00		15:00		12:00		12:00							12:00
Volume		59		12		2		3							71

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	87	↔ 10%	133	↔ 15%	96	↔ 11%	589	↔ 65%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Tuesday
Date: 8/12/2014

City: Bel Air
Project #: CA14_5508_005

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	18	0	0	18
01:00	0	6	0	0	6
02:00	0	2	0	0	4
03:00	0	3	0	0	3
04:00	0	3	0	0	4
05:00	0	31	0	0	32
06:00	0	62	0	7	70
07:00	0	103	0	11	117
08:00	0	100	0	11	113
09:00	0	113	0	13	128
10:00	0	138	0	21	161
11:00	0	114	0	22	139
12:00 PM	0	113	0	12	131
13:00	0	107	0	12	120
14:00	0	107	0	12	120
15:00	0	87	0	14	104
16:00	0	95	0	3	98
17:00	0	101	0	1	102
18:00	0	84	0	1	85
19:00	0	79	0	1	80
20:00	0	56	0	1	57
21:00	0	44	0	1	45
22:00	0	60	0	0	60
23:00	0	36	0	0	36
Totals	1662	197	9	15	1833
% of Totals	91%	8%	0%	1%	100%

AM Volumes	0	693	0	89	0	4	0	9	0	0	0	0	0	0	795	
% AM		38%		5%		0%		0%							43%	
AM Peak Hour		10:00		11:00		06:00		07:00							10:00	
Volume		138		22		1		2							161	
PM Volumes	0	969	0	58	0	5	0	6	0	0	0	0	0	0	1038	
% PM		53%		3%		0%		0%							57%	
PM Peak Hour		12:00		15:00		12:00		12:00							12:00	
Volume		113		14		3		3							131	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
All Classes		Volume	↔	%		Volume	↔	%		Volume	↔	%		Volume	↔	%
		230		13%		251		14%		200		11%		1152		63%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Wednesday, August 13, 2014

Prepared by National Data & Surveying Services

CLASSIFICATION

Somma Way w/o Stone Canyon Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_001e

East Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	1	0	0	1
04:00	0	2	0	0	2
05:00	0	1	0	0	1
06:00	0	4	0	1	5
07:00	0	1	0	0	1
08:00	0	10	0	0	10
09:00	0	3	0	3	6
10:00	0	9	0	0	9
11:00	0	7	0	1	8
12:00 PM	0	15	0	1	16
13:00	0	3	0	2	5
14:00	0	7	0	1	8
15:00	0	11	0	2	13
16:00	0	2	0	1	3
17:00	0	7	0	1	8
18:00	0	5	0	0	5
19:00	0	4	0	1	5
20:00	0	3	0	0	3
21:00	0	4	0	0	4
22:00	0	0	0	0	0
23:00	0	6	0	0	6
Totals	105	14			119
% of Totals	88%	12%			100%

AM Volumes	0	88	0	5	0	0	0	0	0	0	0	0	0	0	0	43
% AM		32%		4%												36%
AM Peak Hour		08:00		09:00												08:00
Volume		10		3												10
PM Volumes	0	67	0	9	0	0	0	0	0	0	0	0	0	0	0	76
% PM		56%		8%												64%
PM Peak Hour		12:00		13:00												12:00
Volume		15		2												16
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes					
All Classes		Volume		%	Volume		%	Volume		%	Volume		%			
		11	↔	9%	21	↔	18%	11	↔	9%	76	↔	64%			

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Somma Way w/o Stone Canyon Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_001

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	3	0	0	3
04:00	0	3	0	0	3
05:00	0	1	0	0	1
06:00	0	7	0	0	7
07:00	0	7	0	0	7
08:00	0	17	0	0	17
09:00	0	10	0	0	10
10:00	0	27	0	0	27
11:00	0	14	0	0	14
12:00 PM	0	21	0	0	21
13:00	0	9	0	0	9
14:00	0	11	0	0	11
15:00	0	19	0	0	19
16:00	0	5	0	0	5
17:00	0	14	0	0	14
18:00	0	12	0	0	12
19:00	0	13	0	0	13
20:00	0	5	0	0	5
21:00	0	6	0	0	6
22:00	0	5	0	0	5
23:00	0	7	0	0	7
Totals	216	25			241
% of Totals	90%	10%			100%

AM Volumes	0	89	0	11	0	0	0	0	0	0	0	0	0	0	100
% AM		37%		5%											41%
AM Peak Hour		10:00		09:00											10:00
Volume		27		5											28
PM Volumes	0	127	0	14	0	0	0	0	0	0	0	0	0	0	141
% PM		53%		6%											59%
PM Peak Hour		12:00		13:00											12:00
Volume		21		5											22
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes								
All Classes	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%					
	25	10%	36	15%	21	9%	159	66%							

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_002n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	15	0	0	15
01:00	0	4	0	0	4
02:00	0	6	0	0	6
03:00	0	6	0	0	6
04:00	0	3	0	0	3
05:00	0	18	0	1	19
06:00	0	54	0	3	59
07:00	0	110	0	6	118
08:00	0	123	0	7	131
09:00	0	108	0	9	119
10:00	0	114	0	7	123
11:00	0	96	0	13	111
12:00 PM	0	113	0	5	121
13:00	0	119	0	8	128
14:00	0	98	0	7	105
15:00	0	113	0	2	115
16:00	0	96	0	0	96
17:00	0	101	0	1	104
18:00	0	102	0	0	102
19:00	0	103	0	2	107
20:00	0	58	0	0	58
21:00	0	62	0	0	62
22:00	0	64	0	0	64
23:00	0	38	0	0	38
Totals	1724	71	14	5	1814
% of Totals	95%	4%	1%	0%	100%

AM Volumes	0	657	0	46	0	11	0	0	0	0	0	0	0	0	714
% AM		36%		3%		1%									39%
AM Peak Hour		08:00		11:00		06:00									08:00
Volume		123		13		2									131
PM Volumes	0	1067	0	25	0	3	0	5	0	0	0	0	0	0	1100
% PM		59%		1%		0%		0%							61%
PM Peak Hour		13:00		13:00		12:00		12:00							13:00
Volume		118		8		1		2							128
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes				
All Classes		Volume		%	Volume		%	Volume		%	Volume		%		
		249	↔	14%	249	↔	14%	200	↔	11%	1116	↔	62%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_002s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	27	0	0	27
01:00	0	8	0	0	8
02:00	0	5	0	0	5
03:00	0	5	0	0	5
04:00	0	3	0	0	3
05:00	0	6	0	0	6
06:00	0	32	0	2	34
07:00	0	44	0	1	45
08:00	0	85	0	1	88
09:00	0	97	0	7	105
10:00	0	107	0	10	121
11:00	0	134	0	9	144
12:00 PM	0	118	0	8	129
13:00	0	112	0	10	125
14:00	0	124	0	8	135
15:00	0	140	0	6	148
16:00	0	131	0	6	139
17:00	0	123	0	2	125
18:00	0	94	0	1	95
19:00	0	87	0	1	88
20:00	0	50	0	1	51
21:00	0	57	0	1	59
22:00	0	74	0	0	74
23:00	0	57	0	0	57
Totals		1720		72	1816
% of Totals		95%		4%	100%

AM Volumes	0	553	0	28	0	7	0	3	0	0	0	0	0	591
% AM		30%		2%		0%		0%						33%
AM Peak Hour		11:00		10:00		10:00		08:00						11:00
Volume		134		10		3		1						144
PM Volumes	0	1167	0	44	0	7	0	7	0	0	0	0	0	1225
% PM		64%		2%		0%		0%						67%
PM Peak Hour		15:00		13:00		13:00		14:00						15:00
Volume		140		10		2		3						148
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes		Volume	↔		%	Volume	↔		%	Volume	↔		%	
		133	7%		254	14%		264	15%		1165		64%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd s/o Tortuoso Way

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_002

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	42	0	0	0	42
01:00	12	0	0	0	12
02:00	11	0	0	0	11
03:00	11	0	0	0	11
04:00	6	0	0	0	6
05:00	24	1	0	0	25
06:00	86	3	4	0	93
07:00	154	7	2	0	163
08:00	208	8	2	1	219
09:00	205	16	3	0	224
10:00	221	17	5	1	244
11:00	230	22	2	1	255
12:00 PM	231	13	2	4	250
13:00	231	18	3	1	253
14:00	222	15	0	3	240
15:00	253	8	1	1	263
16:00	227	6	2	0	235
17:00	224	3	1	1	229
18:00	196	1	0	0	197
19:00	190	3	0	2	195
20:00	108	1	0	0	109
21:00	119	1	1	0	121
22:00	138	0	0	0	138
23:00	95	0	0	0	95
Totals	3404	145	21	15	3625
% of Totals	95%	4%	1%	0%	100%

AM Volumes	1210	74	18	3	1305
% AM	33%	2%	0%	0%	36%
AM Peak Hour	11:00	11:00	10:00	08:00	11:00
Volume	230	22	5	1	255
PM Volumes	2234	69	10	12	2325
% PM	62%	2%	0%	0%	64%
PM Peak Hour	15:00	13:00	13:00	12:00	15:00
Volume	253	18	3	4	263

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	382	11%	503	14%	464	13%	2281	63%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Bellagio Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_003n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	14	0	0	0	14
01:00	6	0	0	0	6
02:00	7	0	0	0	7
03:00	5	1	0	0	6
04:00	3	0	0	0	3
05:00	19	1	0	0	20
06:00	68	2	2	0	72
07:00	118	7	1	0	126
08:00	125	7	2	0	134
09:00	116	8	1	0	125
10:00	129	7	1	0	137
11:00	125	11	3	1	140
12:00 PM	131	3	3	0	137
13:00	132	7	1	0	140
14:00	108	4	2	1	115
15:00	135	1	0	1	137
16:00	122	0	1	0	123
17:00	123	1	0	0	124
18:00	113	0	0	0	113
19:00	109	2	0	1	112
20:00	65	0	0	0	65
21:00	68	0	0	0	68
22:00	75	0	0	0	75
23:00	42	0	0	0	42
Totals	1958	62	17	4	2041
% of Totals	96%	3%	1%	0%	100%

AM Volumes	735	44	10	1	790
% AM	36%	2%	0%	0%	39%
AM Peak Hour	10:00	11:00	11:00	11:00	11:00
Volume	129	11	3	1	140
PM Volumes	1223	18	7	3	1251
% PM	60%	1%	0%	0%	61%
PM Peak Hour	15:00	13:00	12:00	14:00	13:00
Volume	135	7	3	1	140

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	260	13%	277	14%	247	12%	1257	62%

Classification Definitions					
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers	
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers		
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers		

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Bellagio Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_003s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4										Total
00:00 AM	0	27	0	1	0	0	0	0	0	0	0	0	0	28
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	36	0	0	0	2	0	0	0	0	0	0	0	38
07:00	0	52	0	2	0	0	0	0	0	0	0	0	0	54
08:00	0	104	0	2	0	0	0	1	0	0	0	0	0	107
09:00	0	109	0	9	0	1	0	0	0	0	0	0	0	119
10:00	0	121	0	12	0	4	0	4	0	0	0	0	0	141
11:00	0	151	0	9	0	0	0	1	0	0	0	0	0	161
12:00 PM	0	136	0	7	0	2	0	3	0	0	0	0	0	148
13:00	0	120	0	7	0	0	0	1	0	0	0	0	0	128
14:00	0	131	0	7	0	0	0	2	0	0	0	0	0	140
15:00	0	156	0	7	0	2	0	0	0	0	0	0	0	165
16:00	0	143	0	5	0	2	0	0	0	0	0	0	0	150
17:00	0	115	0	3	0	1	0	0	0	0	0	0	0	119
18:00	0	89	0	1	0	0	0	1	0	0	0	0	0	91
19:00	0	88	0	1	0	0	0	0	0	0	0	0	0	89
20:00	0	53	0	1	0	0	0	0	0	0	0	0	0	54
21:00	0	60	0	0	0	0	0	0	0	0	0	0	0	60
22:00	0	70	0	0	0	0	0	0	0	0	0	0	0	70
23:00	0	53	0	0	0	0	0	0	0	0	0	0	0	53
Totals		1845		75		14		13						1947
% of Totals		95%		4%		1%		1%						100%

AM Volumes	0	651	0	96	0	7	0	6	0	0	0	0	0	680
% AM		32%		2%		0%		0%						35%
AM Peak Hour		11:00		10:00		10:00		10:00						11:00
Volume		151		12		4		4						161
PM Volumes	0	1214	0	39	0	7	0	7	0	0	0	0	0	1267
% PM		62%		2%		0%		0%						65%
PM Peak Hour		15:00		12:00		12:00		12:00						15:00
Volume		156		7		2		3						165
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes		Volume		%	Volume		%	Volume		%	Volume		%	
		161	↔	8%	276	↔	14%	269	↔	14%	1241	↔	64%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Bellagio Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_003

Summary

Time	RK Class 1		RK Class 2		RK Class 3		RK Class 4						Total	
00:00 AM	0	41	0	1	0	0	0	0	0	0	0	0	0	42
01:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	10	0	2	0	0	0	0	0	0	0	0	0	12
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	28	0	1	0	0	0	0	0	0	0	0	0	29
06:00	0	104	0	2	0	4	0	0	0	0	0	0	0	110
07:00	0	170	0	9	0	1	0	0	0	0	0	0	0	180
08:00	0	229	0	9	0	2	0	1	0	0	0	0	0	241
09:00	0	225	0	17	0	2	0	0	0	0	0	0	0	244
10:00	0	250	0	19	0	5	0	4	0	0	0	0	0	278
11:00	0	276	0	20	0	3	0	2	0	0	0	0	0	301
12:00 PM	0	267	0	10	0	5	0	3	0	0	0	0	0	285
13:00	0	252	0	14	0	1	0	1	0	0	0	0	0	268
14:00	0	239	0	11	0	2	0	3	0	0	0	0	0	255
15:00	0	291	0	8	0	2	0	1	0	0	0	0	0	302
16:00	0	265	0	5	0	3	0	0	0	0	0	0	0	273
17:00	0	238	0	4	0	1	0	0	0	0	0	0	0	243
18:00	0	202	0	1	0	0	0	1	0	0	0	0	0	204
19:00	0	197	0	3	0	0	0	1	0	0	0	0	0	201
20:00	0	118	0	1	0	0	0	0	0	0	0	0	0	119
21:00	0	128	0	0	0	0	0	0	0	0	0	0	0	128
22:00	0	145	0	0	0	0	0	0	0	0	0	0	0	145
23:00	0	95	0	0	0	0	0	0	0	0	0	0	0	95
Totals		3803		137		31		17						3988
% of Totals		95%		3%		1%		0%						100%

AM Volumes	0	1366	0	80	0	17	0	7	0	0	0	0	0	1470	
% AM		34%		2%		0%		0%						37%	
AM Peak Hour		11:00		11:00		10:00		10:00						11:00	
Volume		276		20		5		4						301	
PM Volumes	0	2437	0	57	0	14	0	10	0	0	0	0	0	2518	
% PM		61%		1%		0%		0%						63%	
PM Peak Hour		15:00		13:00		12:00		12:00						15:00	
Volume		291		14		5		3						302	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Classes		Volume		%	Volume		%	Volume		%	Volume		%		
		421	↔	11%	553	↔	14%	516	↔	13%	2498	↔	63%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Strada Corta Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_004n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	7	0	0	0	7
01:00	2	0	0	0	2
02:00	2	0	0	0	2
03:00	1	0	0	0	1
04:00	2	0	0	0	2
05:00	15	2	0	0	17
06:00	37	8	1	0	46
07:00	45	9	2	0	56
08:00	68	6	2	1	77
09:00	52	10	2	0	64
10:00	57	9	3	0	69
11:00	55	10	2	0	67
12:00 PM	64	3	5	0	72
13:00	67	6	1	0	74
14:00	49	9	2	0	60
15:00	44	1	0	0	45
16:00	49	1	1	0	51
17:00	46	2	0	0	48
18:00	54	0	0	0	54
19:00	51	1	0	0	52
20:00	20	0	0	0	20
21:00	33	0	0	0	33
22:00	32	0	0	0	32
23:00	23	0	0	0	23
Totals	875	77	21	1	974
% of Totals	90%	8%	2%	0%	100%

AM Volumes	349	54	12	1	410			
% AM	35%	6%	1%	0%	42%			
AM Peak Hour	08:00	09:00	10:00	08:00	08:00			
Volume	68	10	3	1	77			
PM Volumes	532	29	9	0	564			
% PM	55%	2%	1%		58%			
PM Peak Hour	13:00	14:00	12:00		13:00			
Volume	67	9	5		74			
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	133	14%	146	15%	99	10%	596	61%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Strada Corta Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_004s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	11	0	0	11
01:00	0	4	0	0	4
02:00	0	3	0	0	3
03:00	0	0	0	0	0
04:00	0	2	0	0	2
05:00	0	8	0	0	8
06:00	0	17	0	0	17
07:00	0	30	0	1	31
08:00	0	52	3	2	57
09:00	0	60	8	1	69
10:00	0	58	4	3	69
11:00	0	89	7	1	97
12:00 PM	0	74	8	1	85
13:00	0	58	6	1	66
14:00	0	64	5	2	71
15:00	0	68	9	1	78
16:00	0	61	6	0	67
17:00	0	45	1	0	46
18:00	0	44	1	0	45
19:00	0	37	0	0	37
20:00	0	20	1	0	21
21:00	0	28	0	0	28
22:00	0	32	0	0	32
23:00	0	21	0	0	21
Totals	88	59	10	11	168
% of Totals	92%	6%	1%	1%	100%

AM Volumes	0	394	0	22	0	7	0	6	0	0	0	0	0	0	369	
% AM		35%		2%		1%		1%							38%	
AM Peak Hour		11:00		09:00		10:00		10:00							11:00	
Volume		89		8		3		4							97	
PM Volumes	0	552	0	37	0	3	0	5	0	0	0	0	0	0	597	
% PM		57%		4%		0%		1%							62%	
PM Peak Hour		12:00		15:00		12:00		12:00							12:00	
Volume		74		9		1		2							85	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
All Classes		Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
		88			9%	151			16%	113			12%	614		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Strada Corta Rd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_004

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	18	0	0	18
01:00	0	6	0	0	6
02:00	0	5	0	0	5
03:00	0	1	0	0	1
04:00	0	4	0	0	4
05:00	0	23	0	2	25
06:00	0	54	0	8	64
07:00	0	75	0	9	87
08:00	0	120	0	9	134
09:00	0	112	0	18	133
10:00	0	115	0	13	138
11:00	0	144	0	17	164
12:00 PM	0	138	0	11	157
13:00	0	125	0	12	140
14:00	0	113	0	14	131
15:00	0	112	0	10	123
16:00	0	110	0	7	118
17:00	0	91	0	3	94
18:00	0	98	0	1	99
19:00	0	88	0	1	89
20:00	0	40	0	1	41
21:00	0	61	0	0	61
22:00	0	64	0	0	64
23:00	0	44	0	0	44
Totals	1761	136	31	12	1940
% of Totals	91%	7%	2%	1%	100%

AM Volumes	0	677	0	76	0	19	0	7	0	0	0	0	0	0	0	779
% AM		35%		4%		1%		0%								40%
AM Peak Hour		11:00		09:00		10:00		10:00								11:00
Volume		144		18		6		4								164
PM Volumes	0	1084	0	60	0	12	0	5	0	0	0	0	0	0	0	1161
% PM		56%		3%		1%		0%								50%
PM Peak Hour		12:00		14:00		12:00		12:00								12:00
Volume		138		14		6		2								157
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes					
All Classes		Volume		%	Volume		%	Volume		%	Volume		%			
		221	↔	11%	297	↔	15%	212	↔	11%	1210	↔	62%			

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_005n

North Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	0	7	0	0	7
01:00	0	2	0	0	2
02:00	0	2	0	0	2
03:00	0	1	0	0	1
04:00	0	3	0	0	3
05:00	0	14	0	2	17
06:00	0	38	0	6	45
07:00	0	52	0	7	61
08:00	0	67	0	4	72
09:00	0	57	0	6	66
10:00	0	63	0	7	72
11:00	0	45	0	6	56
12:00 PM	0	58	0	3	66
13:00	0	70	0	4	75
14:00	0	46	0	7	55
15:00	0	47	0	1	48
16:00	0	43	0	0	43
17:00	0	47	0	0	47
18:00	0	45	0	1	46
19:00	0	44	0	1	45
20:00	0	16	0	0	16
21:00	0	26	0	0	26
22:00	0	31	0	0	31
23:00	0	22	0	0	22
Totals	846	55	18	5	924
% of Totals	92%	6%	2%	1%	100%

AM Volumes	0	351	0	38	0	12	0	3	0	0	0	0	0	0	404													
% AM		38%		4%		1%		0%							44%													
AM Peak Hour		08:00		07:00		09:00		11:00							08:00													
Volume		67		7		3		2							72													
PM Volumes	0	495	0	17	0	6	0	2	0	0	0	0	0	0	520													
% PM		54%		2%		1%		0%							56%													
PM Peak Hour		13:00		14:00		12:00		13:00							13:00													
Volume		70		7		5		1							75													
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes														
All Classes	Volume	133		↔		14%		Volume	141		↔		15%		Volume	90		↔		10%		Volume	560		↔		61%	

Classification Definitions									
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers					
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers						
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers						

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_005s

South Bound

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	11	0	0	0	11
01:00	4	0	0	0	4
02:00	3	0	0	0	3
03:00	0	0	0	0	0
04:00	3	0	0	0	3
05:00	7	0	0	0	7
06:00	17	0	1	0	18
07:00	29	1	0	0	30
08:00	47	2	1	3	53
09:00	53	7	1	0	61
10:00	57	4	2	3	66
11:00	86	7	3	2	98
12:00 PM	72	9	0	2	83
13:00	55	8	2	1	66
14:00	61	7	0	2	70
15:00	69	12	1	0	82
16:00	53	7	0	0	60
17:00	43	2	0	0	45
18:00	48	2	0	0	50
19:00	34	0	0	0	34
20:00	21	1	0	0	22
21:00	28	0	0	0	28
22:00	29	0	0	0	29
23:00	21	0	0	0	21
Totals	851	69	11	13	944
% of Totals	90%	7%	1%	1%	100%

AM Volumes	317	21	8	8	354			
% AM	34%	2%	1%	1%	38%			
AM Peak Hour	11:00	09:00	11:00	08:00	11:00			
Volume	86	7	3	3	98			
PM Volumes	534	48	3	5	590			
% PM	57%	5%	0%	1%	63%			
PM Peak Hour	12:00	15:00	13:00	12:00	12:00			
Volume	72	12	2	2	83			
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	83	↔ 9%	149	↔ 16%	105	↔ 11%	607	↔ 64%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stone Canyon Rd n/o Sunset Blvd

Day: Wednesday
Date: 8/13/2014

City: Bel Air
Project #: CA14_5508_005

Summary

Time	RK Class 1	RK Class 2	RK Class 3	RK Class 4	Total
00:00 AM	18	0	0	0	18
01:00	6	0	0	0	6
02:00	5	0	0	0	5
03:00	1	0	0	0	1
04:00	6	0	0	0	6
05:00	21	2	1	0	24
06:00	55	6	2	0	63
07:00	81	8	2	0	91
08:00	114	6	1	4	125
09:00	110	13	4	0	127
10:00	120	11	4	3	138
11:00	131	13	6	4	154
12:00 PM	130	12	5	2	149
13:00	125	12	2	0	141
14:00	107	14	1	3	125
15:00	116	13	1	0	130
16:00	96	7	0	0	103
17:00	90	2	0	0	92
18:00	93	3	0	0	96
19:00	78	1	0	0	79
20:00	37	1	0	0	38
21:00	54	0	0	0	54
22:00	60	0	0	0	60
23:00	43	0	0	0	43
Totals	1687	124	29	18	1868
% of Totals	91%	7%	2%	1%	100%

AM Volumes	668	59	20	11	758			
% AM	39%	3%	1%	1%	41%			
AM Peak Hour	11:00	09:00	11:00	08:00	11:00			
Volume	131	13	5	4	154			
PM Volumes	1029	65	9	7	1110			
% PM	55%	3%	0%	0%	59%			
PM Peak Hour	12:00	14:00	12:00	14:00	12:00			
Volume	130	14	5	3	149			
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	216	12%	290	16%	195	10%	1167	62%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Appendix E

Bel Air Community
Approved and Pending Residential Developments

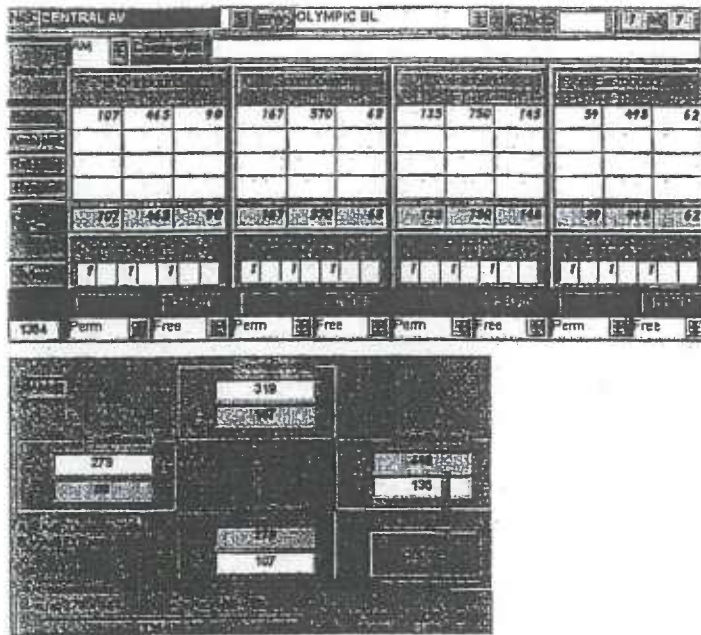
BEL AIR CUMULATIVE CONSTRUCTION MATRIX

Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status
1400 Linda Flora (aka 1399)	est 46 000- 70 000	Not Known	57000 cu yds grading-balanced	Not Applicable	On going
10451 W. Bellagio Road	not available	8-15-14 hearing	2200 cu yds	500-600	On going
281 N. Bentley Circle	not available	7-15-14 hearing	2800 cu yds	600-700	On going
360 Stone Canyon	40 000 (est)	Not Known	8000 cu yds	1600-2000	On going
10550 Bellagio Road	40 000 (est)	Not known	Not known	Not known	On going
675 N. Perugia Way	Not known	3-11-14 Hearing	3000 cu yds	600-700	On going
901 Strada Vecchia	30 000 (est)	None	1 000 cu yds	200	Project Stopped
924 Bel Air Road	33 000	4-22-14 hearing	23 000 cu yds	5000-6000	On going
944 Airole Way	96,000	3-14-14 hearing	44 000 cu yds	9000-10000	On going
11715 W Bellagio	23 unit Apts	2-26-13 hearing	8 000 cu yds	1600-1800	On going
TOTAL APPROVED PROJECTS	285 000		92 000 cu yds	18 400 est	
Pending Projects					
10515 W. Rocca Place	11 000	Not yet	4000 cu yds	800	In planning
454 N. Cuesta Way	27000	Not known	Not known	Unknown	In planning
457 N. Cuesta Way	Not Known	Not known	Not known	Unknown	In planning
760-808 Stradella Road	27 000	Not yet	Balanced Project	Unknown	In planning
10697 W. Somma Way	44 000	8-26-14 hearing	30 000 cu yds	6000-8000	In Planning
10830 Chalon Road	10 000	Not Known	10 000 cu yds	2000-3000	In planning
800 Stradella Road	27 000	Not known	4000 cu yds	800	In planning
Tortuoso Way (Proposed) A	45 000	Not yet	16000 cu yds	3200	Concept
Tortuoso Way (Proposed) B	25 000	Not Yet	16000 cu yds	3200	Concept
Tortuoso Way (Proposed) C	25 000	Not yet	16000 cu yds	3200	Concept
474 N. Cuesta Way	Less than 10 000	NA	NA	NA	NA
TOTAL PENDING PROJECTS	241 000		96 000	19 200 est	
GRAND TOTAL ALL PROJECTS	526 000		188 000 cu yds	37 600 est	

Appendix F

Los Angeles Department of Transportation (LADOT)
Improving Truck Movement in Urban Industrial Districts

Figure 4: Intersection summary sheet and LOS calculations



in Figure 4. Peak hour volumes for left turns, right turns, and through traffic are entered for each of the four directions. The lane configuration along with signal phasing information is also specified. Based on this information, CalcaDB calculates the volume to capacity ratios, determines the corresponding Level of Service (LOS), and highlights the Critical Movement Volumes (Figure 4).

VI. IDENTIFYING THE PROBLEMS

The primary goals of the Goods Movement Improvement Program were to identify specific impediments to goods movement in the study area and develop solutions. Toward this end, narrative information on truck problems in Central City East was elicited from the Department of Transportation's Central District Office and the California Trucking Association. Some of these operational problems were similar to those reported in the Gateway Cities Trucking Study, while others were unique to the study area.

This information, along with the GIS database, traffic counts and accident records, provided a solid basis upon which to conduct the field work. City transportation engineers drove through the industrial areas of Central City East with maps and cameras, observing general truck movement, following identified truck routes and keying in on truck-generating land uses, railroad grade crossings, freeway ramps and critical intersections.

The high volume of truck traffic (between 10% and 30% of total traffic volume) in this area experiences a variety of conflicts with existing traffic, the street network and traffic control systems, including:

- Truck/auto conflicts
- Truck/rail conflicts
- Truck/truck conflicts

- Truck maneuverability limited by roadway
- Truck movement delays created by traffic control devices

Truck/auto conflicts arise primarily from congestion, especially during the peak afternoon rush hours. Truck/rail conflicts occur intermittently during the day at railroad crossings, while truck/truck conflicts occur primarily near loading/unloading sites. The major impediments to truck movement, however, are the streets themselves and traffic control devices (e.g., traffic signals and stop signs).

A total of forty-three specific truck-related problems were identified in Central City East (Appendix I), the majority of which are concentrated between 4th Street to the north and Washington Boulevard to the south (Figure 5).

The most common problems observed were:

- Truck turning problems at intersections (i.e., crossing center line, running over the curb)
- Trucks blocking roadways while backing into docking facilities
- Trucks blocking roadways while loading/unloading on the street
- Long queues on or near freeway ramps
- Long queues at railroad crossing gates
- Delays at traffic signals
- Slowing of through truck traffic
- Severe truck bottlenecks
- Delivery trucks parked illegally
- Deteriorated street surfaces and faded lane striping

These operational problems (listed above) can usually be traced to specific deficiencies in transportation or industrial facilities. Some of the most common deficiencies are:

- Inadequate curb return radii (25 ft or less)
- Inadequate lane width (10 ft or less)
- Inadequate arterial street access to freeway ramps
- Insufficient length of staging areas for off-street loading

- Limited availability of truck staging/loading areas
- Signal operation and timing not optimized for trucks
- Deteriorated street surfaces
- On-street parking restricting truck access
- Lack of curb-side loading zones

Most deficiencies in Central City East can be traced to a local street network that was built nearly 100 years ago. These streets were adequately designed at the time, but as industrial and distribution activity has grown over the last several decades and truck size has increased, the street infrastructure has become inadequate. A prime example of this is the old City Produce Mart, located at San Pedro and 11th Street, which served the produce distribution needs of the City for many years. In the 1980's, a facility more than ten times its size (the Los Angeles Wholesale Produce Market and Los Angeles Union Terminal Market), was constructed to serve the growing produce demands of Los Angeles. No new streets were constructed, and the existing street network had to absorb the increased truck traffic.

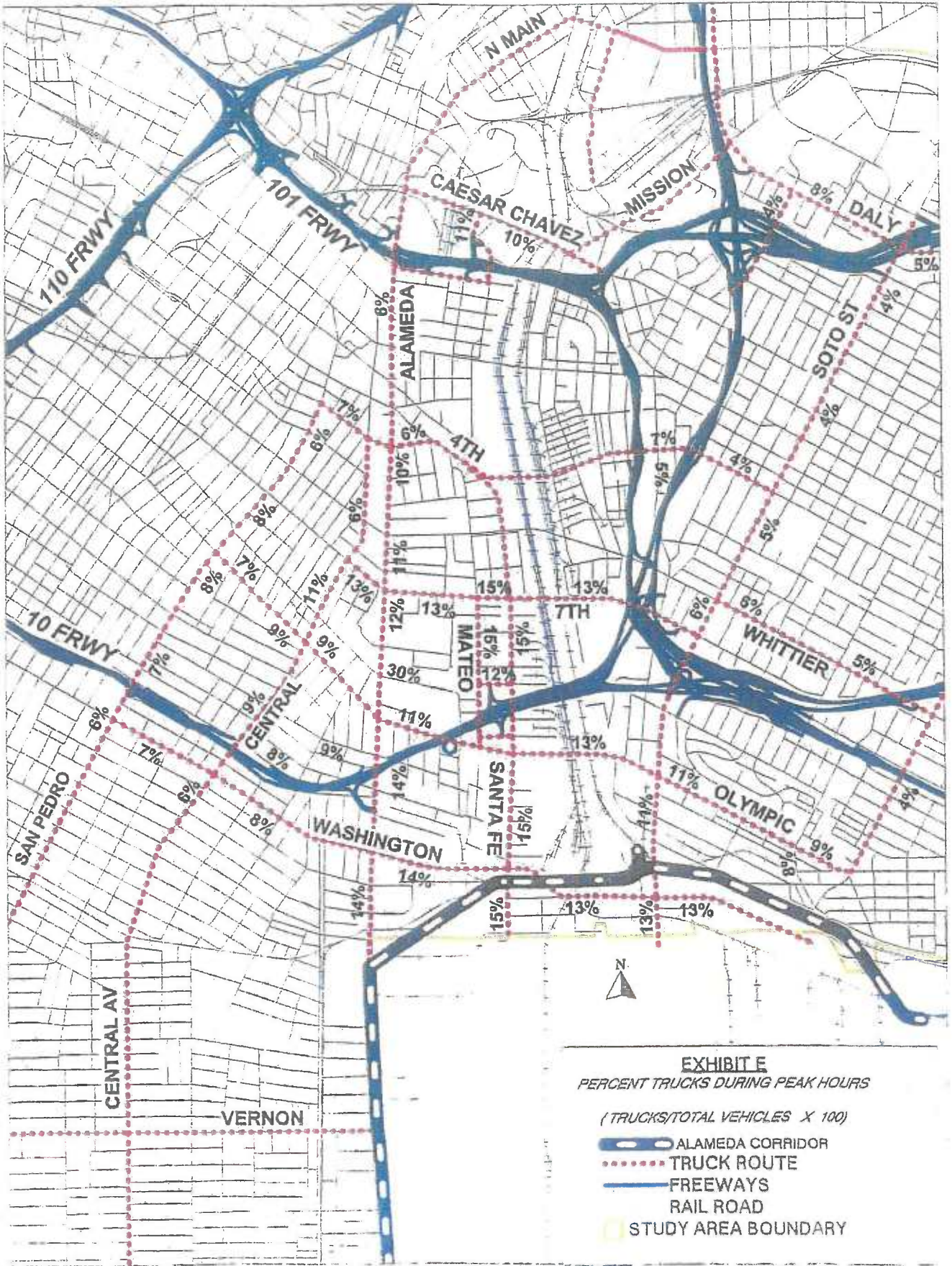
Along with a growing industrial and distribution base, the doubling of average tractor-trailer length has exacerbated the street infrastructure problems. In 1946, the average tractor was ten feet long and the average trailer was twenty five feet long. In 1997, the average tractor was seventeen feet long and the average single trailer sixty feet long (a 220% increase in total length). Forty-foot-wide roadways and fifteen-foot curb radii could accommodate the truck of 1946 but cannot accommodate the average truck of today.

The inability of local surface streets to accommodate the increased standard truck size has forced large industrial and distribution sites to be dependent on direct freeway access. Within Central City East, most trucks minimize their travel on surface streets and travel from the industrial site to the nearest freeway on or off-ramps. With this scenario in mind, we theorized that the greatest delay points would be near freeway ramps and industrial/distribution sites, where circulation activity would be concentrated. Field observation verified this, as demonstrated in Figure 5 (approximately half the problem locations are within a few blocks of the freeway ramps and 90% are within the shaded industrial land use). On this basis, we separated our truck movement delay problems by location into three main categories:

- A. Freeway access problems
- B. Site access problems
- C. En route (between site and freeway) delays

A. Freeway Access Problems

In Central City East, sixteen of the forty-three truck movement problems we identified occurred



Appendix G

Institute of Transportation Engineers (ITE)
Geometric Design and Operational Considerations for Trucks

GEOMETRIC DESIGN AND OPERATIONAL CONSIDERATIONS FOR TRUCKS (A Summary Article)

by ITE TECHNICAL COUNCIL COMMITTEE 5B-28*

INTRODUCTION

Highway design and operational criteria are based upon the characteristics of drivers and vehicles. The former represent a broad range of individual behavior which, once established, evolve slowly over time while the latter's dimensions and performance change continually, resulting in changes in the mix of vehicles on the road. Timely and accurate information on vehicle characteristics is imperative for meaningful design and operational criteria. In this context, ITE Technical Council Committee 5B-28 was formed to assemble current information to adequately accommodate trucks on roadways. The resulting Informational Report (the Report) contains detailed information on trends in highway freight movement, truck characteristics, truck effects on specific geometric design elements, truck operational impacts on capacity, and safety issues, as well as a glossary and an annotated bibliography. This article is a summary of the Report, which the reader should consult for additional information.

TRUCK CHARACTERISTICS

Trucks are generally defined as cargo-carrying vehicles with maximum gross weights over 10,000 lb. Figure 1 depicts the profiles of some typical truck types. Single-unit trucks (or "straight" trucks) are vehicles in which the cargo area and the power unit are mounted on a common frame and cannot be separated. Combination trucks consist of a power unit or tractor and one or more trailers--i.e., a tractor-trailer. The two general trailer types are full trailers, which transfer no weight to the previous unit, and semitrailers, which have no axles on the front end and transfer part of their weight through a connection commonly known as a "fifth wheel."

*Technical Council Committee 5B-28 was chaired by Kay Fitzpatrick (1989 to 1992) and John M. Mason, Jr. (1987 to 1989). Contributing authors to the Informational Report were: James Barnack (M), Kay Fitzpatrick (M), Douglas W. Harwood (M), Richard W. Lyles (M), John M. Mason, Jr. (F), Cesar J. Molina, Jr. (A), Jeffrey C. Morrow, and Justin True (M). The following individual provided reviews of the Report: Michael J. Labadie (M), Donald K. Rutherford (F), J. Michael Starek (M), and John Van Berkel. Richard A. Lill (AL) was a committee member.

Until 1982, most tractor-semitrailer combination trucks used 40-45-ft trailers. However, since the passage of the Surface Transportation Assistance Act of 1982, 48-ft trailers are becoming standard and 53-ft trailers more common. Longer combination vehicles (LCVs) are permitted to operate on most highways in a few states and on selected toll roads. Common LCVs include: Rocky Mountain Doubles (tractor plus a 45-48-ft semitrailer and a 28-ft full trailer), Turnpike Doubles (tractor plus a 45-48-ft semitrailer and a 45-48-ft full trailer), and triples (tractor-semitrailer and two full trailers with each trailer 28-ft long).

The choice of the design vehicle for a specific roadway or intersection is influenced by the functional classification of the highway, the location within the overall system, and the proportions of the various types of vehicles. While a single-unit truck is generally the smallest truck used in design of public roadways, for most highways one of the tractor-semitrailer combination design vehicles is often used, particularly where turning roadways are bordered by curbs or islands. When designing for tractor-semitrailers the pavement width selected is to accommodate their turning movements. Design vehicles based on LCVs are not appropriate for general use at this time, but may become necessary as they are permitted on various roadways.

Two factors that influence the maneuverability of trucks are turning radii and offtracking. While the difference in turning radii between cars and trucks becomes significant only on very sharp turns, the differences in offtracking are significant in the design of virtually every intersection. Offtracking is the phenomenon by which the rear wheels of a vehicle do not follow the same path as the front wheels. At low speeds, the rear axle of the truck "tracks" inside of the path of the front axle. On higher-speed facilities, the rear axle tracks toward the outside of the curve. The latter, while not generally significant for low-speed urban intersections, can be important in designing pavement widening on horizontal curves. Another key feature in geometric design of low-speed urban intersections is the swept path width for a turning vehicle. This is the maximum difference in path between the rear inside and front outside wheels of the vehicle. Typical measurements of these characteristics and minimum lane widths for horizontal curves for several vehicle types are included in the Report. These dimensions can also be estimated from published design vehicle turning templates and computer models.

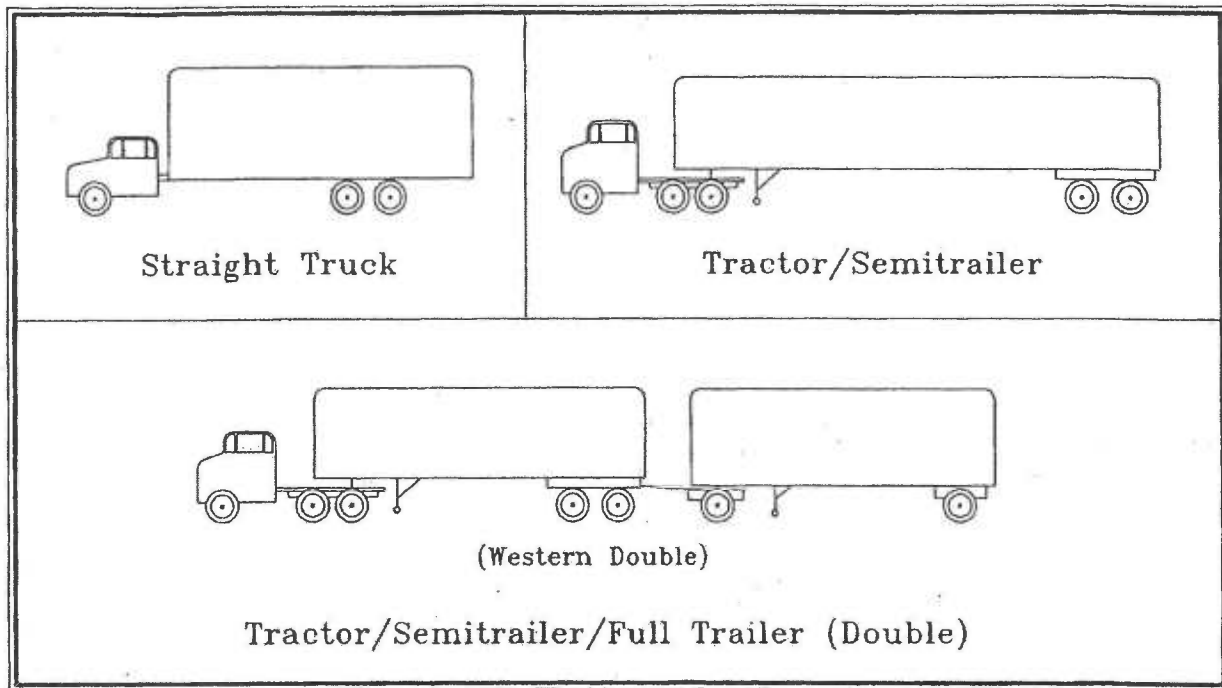


Figure 1. Typical Truck Types.

Truck acceleration is an indicator of truck performance and is dependent on several primary factors: gross vehicle weight, engine horsepower, and roadway grade. The first two factors are combined in the weight/horsepower ratio; a low value indicates a high performance vehicle, a high value more sluggish performance. Acceleration characteristics of vehicles are important in designing acceleration lanes, climbing lanes, and in sight distance determination at stop-controlled intersections and railroad crossings. Vehicle acceleration rate is governed not only by engine performance, but also by driver comfort and safety, and is divided into low- and high-speed acceleration. Low-speed (start-up) acceleration involves the truck accelerating from a stop to clear a specified hazard zone.

Stopping sight distance (SSD) affects vertical curve design, intersection geometry, and placement of traffic control devices. SSD requirements vary because of differences in driver eye height and braking characteristics. While a truck driver can generally see further than a passenger car driver due to an eye height advantage, in some instances the higher eye height is a disadvantage—for example, a sag vertical curve where visibility is "cut off" by an overpass. Truck braking characteristics are highly variable and often increase effective braking distance and, thus, SSD.

Driver experience in emergency braking situations plays a significant role in braking performance. One study found that, under test track conditions, some drivers inexperienced in

emergency braking utilized only 62 percent of the vehicle braking capability, while experienced drivers utilized nearly all of it¹. The use of antilock brakes reduces truck braking distances by minimizing the variations in driver braking performance and utilizing more of the available peak friction.

Harwood et al. evaluated three different scenarios for determining truck braking distances: a tractor-trailer truck with conventional brake system and the worst-performance driver (inexperienced in emergency braking); the same braking system with the best-performance driver; and the same truck with an antilock braking system². The results (see Table 1) indicate that SSD for trucks with antilock brakes is very similar to the AASHTO criteria for cars. The candidate criteria are based on a compromise between best- and worst-driver performance and the assumption that antilock brake systems are not in general use.

Harwood et al. included an analysis (based on an eye height of 75 in) of when it would be appropriate (cost-effective) to implement the candidate stopping sight distances for trucks with conventional braking systems and concluded that "...(they) should be considered for use in new construction or major reconstruction projects on two-lane highways that carry more than 800 trucks/day and on freeways that carry more than 4,000 trucks/day"². The candidate SSD criteria for trucks would not be needed at all if antilock brake systems for trucks come into widespread use.

Table 1. Stopping Sight Distance Values For Trucks.

Design Speed (mph)	Required Stopping Sight Distance (ft)				
	AASHTO Criteria	Conventional Brake System			Antilock Brake System
		Worst-Performance Driver	Best-Performance Driver	Candidate Criteria	
20	125	150	125	150	125
30	200	300	250	275	200
40	325	500	375	475	325
50	475	725	525	675	475
60	650	975	700	900	600
70	850	1275	900	1175	775

Source: Reference 2.

The stability of a vehicle can be described by its rollover threshold, rearward amplification, and yaw stability. Rollover threshold is defined as the maximum lateral acceleration that can be sustained without rollover. A typical value for cars is about 1.2 g. In order to avoid striking an obstacle, a driver often steers sharply in one direction to avoid the object, and then sharply in the other to "bring the vehicle back." In a combination truck, this results in a lateral acceleration of the tractor which is amplified as it propagates toward the trailers. This is rearward amplification and can result in a rollover of the rearmost trailer of multitrailer combination trucks. Yaw stability refers to the ability of a vehicle to resist unintentional movement about its vertical axis which can result in the vehicle deviating from its original path. Loss of yaw stability during a turn may lead to a jackknife or rollover unless the driver takes corrective action.

HORIZONTAL ALIGNMENT

If the lateral acceleration of a vehicle on a horizontal curve greatly exceeds the curve's combined superelevation and available side friction, a skid or rollover response, depending on the vehicle characteristics, may be initiated. Because passenger car rollover thresholds are high (in the range of 1.2g), a passenger car will normally skid before it rolls over. However, combination trucks have high centers of gravity which result in low rollover thresholds--some fully-loaded tractor-semitrailers can have a rollover threshold of 0.24-0.27g. Therefore, when designing horizontal curves to accommodate large trucks, both skidding and rollover must be considered.

Differences in the propensity of cars and trucks to skid and roll over are discussed in the Report which includes a table that shows the speeds at which skidding or rollover would occur for cars and trucks traversing minimum radius curves designed in accordance with current AASHTO criteria. The speeds at impending skid or rollover for various design speeds and superelevation rates are also listed. In all cases, a passenger car will skid before it rolls over. An examination

of the values reveal that on dry pavement, a truck with a rollover threshold of 0.30 g (a reasonable design value) will roll over before it skids on a minimum radius curve.

Sight restrictions such as shrubs, trees, cut slopes, or buildings may occur on the inside of horizontal curves. Although truck drivers have higher eye heights (71.5 to 112.5 in), the required truck driver sight distance may not be offset by the higher eye height unless the obstructions are physically below the driver's line of sight.

VERTICAL ALIGNMENT

The SSDs for trucks (Table 1) can be used in conventional vertical curve formulas to calculate crest curve lengths. For a low truck driver eye height (75 in), AASHTO criteria would result in shorter vertical curve lengths than those for trucks with conventional brake systems. If, however, antilock brakes come into widespread use, the AASHTO criteria will be conservative. With the higher truck driver eye height (93 in), AASHTO criteria result in vertical curves which are relatively close to those appropriate for trucks with conventional braking systems. The differences between vertical curves designed according to AASHTO criteria and when trucks are considered are more apparent for higher design speeds and/or grade differences.

Trucks are more affected by grades than cars. This is illustrated in a series of graphs which relate distance traveled on a grade to speed decreases (upgrade) and increases (downgrade) (see, for example, Figure III-27A in the Green Book³). Current AASHTO guidelines for climbing lanes are generally based on the concept of the critical length of grade, which is the length of grade that causes a reduction of 10 mph or more in the speed of heavily loaded vehicles. AASHTO essentially presents a graphical solution to determine the critical length (see Figure III-31 in the Green Book³). In addition, AASHTO suggests that such lanes may be warranted if level-of-service E or F exists on the grade or if the grade operates at two or more levels of service less than the

approach segment. If any of these warrants are met, an economic analysis should be performed to determine whether construction is justified.

A number of ideas, such as nets, drag chains, and inertia barriers, have been proposed for controlling and stopping out-of-control trucks on downgrades. Currently, the most effective method is the construction of truck escape ramps which are usually classified as gravity ramps, arrester beds, or a combination of both. Two types of forces can act on the truck to bring it to a stop: the grade force (if the ramp is sloped upward), and the drag force caused by the material used to construct the ramp.

CROSS SECTION ELEMENTS

The selection of the appropriate lane and shoulder width for a given highway depends on a number of factors such as the function of the highway, number of lanes, the area type (urban or rural), and the volume, mix, and speed of traffic. For non-freeways, minimum recommended lane widths are 11 ft for through and 10 ft for turn lanes. These criteria are applied when medium-large truck volumes exceed 15 percent of the average daily traffic. The desirable lane width is 12 ft, and AASHTO specifies at least 12 ft lanes for freeways⁶.

For trucks on non-freeways, the minimum shoulder width should be 10 ft, with 12 ft being desirable. If a 10-ft shoulder is not feasible, AASHTO indicates that "...narrow shoulders are better than none at all...[for] passing...although [sometimes] at considerable hazard"³. For a design vehicle width of 8.5 ft, the corresponding minimum shoulder would be 4.5 ft. The minimum right shoulder width of a freeway is 10 ft although if the directional design hour truck volume exceeds 250 vph, a 12-ft shoulder width is recommended³. On four-lane freeways, the left shoulder is normally 4-8 ft wide. On freeways of six or more lanes, the left shoulder width should also be 10 ft and 12 ft where directional truck traffic exceeds 250 vph.

While articulated vehicles offtrack to the inside of the curve at low speeds, they offtrack to the outside at higher speeds. Thus, a curb placed on the high side of a superelevated curve could contribute to truck rollover accidents at speeds as low as 35 mph because offtracking can be significant enough for the trailer to strike the curb, precipitating a rollover⁷. While current practices and design manuals^{3,6} do not recommend the placement of curbs on freeways or interchange ramps, many similar conditions are common on urban (typically curbed) roadways. When significant numbers of trucks (5 to 10 percent) are expected, the curb should have a very low profile and be mountable to minimize the severity of truck impacts.

Maximum pavement cross slopes of 2 percent are recommended by AASHTO while minimums are dictated by drainage criteria³. Although AASHTO indicates that pavement cross slopes of up to 4 percent on high-type roadways (three

or more lanes) are acceptable, and up to 6 percent on low-type roadways, they are not conducive to truck operations, especially if typical maneuvers include crossing the roadway crown.

AASHTO recommends shoulder cross slopes of 2-6 percent for treated shoulders and 8 percent for turf shoulders. The critical element in shoulder slope design is the cross slope break (algebraic difference) between the pavement and the shoulder. AASHTO gives an upper limit of 8 percent for cross slope breaks, which is adequate for cars although a recent study recommends a maximum of 7 percent when designing for trucks⁷.

While the AASHTO Roadside Design Guide presents design criteria for roadside slopes and clear zones, they are based on passenger car performance and are often inadequate for trucks⁸. For example, "mild" 6:1 slopes for passenger cars can be severe for trucks. In general terms, providing a clear zone consistent with the criteria for cars will not be as applicable to trucks. Conversely, provision of a clear zone consistent with truck criteria would be safe for cars although costs may be prohibitive. Although roadside barriers may be a better solution for truck encroachment problems, there are few specific (and widely accepted) guidelines for using barriers and railings appropriate for trucks. Designers are forced to make determinations based on economic analysis of specific situations. Some of the factors that should be considered include: the truck-related accident history at the site including accident frequencies, rates, and severities; existing and projected truck volumes; the likely outcome of an encroachment in terms of accident severity; and the effectiveness of barriers in similar situations.

INTERCHANGE AND INTERSECTION DESIGN

Recent research has identified a number of factors that should be considered to adequately accommodate trucks including: utilizing a ramp design speed consistent with the mainline design speed; checking for potential rollover problems; providing an adequate deceleration lane; eliminating curbs on the outside of curves; checking for steep downgrades followed by sharp horizontal curves; and providing a pavement with an adequate friction level⁷.

AASHTO offers guidance on the purpose of intersection channelization and islands and provides details on design³. Turning characteristics of large trucks require special consideration for at-grade intersections. If the curb radius is large enough so that trucks can make right turns without encroaching on adjacent lanes, the paved area at the intersection can become so large that drivers may not understand where to position their vehicle. It then becomes necessary to use channelization to properly control traffic. If the curb radius is small, trucks either encroach on adjacent traffic or their rear wheels run over and possibly damage a curb and/or shoulder. In addition, the truck's front overhang

may strike those traffic control devices located near the outside of its turning path, or the trailer's right rear tire may strike those devices located near the inside of its turning path.

The Report includes a summary of recent findings on sight distance for stop-controlled intersections and railroad-highway grade crossings. Driveways are, in effect, at-grade intersections. When a high volume of large trucks is predicted or currently exists, the design considerations for intersections should be reflected in the design.

OPERATIONAL ALLOWANCES FOR TRUCKS

Trucks tend to impede traffic flow and these effects are exacerbated with greater volumes. These effects have generally been addressed in theory and practice through the use of passenger car equivalents (PCEs)—i.e., a truck is the operational equivalent of several cars. For example, as the grade of a highway increases, a given truck's PCE will increase as the truck slows down and effectively takes the place of several cars. The operational analysis procedures of the *Highway Capacity Manual*⁹ provide a method for consideration of the effect of truck PCEs in assessment of level of service (LOS) on various roadway types.

Two additional AASHTO design criteria with operational implications are reviewed in the Report: decision sight distance and passing sight distance. Harwood et al. found that, although decision sight distance requirements for a lane change maneuver on a freeway with a 70-mph design speed may be 100-400 ft longer for trucks than for passenger cars, it would not be cost-effective to change these criteria for trucks. However, specific locations may merit special attention. Harwood et al. also conducted a relatively comprehensive review of the AASHTO and MUTCD criteria for passing sight distance (PSD). This analysis concluded that current PSD criteria should not be changed to accommodate trucks unless there is a compelling reason to do so (e.g., demonstrated safety benefits with little or no LOS degradation).

The Report presents an analysis of the effect of trucks on sign placement criteria. In particular, the Report includes a table with general guidelines for the longitudinal placement of warning signs with consideration given to trucks. In addition, the report addresses the appropriate choice of design speeds and the use of advisory speed plates to safely accommodate trucks on horizontal curves and, especially, ramps.

SAFETY ISSUES

The Report includes summaries of two studies that investigated heavy truck accidents. The results from the studies provide insight into accidents involving heavy trucks. There appears to be a disproportionate problem with trucks in work zone situations—about 34 percent of the fatal accidents in work zones involve trucks, while on all roads, trucks are involved

in only about 10 percent of such accidents¹⁰. Graham, in a review of several studies, reported that there appeared to be problems for trucks in work zones with reverse curve crossovers, downgrades with lane reductions to one lane, and temporary barriers located where they are likely to be struck at high speeds and angles (which may be common in some work zones)¹¹. Graham also noted that there were often problems with short merging and exit ramp distances. These are issues not only for existing roadway entrances and exits which have been altered during construction, but also for temporary ramps and entrances for vehicles involved in the construction activities which have to contend with entering and exiting the non-construction traffic stream in the work zone. The continuation of the same geometric standards as the adjacent road through a detour/construction area is highly desirable.

REFERENCES

1. Olson, P. L., D. E. Cleveland, P. S. Fancher, L. P. Kostyniak, and L. W. Schneider, *Parameters Affecting Stopping Sight Distance*, NCHRP Report 270, Washington, D. C., June 1984.
2. Harwood, D. W., J. M. Mason, Jr., W. D. Glauz, B. T. Kulakowski, and K. Fitzpatrick, *Truck Characteristics for Use in Highway Design and Operation, Volume I: Research Report and Volume II: Appendices*, FHWA-RD-89-226 and FHWA-RD-89-227, August 1990.
3. American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, 1990.
4. *New Trucks for Greater Productivity and Less Road Wear—An Evaluation of the Turner Proposal*, Special Report 227, TRB, National Research Council, 1990.
5. Institute of Transportation Engineers, *Guidelines for Urban Major Street Design*, Washington, D.C., 1984.
6. American Association of State Highway and Transportation Officials, *A Policy on Design Standards - Interstate System*, Washington D.C., 1988.
7. Ervin, R. D., C. C. MacAdam, and M. Barnes, *Impact of Specific Geometric Features on Truck Operation and Safety at Interchanges*, Final Report UMTRI-85-33, Vol. 1, August 1986.
8. American Association of State Highway and Transportation Officials, *Roadside Design Guide*, Washington, D.C., 1989.
9. *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington D.C., 1985.
10. American Association of State Highway and Transportation Officials, "Summary Report on Work Zone Accidents", AASHTO Standing Committee on Highway Traffic Safety, Washington, D.C., 1987.
11. Graham, J. L., "Design Considerations for Trucks in Work Zones," in *Accommodation of Trucks on the Highway: Safety in Design*, Proceedings of the Symposium sponsored by the Highway Division of the American Society of Civil Engineers, Nashville, TN, May 1988.

Appendix H

Orange County
Roadway Design Criteria

TABLE II
 TRUCKS - PERCENTAGE OF A.D.T.
 and
 DISTRIBUTION BY AXLE TYPE

	Trucks Percentage of A.D.T.	Distribution of Truck Traffic			
		2 Axle	3 Axle	4 Axle	5 or More Axle
County Average Collector Street	2.0%	1.48%	0.30%	0.07%	0.15%
	3.0	2.23	0.45	0.10	0.22
County Average Arterial Highway	3.5	2.60	0.53	0.12	0.25
	4.0	2.97	0.61	0.14	0.28
	5.0	3.72	0.76	0.17	0.35
	6.0	4.46	0.91	0.20	0.43
	8.0	5.94	1.21	0.28	0.57
	10.0	7.43	1.51	0.34	0.72
	15.0	11.14	2.27	0.52	1.07
County Average Residential Street	1.26	0.92	0.34	--	--
*County Average Industrial Local	10.00	9.53	.37	.10	--

OCTD Buses are a significant factor on many routes and should be determined from existing and future schedules.

For calculations including OCTD buses see Page 22.

*To be used when actual breakdown of area usage is not known.

THIS PAGE INTENTIONALLY LEFT BLANK

Roy D. Kaufman
11766 Wilshire Blvd, 9th Floor
Los Angeles, CA 90025

August 20, 2014

The Board of Building and Safety Commissioners
Room 1080
201 North Figueroa Street
Los Angeles, CA 90012

To Whom It May Concern:

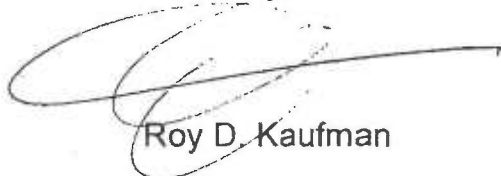
I am a long-time resident of Stradella Road and am concerned with the safety of getting to and from my home. The construction men with SLOW signs are not enough. The streets are very narrow and there are too many trucks creating terrible traffic.

I used to enjoy spending time in my home but now it is too noisy, even on the weekends, Truck engines, traffic and shouting at all hours of the day. We should at least have one day of peace and quiet.

I've had several tiles broken in my driveway by trucks trying to turn around. I have told drivers there is an easier place up the road to turn around. They should know the area they are working in and not use people's driveways.

There needs to be better restrictions on how many trucks are allowed on the road and the hours and days construction workers can work.

Sincerely,



Roy D. Kaufman

EXHIBIT L

August 13, 2014

The Board of Building and Safety Commissioners
Room 1080
201 North Figueroa Street
Los Angeles, CA 90012

To whom it may concern:

I live at 857 Stradella Road. My husband purchased our lot around 1979. We used to enjoy a peaceful and wonderful life in Bel Air.

Approximately 3 to 4 years ago, my neighbors began building new homes. My neighbor to the South of my home, the lot across the street next to the house directly in front of my home to the North, the house just North of that house, the house 2 lots North of my house, and now the 90,000 s/f house one block North of my house are all being built. 857 has been in the middle of 5 lots being constructed at the same time (give or take a few months) within 2 blocks. The 2 lots directly North of my house have been recently purchased and plans for a new home are in the works. The Morton lot is a block South from my house on the tightest curve of Stradella Road. Plans for a complete demolition and building of a new home are set to start in a couple of months.

I am not against progress and construction, but these new buildings are not "single family homes," they are rather huge buildings masquerading as 'single family homes.' The cumulative effect is unbearable. To be in the middle of **7 construction sites, one of which is for a large hotel sized building over 90,000 square feet, within 2 blocks** from my House, and all at the same time, is an unbelievable nightmare!

My driveway has been cracked with heavy trucks using it to turn around since 2 lane Stradella Road is constantly blocked with trucks and cars. I have been forced to use traffic cones to line my driveway to prevent further damage. Meaning in order to get out of my house, I must move and replace the cones each time. My fence bushes are broken and water sprinklers damaged due to trucks and cars backing up and trying to avoid collisions.

I complained to the Bel Air Association that the dust was intolerable being surrounded with construction. BAA came to my house and was appalled at how much dust covered my house and driveway. They had 944 Airole agree to wash down my driveway once a week. That stopped because of the new water conservation laws. Now, I must live in a dust bowl, and choke.

The noise from the trucks and cars honking in protest to long delays is not

EXHIBIT M

acceptable. Now I'm also getting constant construction noise from across the canyon from 6:30 AM - 4 PM. The worst part is the fear I have driving to & from my home in Bel Air. I have been forced into the curb many times because large trucks turn in their lane but the back end of their trucks end up in the opposite lane. It's frightening because they don't stop for anything, even as they drive straight at my car. I guess I'm supposed to veer off the road or be killed.

Sometimes construction goes on during Saturdays and Sundays but I haven't complained because I want them to finish as soon as possible. I'm afraid to take walks because of the dangerous conditions on Stradella Road. Because there seems to be no restrictions of how many permits are given and no control over safety issues, I will be living in intolerable conditions for another 5 years or more.

This is not a way to live a peaceful life.

Sincerely,

A handwritten signature in cursive script that reads "Helen Erickson". The signature is written in dark ink and is positioned above the printed name and email address.

Helen Erickson
heerickson2@aol.com

August 25, 2014

Stowell, Zeilenga, Ruth,
Vaughn & Treiger LLP
4590 East Thousand Oaks Boulevard
Westlake Village, California 91362
Attn: Richard S. Zeilenga, Esq.

Re: Air Quality Analysis: Mitigated Negative Declaration (ENV-2014-197-MND) for 10697
and 10699 Somma Way

Mr. Zeilenga:

In response to your request to assess the adequacy of the air quality element for the above referenced project, the following is provided.

Based upon a review of available documentation prepared for the proposed project, the City of Los Angeles (City) determined that "short term impacts on sensitive receptors may result during the construction phases of the single family dwelling." Mitigation measures were, therefore, provided to reduce these impacts to acceptable levels. However, the City did not perform any formal analysis to identify specific pollutant impacts nor quantify the effectiveness of their proposed mitigation measures.

Upon review of the City's initial study, no relevant facts, technical studies or other substantial evidence to support the finding that project related impacts will be less than significant with incorporation of identified mitigation measures (i.e., III-10, Air Pollution - Demolition, Grading, and Construction Activities) is provided. I disagree with the City's unsupported conclusion and find that the projects air quality impacts are potentially significant.

Air Quality Dynamics is cognizant that an initial study is neither intended nor required to include the level of detail typically reported in an environmental impact report (EIR). Notwithstanding, the City's analysis is clearly limited in its attempt to assess potential environmental impacts. As such, the City cannot support their claim that sensitive receptors will not be exposed to substantial pollutant concentrations associated with the construction of the proposed project.

Due to the City's failure to provide relevant documentation as to the project's potential to expose local residents to emissions generated during project construction, Air Quality Dynamics prepared a subsequent analysis to assess the impact of construction emissions on the adjoining community which concluded that pollutant concentrations of particulates (PM₁₀, PM_{2.5}) and nitrogen dioxide (NO₂) will exceed their respective significance thresholds. As such, the analysis provides substantial evidence that the mitigation measures required by the City will not reduce pollutant concentrations and their subsequent impacts on adjoining residents.

Based upon results of the analysis, it is evident that the proposed project may pose a significant impact necessitating the preparation of an EIR.

EXHIBIT N

The following discussion underscores concern for the project's potential to meet the test of significance and technical inadequacy of the City's Initial Study.

FAILURE TO ADEQUATELY ASSESS EMISSIONS FROM ON-SITE CONSTRUCTION ACTIVITIES

In consideration of South Coast Air Quality Management District (SCAQMD) and California Environmental Quality Act (CEQA) guidance, the City's environmental checklist acknowledges that a significance determination must consider the project's potential to expose sensitive receptors to substantial pollutant concentrations. However, aside from the City's checklist which simply reports that construction related emissions associated with the proposed project are "potentially significant" unless mitigation measures are incorporated, the initial study fails to adequately address the appropriate indicators of significance.

This is most relevant as their token observance to the assessment of air quality impacts fails to identify the most basic environmental effects of project approval. For example, the SCAQMD has developed guidance to address impacts to local receptors whereby the "applicant substantiates with modeling" that particulate emissions from construction activities meet the on-site emission control requirements identified in Rule 403. It is assumed that compliance with these control requirements, which limit the incremental increase of an equivalent air concentration to 10.4 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), will effectively prevent, reduce or mitigate fugitive dust emissions from on-site construction activities.¹

SCAQMD's methodology also addresses exposures to pollutants such as nitrogen dioxide (NO_2) which are based upon the amount of emissions generated from on-site construction activity and their potential to add to existing background levels and create an exceedance of the California Ambient Air Quality Standard (CAAQS).

Please note that no such analysis was provided to address localized impacts associated with on-site construction activities which will include substantial excavation and grading whereby approximately 49,000 cubic yards of soil will be removed to accommodate site development and hillside/slope stability.

HEALTH RISKS ASSOCIATED WITH EXPOSURE TO CONSTRUCTION EMISSIONS NOT DISCLOSED

The City's failure to perform this analysis is problematic as construction emissions are anticipated to generate particulate concentrations in exceedance of the above referenced threshold. This concern is underscored in a recent California Air Resources Board (ARB) advisory.² The advisory states that:

PM_{10} is among the most harmful of all air pollutants. When inhaled these particles evade the respiratory system's natural defenses and lodge deep in the lungs. Health problems begin as the body reacts to these foreign particles. PM_{10} can increase the number and severity of asthma attacks,

¹ South Coast Air Quality Management District, 2008. Localized Significance Threshold Methodology.

² California Air Resources Board, 2009. Air Pollution – Particulate Matter Brochure.

cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections.

Although particulate matter can cause health problems for everyone, certain people are especially vulnerable to PM₁₀'s adverse health effects. These "sensitive populations" include children, the elderly, exercising adults, and those suffering from asthma or bronchitis. Of greatest concern are recent studies that link PM₁₀ exposure to the premature death of people who already have heart and lung disease, especially the elderly.

In establishing the current ambient air quality standard Mr. Michael P. Kenny, then Executive Officer of the ARB reported that PM₁₀ is "known to be linked with airway conditions, such as asthma and bronchitis" and noted that the PM₁₀ "24-hour standard is the most important (standard) in addressing acute health effects." He continued by stating that:

When the California Air Resources Board established its PM₁₀ standard, it found 50 $\mu\text{g}/\text{m}^3$ to be a health-protective value. A review of recent findings strongly supports the merit of this determination, but suggests that a 50 $\mu\text{g}/\text{m}^3$ level provides little, if any, margin of safety.

Please note that numerous epidemiological studies have repeatedly shown that an incremental increase of 10 $\mu\text{g}/\text{m}^3$ above existing background levels will consistently induce adverse health effects. An excerpt from two respective studies which underscore this contention is provided for your consideration. Dockery et al commenting on the acute respiratory effects of particulate air pollution (American Journal of Respiratory and Critical Care Medicine, Volume 153, 1996) reports that:

While total mortality increased by 1% for each 10 $\mu\text{g}/\text{m}^3$ increase in PM₁₀, respiratory mortality increased by 3.4% and cardiovascular mortality increased by 1.4%. Hospital admissions and emergency department visits increased approximately 1% for all respiratory complaints, and 2% to 3% for asthma. Exacerbation of asthma increased about 3%, as did lower respiratory symptoms. Small decreases in lung function, approximately 0.1%, have also been observed.

Gordian et al while assessing particulate air pollution and respiratory disease (Environmental Health Perspectives, Volume 104, 1996) concludes that:

(A)n increase of 10 $\mu\text{g}/\text{m}^3$ in PM₁₀ is associated with a 3-6% increase in medical visits for asthma and a 1-3% increase in medical visits for upper respiratory illness.

The authors continue by stating that:

(T)he increased morbidity is associated not just with a vulnerable segment of the population, but with a relatively young, healthy working group as well. These findings could have important implications to U.S. EPA in the ongoing review of the ambient air quality standard for PM₁₀.

To underscore this concern, the SCAQMD acknowledges that daily fluctuations in fine particulate matter concentrations are "related to hospital admissions for acute respiratory

conditions, to school and kindergarten absences, to a decrease in respiratory function in normal children and to increased medication use in children and adults with asthma.”³ Clearly, these studies not only serve to address the viability of the 10.4 µg/m³ threshold, but give rise to concern for the subsequent health related impacts anticipated to occur as a result of project construction. As noted above, there are no established safe levels of exposure and little margin of safety in our current 24-hour standard, the incremental emissions associated with construction of the proposed project may expose residential receptors to substantial pollutant concentrations thereby endangering the health of those who reside within the local community.

For exposures to NO₂, the State of California has promulgated a strict ambient air quality standard to safeguard the public’s health and welfare with specific emphasis on protecting those individuals susceptible to respiratory distress, such as asthmatics, the young, the elderly and those with existing conditions which may be affected by increased pollutant concentrations. However, recent research has shown that unhealthy respiratory responses occur with exposures to pollutants at levels that only marginally exceed clean air standards. Exceedance of the NO₂ CAAQS may aggravate chronic respiratory disease and respiratory symptoms in sensitive groups and present a risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes.⁴

SIGNIFICANT IMPACTS REMAIN REQUIRING THE PREPARATION OF AN EIR

The above discussion identified notable inadequacies in the City’s analysis. In order to be consistent with the requirements of CEQA, the SCAQMD reports that “(i)n order to determine if all impacts are mitigated, all emissions associated with the project as well as the mitigation measures should be quantified.”⁵ Clearly, it has been shown that the City provides nothing more than a token review of the air quality impacts associated with the proposed project with no evidence to support the Initial Study’s determination that the project will not expose sensitive receptors to substantial pollutant concentrations.

Air Quality Dynamics trusts that the preceding discussion demonstrates the inadequacy of the City’s air quality assessment and provides relevant documentation to substantiate the need for preparation of an Environmental Impact Report for the proposed project.

I have attached a summary of my relevant expertise and experience and can be reached at (818) 703-3294 should you have any questions or need additional information.

Sincerely,

Bill Piazza

Attachment: as stated

³ South Coast Air Quality Management District, 2007. Final Air Quality Management Plan.

⁴ California Code of Regulations, Title 17, Section 70200.

⁵ South Coast Air Quality Management District, 1993. CEQA Air Quality Handbook.

Biography

Bill Piazza

Mr. Bill Piazza has more than 20 years of experience in the field of environmental health and safety with particular expertise in both air dispersion modeling and health risk assessments. Mr. Piazza has completed more than 200 risk and hazard assessment studies associated with both air toxic exposures and soil/ground water vapor intrusion. To date, he has characterized and modeled the contaminant emissions of more than 2,000 commercial and industrial operations.

Mr. Piazza has participated in the drafting of several environmental regulations including Public Resources Code Section 21151.8 and Education Code Section 17213 (e.g., SB 352) which requires school districts to evaluate the impacts of siting schools within close proximity to facilities that emit toxic air contaminants.

Mr. Piazza has performed private consultative services to clients such as MCA and Disney Development Companies, the Los Angeles City Department of Water and Power, Communities for a Better Environment, Corporation for Clean Air, Safe Action for the Environment and the Santa Clarita Organization for Planning the Environment. Mr. Piazza has provided services as a subcontractor to other consulting firms to assess the impact of both process and fugitive emissions associated with projects prepared under the auspices of the California Environmental Quality (CEQA) and National Environmental Policy Acts (NEPA).

Mr. Piazza has consulted with members of the Los Angeles, El Segundo, Huntington Park and Rolling Hills Estates city councils, as well as members of the City of Santa Monica Airport Commission, to address issues related to air toxic emissions.

Mr. Piazza has lectured for several health and hazard assessment classes conducted under the auspices of the University of California, Los Angeles and the University of Southern California and made several presentations to the American Industrial Hygiene Association, Southern California Society for Risk Analysis, California's Coalition for Adequate School Housing and Coalition for Clean Air on community-based risk and exposures to both criteria pollutants and toxic air contaminants.

Mr. Piazza participated as a member of the South Coast Air Quality Management District's (SCAQMD) Localized Significance Threshold Working Group which developed an assessment tool to assist lead agencies in the analysis of air pollution impacts at the local scale. Mr. Piazza was also a member of SCAQMD's MATES II external peer review group responsible for evaluating the agency's technical methodology and implementation plan to characterize ambient levels and "hot spot" concentrations of toxic compounds throughout the South Coast Air Basin.

Mr. Piazza additionally participated as a member of the California Air Resources Board's (ARB) Risk Management Subcommittee and Risk Characterization Technical Group responsible for developing statewide assessment methodologies to assess the generation and associated impact of diesel emissions on sensitive receptor populations. Mr. Piazza was also a member of ARB's Community Health Modeling Working Group which was responsible for developing guidelines for the assessment and mitigation of air pollution impacts at the neighborhood scale.

At the request of Ted Lieu, California Senator, 28th District, Mr. Piazza provided testimony to members of the Senate Select Committee on Air Quality relating to community impacts from aircraft and ground support operations at Santa Monica Airport.

Mr. Piazza's assessment work has also been featured in journal articles published by *Environment and Planning C: Government and Policy* 2002 and the *Journal of Environmental Health*.

10697 and 10699 Somma Way (ENV-2014-197-MND)

LOCALIZED SIGNIFICANCE THRESHOLD ANALYSIS

Prepared For:

Stowell, Zeilenga, Ruth, Vaughn & Treiger LLP
4590 E. Thousand Oaks Boulevard, Suite 100
Westlake Village, California 91362

Prepared By:

Air Quality Dynamics
(818) 703-3294

August 2014

TABLE OF CONTENTS

Section	Page
1.0 Introduction	1
2.0 Site Description	1
3.0 Localized Significance Threshold Analysis	2
3.1 Estimation of On-Site Emissions	
3.2 Estimation of Pollutant Concentrations	
4.0 Pollutant Impact Analysis	5
5.0 Findings	6
6.0 Conclusion	8
References	9
Appendices	
Appendix A Emission Calculation Worksheets	
Appendix B Dispersion Model Input Summary Table	
Appendix C Dispersion Model Input/Output Files (Electronic Format)	
List of Figure(s)	
Figure 1 Site Location /Vicinity Aerial Photograph	
Figure 2 Source-Receptor Grid Network	
Figure 3 PM ₁₀ Concentration Contour / 10.4µg/m ³	
Figure 4 PM _{2.5} Concentration Contour / 10.4µg/m ³	
Figure 5 NO ₂ Concentration Contour / >0.18 ppm	
List of Table(s)	
Table 1 Maximum Daily Emissions	
Table 2 California Ambient Air Quality Standards	
Table 3 West Los Angeles Monitoring Summary	
Table 4 SCAQMD Air Quality Significance Thresholds	

1.0 INTRODUCTION

The South Coast Air Quality Management District (SCAQMD) provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM₁₀ and PM_{2.5}), nitrogen dioxide (NO₂) and carbon monoxide (CO). The significance threshold for PM₁₀ represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM_{2.5} is designed to limit emissions and allow progress toward attainment of the ambient air quality standard. Thresholds for NO₂ and CO represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective ambient air quality standards.

Based upon a review of available documentation prepared for the proposed project, the City of Los Angeles (City) determined that "short term impacts on sensitive receptors may result during the construction phases of the single family dwelling." Mitigation measures were, therefore, provided to reduce these impacts to acceptable levels. However, the City did not perform any formal analysis to identify specific pollutant impacts nor quantify the effectiveness of their proposed mitigation measures. In consideration of the City's omission and availability of regulatory guidance to conduct such an analysis, a Localized Significance Threshold (LST) analysis was prepared.

The technical approach and dispersion modeling methodologies used in the preparation of the LST analysis were composed of all relevant and appropriate procedures presented by the U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency and SCAQMD. The methodologies and assumptions offered under this regulatory guidance were used to ensure that the analysis effectively quantified exposures to sensitive receptors associated with the generation of pollutant emissions from on-site construction activity.

This report summarizes the protocol used to evaluate pollutant exposures and presents the results of the LST analysis.

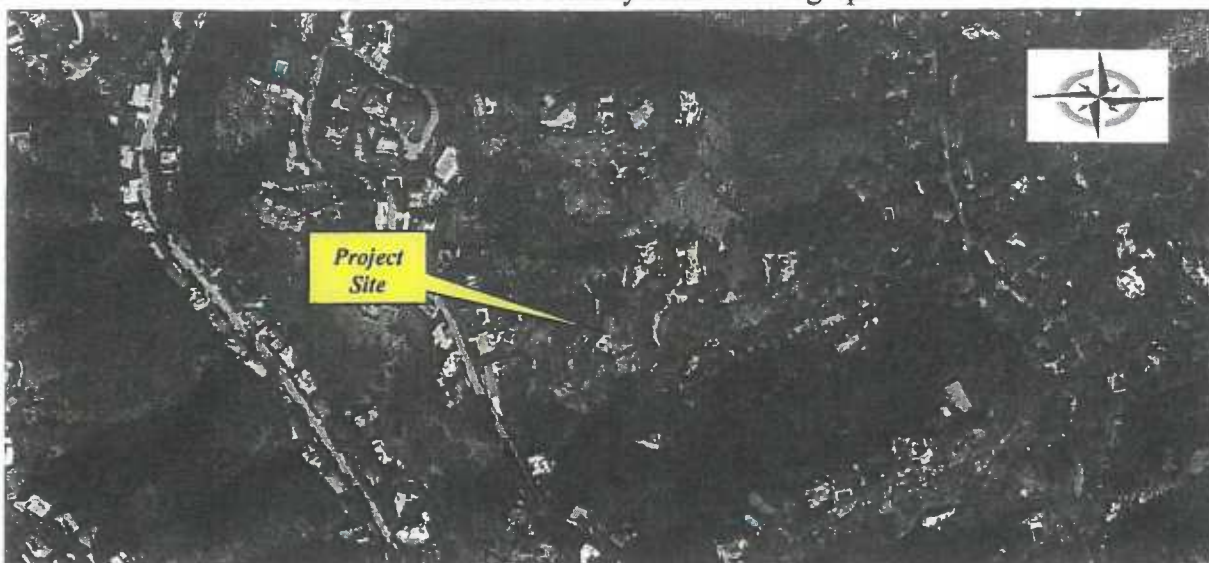
2.0 SITE DESCRIPTION

The proposed project includes the demolition of an existing single family dwelling and the construction of a two-story, 16,000 square foot single family home, with associated amenities including a 15,356 square foot basement, subterranean garage and landscape improvements.

Site construction activities will include substantial excavation and grading. Approximately 49,000 cubic yards of soil will be removed to accommodate site development including the installation of 270 concrete soldier piles to provide hillside/slope stability.

The site is located in the Bel Air-Beverly Crest Community Plan Area, zoned RE20-1-H and has a General Plan Designation of Very Low 1 Residential. Single family homes also predominate in the surrounding community and adjoin the project site. Figure 1 presents an aerial photograph of the proposed project location and adjoining community.

Figure 1
Site Location /Vicinity Aerial Photograph



3.0 LOCALIZED SIGNIFICANCE THRESHOLD ANALYSIS

Based upon a review of the extent of proposed construction related activities, further analysis of air quality impacts is warranted as fugitive and mobile source emissions may result in concentrations in the immediate vicinity of the project site that exceed significance thresholds for PM₁₀, PM_{2.5}, NO₂ and CO established by the SCAQMD. To determine if these potential impacts are significant, an LST analysis was prepared.

3.1 Estimation of On-Site Emissions

The localized impacts of the project were evaluated based on the maximum daily emissions generated during on-site construction activities. To determine maximum daily emissions, the LST sample construction scenario spreadsheets developed by the SCAQMD were used as the basis to estimate project specific emissions. Information provided by project applicant representatives as well as independent contractors/developers were used to define construction timelines, on/off-road equipment inventories and related operational activity. Discrete mitigation measures such as site watering to control fugitive dust and truck idling limits, as required by the City, were also considered and included in the emission estimates.

Table 1 provides a summary of estimated maximum daily emissions. Appendix A presents the LST emission calculation worksheets used to quantify pollutant source strength.

Table 1
Maximum Daily Emissions

Construction Phase	Pollutant			
	PM ₁₀ (Lbs/Day)	PM _{2.5} (Lbs/Day)	NO _x (Lbs/Day)	CO (Lbs/Day)
Site Preparation	7.95	3.48	55.73	30.23

3.2 Estimation of Pollutant Concentrations

In order to assess the impact of pollutant emissions on the adjoining community, air quality modeling utilizing the Industrial Source Complex-Short Term (ISCST3) model was performed. This model is a steady state Gaussian plume model used by the SCAQMD to develop the LST Methodology. For NO₂, the AMS/EPA Regulatory Model AERMOD was used to assess the downwind extent of nitrogen oxide (NO_x) emissions and determine their subsequent conversion to ambient NO₂ concentrations. AERMOD offers a refinement over the conversion rate ratios utilized in the LST Methodology as adapted from the work of Arellano et al. AERMOD's air dispersion algorithms are based upon a planetary boundary layer turbulence structure and scaling concepts, including the treatment of surface and elevated sources in simple and complex terrain. The model incorporates two methodologies to perform the NO_x to NO₂ conversion. In a recent clarification memorandum (U.S. EPA, 2011), the Office of Air Quality Planning and Standards provides guidance on the use and performance of the two algorithms referred to as the ozone limiting (OLM) and plume volume molar ratio (PVMRM) methods. Based upon this guidance, the OLM algorithm with the OLMGROUP ALL option was identified as the preferred method to perform the analysis.

Although the project is located in complex terrain, ISCST3 assumes area sources are terrain following. To ensure consistency in the modeling exercise, combustion source PM₁₀ and PM_{2.5} emissions were also modeled assuming flat terrain. For CO emissions, both flat and complex terrain conditions were assessed to identify maximum pollutant concentrations. For NO₂, the analysis followed guidance promulgated by the U.S. EPA (U.S. EPA, 2009) whereby the AERMOD model was programmed to assume flat, level terrain. This was done as the model will tend to underestimate pollutant concentrations in cases where receptor elevations are lower than the base elevation of the source and down-slope gravity and drainage flow patterns promote a terrain following plume.

Source treatment outlined in the LST methodology was utilized whereby exhaust emissions from construction equipment were treated as a set of side-by-side elevated volume sources with a release height of five and an initial vertical dimension of 1.4 meters. Fugitive dust emissions were treated as a ground-based source with a one meter vertical dimension and source areas incorporating project site acreage and configuration.

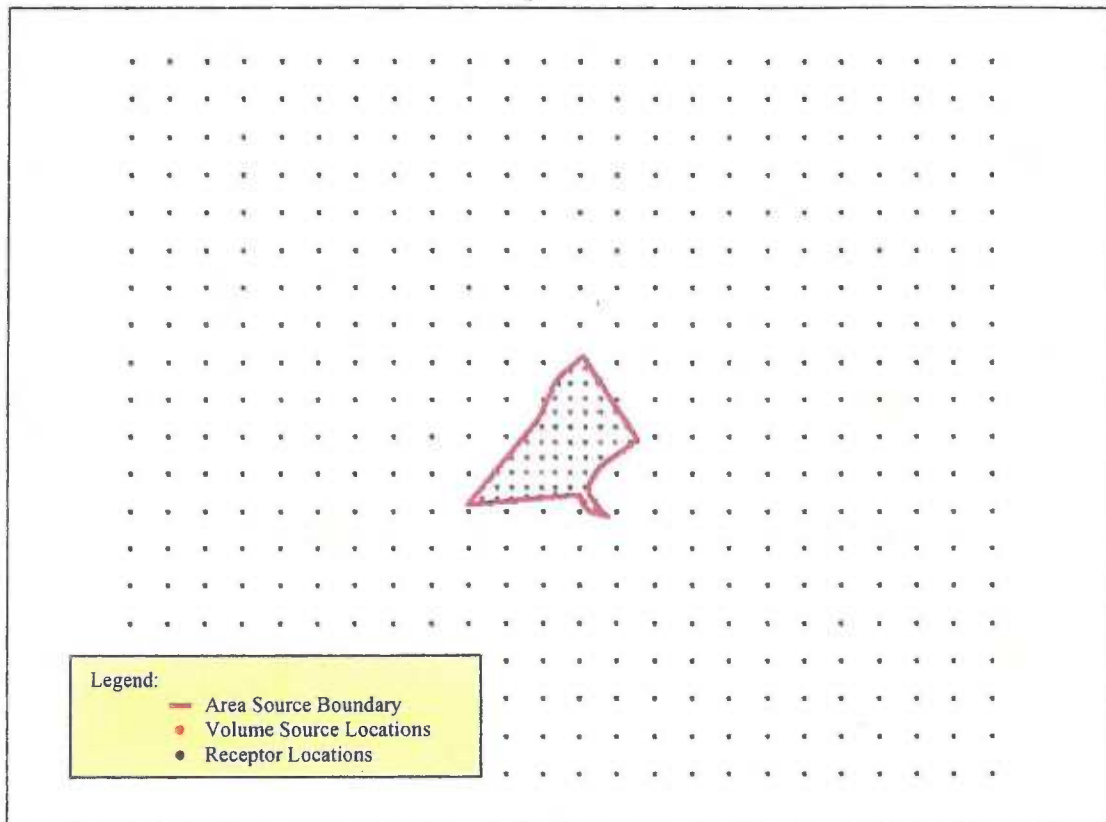
For PM₁₀ and PM_{2.5}, plume depletion due to dry removal mechanisms was assumed (i.e., AREADPLT). Entrained or fugitive PM₁₀ emissions were separated into three aerodynamic diameter sizes of 1.0, 2.5 and 10 microns (µm) with weight fractions of 0.0787, 0.1292, and 0.7922, respectively. Fugitive PM_{2.5} emissions were separated into two particle sizes of 1.0 and 2.5 µm with corresponding weight fractions of 0.3785 and 0.6215. PM₁₀ emissions associated with mobile source activity were assigned particle size bins of 2.5 and 10 microns with corresponding weight fractions of 0.92 and 0.08. PM_{2.5} emissions were limited to a aerodynamic diameter of 2.5 µm. A particle density of 2.3 grams per cubic centimeter was assigned to all size bins.

Air dispersion models require additional input parameters including pollutant emission data and local meteorology. Due to their sensitivity to individual meteorological parameters such as wind speed and direction, the U.S. EPA recommends that meteorological data used as

input into dispersion models be selected on the basis of relative spatial and temporal conditions that exist in the area of concern. In response to this recommendation, meteorological data from the SCAQMD West Los Angeles monitoring station (Source Receptor Area 2) was used to represent local weather conditions and prevailing winds. For ISCST3, a preprocessed 1981 data set was utilized. Five years (2005-2009) of available AERMOD meteorological data was reviewed to identify the calendar year which produced the highest pollutant concentrations. Based on this review, the 2008 data set was identified as producing the highest pollutant concentrations and was used for the analysis of NO₂. Model scalar options were additionally invoked to address emissions generated during daytime hours and commensurate with on-site construction activity (e.g., ending hours 9 to 16).

To accommodate a Cartesian grid format, direction dependent calculations were obtained by identifying the universal transverse mercator (UTM) coordinates for each source location. Off-site receptors were uniformly placed to provide discrete coverage throughout the adjoining community. A flagpole receptor height of two meters was also assumed and assigned to each receptor location. A graphical representation of the source-receptor grid network is presented in Figure 2.

Figure 2
Source-Receptor Grid Network



Pollutant emission rate and source data used to complete the dispersion analysis are provided in Appendix A. A dispersion model input summary table is provided in Appendix B. A complete listing of model input/output files are provided in electronic format in Appendix C.

4.0 POLLUTANT IMPACT ANALYSIS

The State of California has promulgated strict ambient air quality standards for various pollutants. These standards were established to safeguard the public's health and welfare with specific emphasis on protecting those individuals susceptible to respiratory distress, such as asthmatics, the young, the elderly and those with existing conditions which may be affected by increased pollutant concentrations. However, recent research has shown that unhealthy respiratory responses occur with exposures to pollutants at levels that only marginally exceed clean air standards. Table 2 presents the California Ambient Air Quality Standards (CAAQS) and averaging times for the criteria pollutants considered in the assessment.

Table 2
California Ambient Air Quality Standards

Pollutant	Standard	Health Effects
Particulates (PM ₁₀)	>50 µg/m ³ (24 hr avg.) >20 µg/m ³ (Annual)	1) Excess deaths from short-term exposures and the exacerbation of symptoms in sensitive individuals with respiratory disease. 2) Excess seasonal declines in pulmonary function especially in children.
Particulates (PM _{2.5})	>12 µg/m ³ (Annual)	1) Excess deaths and illness from long-term exposures and the exacerbation of symptoms in sensitive individuals with respiratory and cardio pulmonary disease.
Carbon Monoxide (CO)	>9.0 ppm (8 hr avg.) >20.0 ppm (1 hr avg.)	1) Aggravation of angina pectoris and other aspects of coronary heart disease. 2) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease. 3) Impairment of central nervous system functions. 4) Possible increased risk to fetuses.
Nitrogen Dioxide (NO ₂)	>0.18 ppm (1 hr avg.)	1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups. 2) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes.

Abbreviations: ppm: parts per million; µg/m³: micrograms per cubic meter.
Source: California Code of Regulations, Title 17, Section 70200.

Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create either a violation of an ambient air quality standard, contribute to an existing air quality violation or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for selected compounds to account for the continued degradation of local air quality. Background concentrations are based upon the highest observed value for the most recent three year period.

For short duration construction activities, the SCAQMD has established discrete thresholds for particulates based upon ambient air concentrations required to exceed an equivalent value of 50 micrograms per cubic meter (µg/m³) averaged over five hours. The equivalent concentration for both PM₁₀ and PM_{2.5} is 10.4 µg/m³. This threshold applies to sensitive receptors were it is possible that an individual could remain for 24 hours.

For the NO₂ 1-hour averaging time and CO 1 and 8-hour averaging times, background concentrations are below current air quality standards. As such, significance is achieved when pollutant concentrations add to existing levels and create an exceedance of the CAAQS.

Unlike the particulate threshold referenced above which is based upon an individual's daily exposure, short duration exposures apply to all receptors such as industrial or commercial facilities since it is reasonable to assume that an individual could be present for periods of one to eight hours.

The Table 3 shows the pollutant concentrations collected at the West Los Angeles monitoring station for the last three years of available data. Table 4 outlines the relevant significance thresholds considered in the LST analysis.

Table 3
West Los Angeles Monitoring Summary

Pollutant Averaging Time	Year			Maximum
	2011	2012	2013	
Particulates (PM ₁₀) 24-Hour	53	80	57	80
Particulates (PM _{2.5}) 24-Hour	49.3	58.7	43.1	58.7
Nitrogen Dioxide (NO ₂) 1-Hour	0.0813	0.0613	0.0512	0.0813
Carbon Monoxide (CO) 1-Hour 8-Hour	3.6 1.3	2.1 1.4	1.9 1.3	3.6 1.4

Note: PM₁₀ concentrations are from the Central Los Angeles monitoring station (Source-Receptor Area 1). These values are expressed in micrograms per cubic meter (µg/m³). All others are expressed in parts per million (ppm).

Source: South Coast Air Quality Management District, U.S. Environmental Protection Agency and California Air Resources Board.

Table 4
SCAQMD Air Quality Significance Thresholds

Pollutant	Averaging Time	Pollutant Concentration
Particulates (PM ₁₀) Particulates (PM _{2.5})	24-Hours	10.4 µg/m ³ (construction)
Carbon Monoxide (CO)	1/8-Hours	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards 20 ppm (1-hour) and 9 ppm (8-hour).
Nitrogen Dioxide (NO ₂)	1-Hour	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standard 0.18 ppm.

Abbreviations: ppm: parts per million; µg/m³: micrograms per cubic meter
Source: South Coast Air Quality Management District.

5.0 FINDINGS

Results of the dispersion analysis predicted maximum PM₁₀ and PM_{2.5} concentrations of 54.95070 and 19.58724 µg/m³ for the 24-hour averaging time, respectively. These values exceed the SCAQMD significance threshold of 10.4 µg/m³.

Figures 3 and 4 identify the downwind extent of PM₁₀ and PM_{2.5} concentrations that exceed the identified SCAQMD significance threshold.

Figure 3
PM₁₀ Concentration Contour
10.4µg/m³

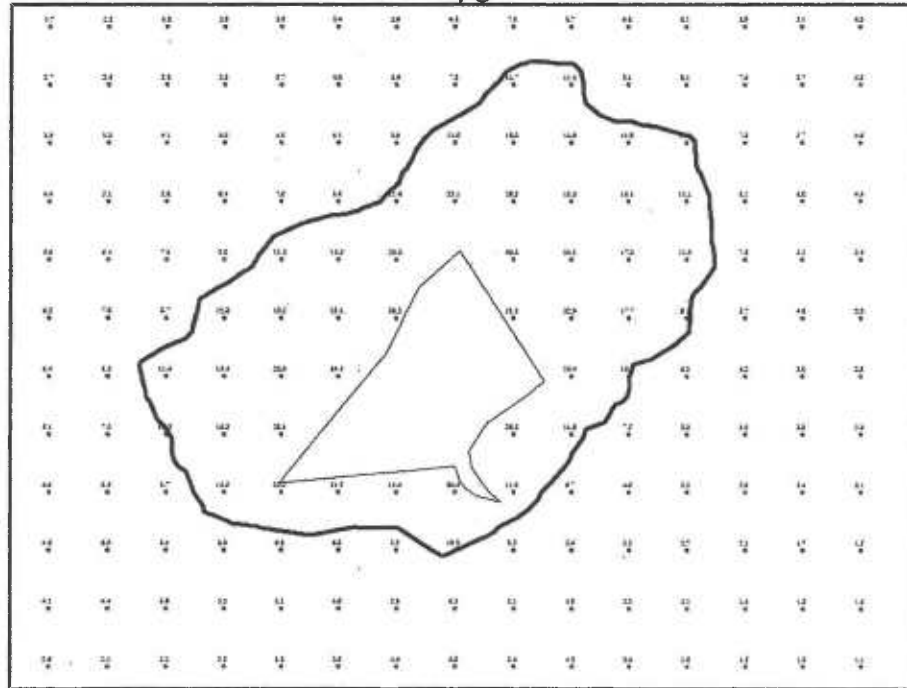
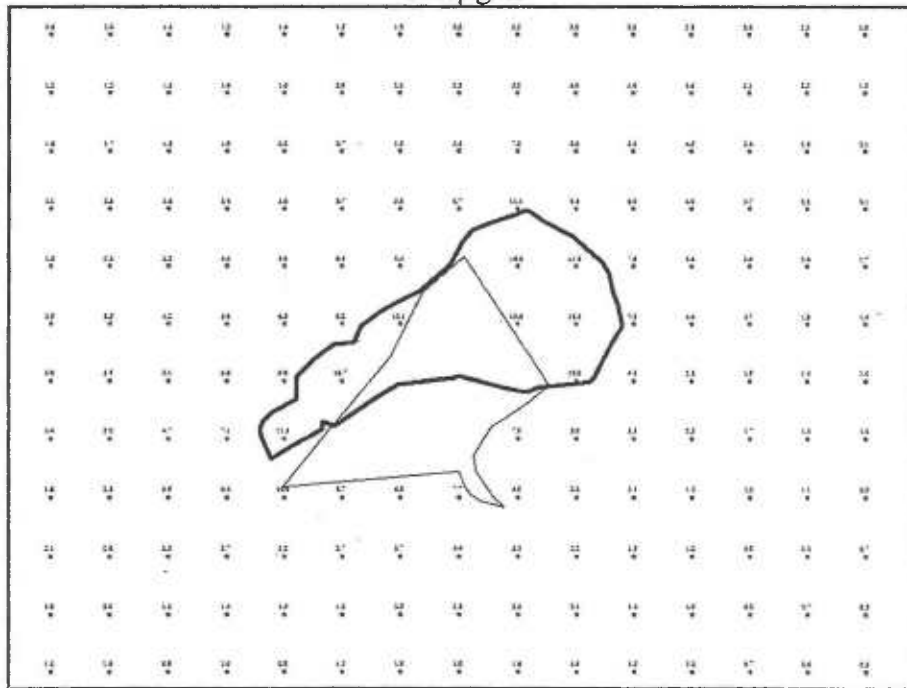


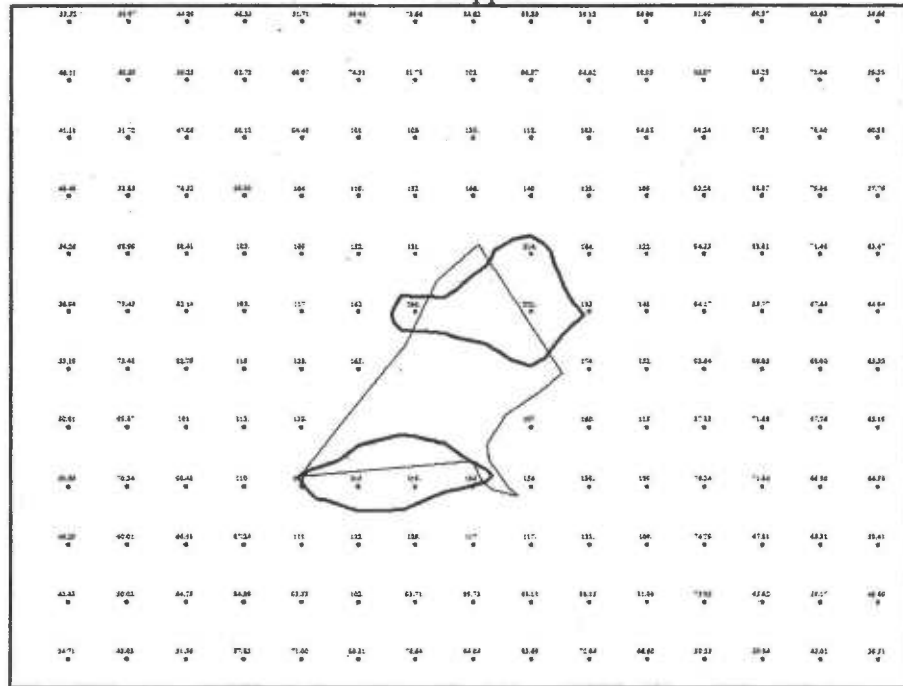
Figure 4
PM_{2.5} Concentration Contour
10.4µg/m³



For NO₂, the maximum one hour concentration of 0.1172 ppm (220.50669 µg/m³) was predicted. This concentration, when added to a background concentration of 0.0813 ppm, will cause an exceedance of the CAAQS of 0.18 ppm.

Figure 5 presents the downwind extent of NO₂ concentrations that, when added to background levels, exceed the CAAQS.

Figure 5
NO₂ Concentration Contour
> 0.18 ppm



The maximum modeled 1-hour concentration for CO of 1.01591 parts per million (ppm) (1163.41870 µg/m³) when added to an existing background concentration of 3.6 ppm, will not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.32691 ppm, (374.38110 µg/m³) when added to an existing background level of 1.4 ppm, does not cause an exceedance of the CAAQS of 9 ppm.

6.0 CONCLUSION

Results of the LST analysis indicate that pollutant concentrations of PM₁₀, PM_{2.5} and NO₂ will exceed their respective significance thresholds at residential receptors located within the identified contour intervals. As such, the analysis provides substantial evidence that the mitigation measures required by the City will not reduce pollutant concentrations and their subsequent impacts on adjoining residents.

REFERENCES

1. Arellano et al, 1990. *A Chemically Reactive Plume Model for the NO-NO₂-O₃ System*.
2. California Air Pollution Control Officers Association (CAPCOA), 1987. *Toxic Air Pollutant Source Assessment Manual for California Air Pollution Control Districts and Applicants for Air Pollution Control District Permits*, prepared by Interagency Workshop Group, (Revised) December 1989.
3. California Air Resources Board, 1997. *Methods for Assessing Area Source Emissions in California: Volume III* (Revised).
4. California Air Resources Board, 2014. ADAM: Air Quality Data Statistics.
5. California Air Resources Board, 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*.
6. California Code of Regulations, Title 17, Section 70200.
7. City of Los Angeles, 2014. Initial Study and Checklist. ENV-2014-962-MND.
8. Leighton and Associates, Inc., 2014. *Geotechnical Volume Estimates, Conceptual Solider Pile Foundations, Lot L, ARB 254, Bel Air Tract 10697 and 10699 Somma Way, Los Angeles, California*.
9. Leighton and Associates, Inc., 2014. E-mail correspondence from Joe Roe, Leighton and Associates, Inc. to Richard S. Zeilenga.
10. Liberty Investments, Inc., 2014. Professional opinion letter regarding construction activities associated with site development of 10697 and 10699 Somma Way.
11. Marshall & Swift, 1998. Dodge Heavy Construction Cost Book.
12. United States Environmental Protection Agency, 2014. AirData Data Mart.
13. United States Environmental Protection Agency, Office of Air Quality Planning and Standards, 2011. *Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-hour NO₂ National Ambient Air Quality Standard*.
14. United States Environmental Protection Agency, 2004. *User's Guide for the AMS/EPA Regulatory Model - AERMOD*. EPA-454/B-03-001.
15. United States Environmental Protection Agency, Office of Air Quality Planning and Standards, 1995. *Compilation of Air Pollutant Emission Factors, Volume 1: Stationary Point and Area Sources*, Fifth Edition. AP-42.
16. United States Environmental Protection Agency, 1986. *Guideline on Air Quality Models* (Revised). EPA-450/2-78-027R.

17. United States Environmental Protection Agency, Office of Air Quality Planning and Standards, 1995. *User's Guide for the Industrial Source Complex (ISC3) Dispersion Models*, Volumes I and II. EPA-454/B-95-003a and b.
18. South Coast Air Quality Management District, 2013. Historical Data by Year. Website:
<http://www.aqmd.gov/smog/historicaldata.htm>.
19. South Coast Air Quality Management District, 2014. Air Quality Significance Thresholds.
20. South Coast Air Quality Management District, 2014. AQMD Modeling Guidance for AERMOD.
21. South Coast Air Quality Management District, 2009. CEIDARS PM Profile Database.
22. South Coast Air Quality Management District, 2005-2009. Meteorological Data Set for West Los Angeles, California.
23. South Coast Air Quality Management District, 2008. *Final Localized Significance Threshold Methodology*.
24. South Coast Air Quality Management District, 2006. *Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*.
25. South Coast Air Quality Management District, 2005. *Sample Construction Scenarios for Projects Less than Five Acres in Size*.
26. South Coast Air Quality Management District, 1981. Meteorological Data Set for West Los Angeles, California.

APPENDIX A
Emission Calculation Worksheets

Emission Rate Summary Worksheet

PM10	Phase		Fugitive mass	Combustion mass	Fugitive g/s/m2	Combustion g/s/source
	Site Preparation/Grading		5.38	2.57	1.5982E-05	6.6355E-04
	Fugitive Source Area	5301.73 m2				
	Combustion Sources	61				
PM2.5	Phase		Fugitive mass	Combustion mass	Fugitive g/s/m2	Combustion g/s/source
	Site Preparation/Grading		1.13	2.35	3.3568E-06	6.0675E-04
	Fugitive Source Area	5301.73 m2				
	Combustion Sources	61				
NO2	Phase			Combustion mass	Combustion g/s/source	
	Site Preparation/Grading			55.73	1.4389E-02	
	Combustion Sources	61				
CO	Phase			Combustion mass	Combustion g/s/source	
	Site Preparation/Grading			30.23	7.8051E-03	
	Combustion Sources	61				

LST Emission Worksheets

Construction Activity			
Site Preparation		58,719	Square Feet ^a
Site Schedule -	130 days ^a		

Equipment Type ^a	No. of Equipment	hr/day
Rubber Tired Dozer	1	8.0
Wheel Loader	1	8.0
Excavator	1	8.0
Tractor/Loader/Backhoe	1	8.0

Construction Equipment Emission Factors			
	CO	NOx	PM10
Equipment Type ^b	lb/hr	lb/hr	lb/hr
Rubber Tired Dozer	1.106	2.382	0.099
Wheel Loader	0.468	0.861	0.046
Excavator	0.529	0.829	0.043
Tractor/Loader/Backhoe	0.375	0.497	0.034

Fugitive Dust Clearing Parameters	
Silt Content ^d	Moisture Content ^d
6.9	7.9

Fugitive Dust Stockpiling Parameters				
Silt Content ^d	Precipitation Days ^e	Mean Wind Speed Percent ^f	TSP Fraction	Area ^g (acres)
6.9	10	0.31	0.5	0.16

Fugitive Dust Material Handling					
Aerodynamic Particle Size Multiplier ^h	Mean Wind Speed ⁱ	Moisture Content ^d	Dirt Handled ^a	Debris Handled ^a	Dirt Handled ^j
	mph		cy	cy	lb/day
0.35	3.71	7.9	377	0	7,250

LST Emission Worksheets

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/hr	NOx lb/hr	PM10 lb/hr
Haul Truck ^c	0.097249	0.167225	0.001856
	CO lb/mile	NOx lb/mile	PM10 lb/mile
Water Truck ^k	0.012822	0.041846	0.001996

Construction Vehicle (Mobile Source) Operational Activity

Vehicle	hr/day	No. of One-Way Trips/Day	One-Way Trip Length (miles)
Haul Truck ^l	3		
Water Truck ^m		3	1.9

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: No. of Equipment x Hours Operated (hr/day) x Emission Factor (lb/hr) = Onsite Construction Emissions (lb/day)

Equipment Type	CO lb/day	NOx lb/day	PM10 lb/day
Rubber Tired Dozer	8.85	19.06	0.79
Wheel Loader	3.74	6.89	0.37
Excavator	4.23	6.63	0.34
Tractor/Loader/Backhoe	3.00	3.98	0.27
Total	19.8	36.6	1.8

Incremental Increase in Fugitive Dust Emissions from Construction Operations

Equations:

Clearingⁿ: PM10 Emissions (lb/day) = 0.75 x (silt content^{1.5})/(moisture content^{1.4}) x hours operated (hr/day) x (1 - control efficiency)

Storage Piles^o: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area x (1 - control efficiency)

Material Handling^p: PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)^{1.3}/(moisture content/2)^{1.4} x dirt handled (lb/day)/2,000 (lb/ton) (1 - control efficiency)

LST Emission Worksheets

Description	Control Efficiency	PM10
	%	lb/day
Clearing	61	4.70
Storage Piles	61	0.01
Material Handling	61	0.00
Total		4.71

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles			
Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)			
Vehicle	CO	NOx	PM10
	lb/day	lb/day	lb/day
Haul Truck	0.29	0.50	0.01
Water Truck	0.15	0.48	0.02
Total	0.44	0.98	0.03

Total Incremental Localized Emissions from Construction Activities			
Sources	CO	NOx	PM10
	lb/day	lb/day	lb/day
On-site Emissions	20.26	37.54	6.51

Combustion and Fugitive Summary	PM2.5 Fraction ^a	PM10	PM2.5
		lb/day	lb/day
Combustion (Offroad)	0.92	1.78	1.63
Combustion (Onroad)	0.96	0.03	0.02
Fugitive	0.21	4.71	0.99
Total		6.51	2.65

Notes:

Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell. Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) Based upon specific and proposed project information.

b) LST Off-Road Emission factors for calendar year 2014.

c) CARB Emfac 2011 HHDT idle emission rate for calendar year 2014.

d) USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations

e) Table A9-9-E2, SCAQMD CEQA Air Quality Handbook, 1993

f) Mean wind speed percent - percent of time mean wind speed exceeds 12 mph for ending hours 9 to 16 from SCAQMD West Los Angeles meteorological data set.

g) Assumed storage piles are 0.16 acres in size

LST Emission Worksheets

- h) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for $< 10 \mu\text{m}$
- i) Mean wind speed -average wind speed for ending hours 9 to 16 reported in SCAQMD West Los Angeles meteorological data set.
- j) Assuming 0,377 cubic yards of dirt handled [(0,377 cyd x 2,500 lb/cyd)/130 days = 7,250 lb/day]
- k) 2009 fleet year. <http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html>.
- l) Assumes 38 loads per day over 6 hours with 5 minute haul truck idle time.
- m) Assumed six foot wide water truck traverses over 58,719 square feet of disturbed area
- n) USEPA, AP-42, July 1998, Table 11.9-1, Equation for bulldozer, overburden, $\leq 10 \mu\text{m}$
- o) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-450/2-92-004, Equation 2-12
- p) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, Equation 1
- q) Includes watering at least three times a day per Rule 403 (61% control efficiency).
- s) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

LST Emission Worksheets

Construction Activity (continued)			
	Site Preparation	58,719	Square Feet ^a
Site Schedule -	130 days ^a		

Equipment Type ^a	No. of Equipment	hr/day
Bore/Drill Rig	1	8.0
Crane	1	8.0
Pump	1	6.0

Construction Equipment Emission Factors			
Equipment Type ^b	CO	NOx	PM10
	lb/hr	lb/hr	lb/hr
Bore/Drill Rig	0.503	0.711	0.025
Crane	0.455	1.106	0.047
Pump	0.287	0.443	0.029

Drilling			
Number of Piles ^a	Lineal Feet ^a	Lineal Feet hr	
270	27000	26.0	

Construction Vehicle (Mobile Source) Emission Factors			
Vehicle	CO	NOx	PM10
	lb/hr	lb/hr	lb/hr
Cement Truck ^c	0.097249	0.167225	0.001856

Construction Vehicle (Mobile Source) Operational Activity	
Vehicle	hr/day
Cement Truck ^d	6

LST Emission Worksheets

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: No. of Equipment x Hours Operated (hr/day) x Emission Factor (lb/hr) = Onsite Construction Emissions (lb/day)

Equipment Type	CO lb/day	NOx lb/day	PM10 lb/day
Bore/Drill Rig	4.02	5.69	0.20
Crane	3.64	8.85	0.37
Pump	1.72	2.66	0.18
Total	9.39	17.19	0.75

Incremental Increase in Fugitive Dust Emissions from Construction Operations

Equation:

Drilling^e: PM10 Emissions (lb/day) = ((number of piles)/(lineal feet/lineal feet per hour/operational hours per day)) x (1.3 lbs TSP per hour x 0.64) x (1-control efficiency/100)

Description	Control Efficiency %	PM10 lb/day
Drilling	61	0.67
Total		0.67

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/hr) x Hours Operated (hr/day) = Mobile Emissions (lb/day)

Vehicle	CO lb/day	NOx lb/day	PM10 lb/day
Cement Truck	0.58	1.00	0.01

Total Incremental Localized Emissions from Construction Activities

Sources	CO lb/day	NOx lb/day	PM10 lb/day
On-site Emissions	9.97	18.19	1.43

LST Emission Worksheets

Combustion and Fugitive Summary	PM2.5 Fraction^f	PM10	PM2.5
Combustion (Offroad)	0.92	lb/day 0.75	lb/day 0.69
Combustion (Onroad)	0.96	0.01	0.01
Fugitive	0.21	0.67	0.14
Total		1.43	0.84

Notes:

Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell.

Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) Based upon specific and proposed project information.

b) LST Off-Road Emission factors for calendar year 2014.

c) CARB Emfac 2011 HHDT idle emission rate for calendar year 2014.

d) Assumes 115 cubic yards of concrete pumped per day at a rate of 150 cubic yards per 8 hour day.

e) USEPA, AP-42, Oct 1998, Section 11.9 Wester Surface Coal Mining, Table 11.9-4. CARB, Section 7.7 Methods for Assessing Area Source Emissions, Oct 1997.

f) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

APPENDIX B

Dispersion Model Input Summary Table

Dispersion Model Input Summary Table

Area Fugitive	ID	X	Y	ZS	RH	V	SZ	Q PM10	Q PM2.5
	S1	366060.30	3773218.81	0	0	16	1	1.5982E-05	3.3568E-06
		366023.99	3773274.57						
		366006.06	3773258.79						
		365992.97	3773231.19						
		365946.35	3773175.01						
		366021.85	3773181.69						
		366023.98	3773175.80						
		366026.47	3773172.15						
		366030.51	3773169.27						
		366041.07	3773166.58						
		366036.08	3773171.19						
		366028.78	3773181.94						
		366028.59	3773183.87						
		366028.01	3773188.46						
		366035.82	3773200.76						
		366050.86	3773210.97						

Volume Exhaust	ID	X	Y	ZS	RH	SY	SZ	Q PM10	Q PM2.5	Q NO2	Q CO
	C1	366033.07	3773171.22	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C2	365955.84	3773178.98	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C3	365966.00	3773178.98	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C4	365976.00	3773179.30	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C5	366026.00	3773177.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C6	365966.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C7	365976.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C8	365986.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C9	365996.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C10	366006.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C11	366016.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
	C12	366026.00	3773187.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03

C51	366036.00	3773247.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C52	366008.00	3773257.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C53	366016.00	3773257.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C54	366026.00	3773257.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C55	366034.36	3773256.53	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C56	366016.00	3773265.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C57	366026.00	3773267.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C58	365986.00	3773180.59	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C59	365995.58	3773181.24	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C60	366005.92	3773182.21	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03
C61	366053.43	3773227.00	0	5	4.65	1.4	6.6355E-04	6.0675E-04	1.4389E-02	7.8051E-03

APPENDIX C
Dispersion Model Input/Output Files (Electronic Format)

THIS PAGE INTENTIONALLY LEFT BLANK

DECLARATION OF LARRY KOPALD

RE NOISE AND VIBRATION IMPACTS

I, Larry Kopald, a homeowner in the Bel Air Community of Los Angeles, California, do declare and state as follows:

1. I have personal knowledge of the matters set forth in this declaration and would competently testify to the accuracy and truth of the facts set forth in this declaration, under oath, if called as a witness in any administrative or judicial proceeding.

2. I own a home and reside at 10661 Somma Way in the Bel Air Community, which is a relatively small hilly area, approximately 6 miles square in total. Somma Way is a short narrow dead end road, surrounded by steep hillsides, and is accessed by Stone Canyon Road. I have lived there with my family for approximately 14 (fourteen) years.

3. In the past two years, as the City has rapidly accelerated its approval of truck route haul permits, for the export of earth from mega sized home development sites in the Bel Air hills, my peace and enjoyment of my home and yard have been severely degraded, by large trucks going to or from the construction sites throughout the Bel Air Community, to export vast quantities of earth, and from other large construction-related trucks, such as cement mixers. A true and correct copy of a list of those large construction sites, compiled from the City's approved haul route permits for the Bel Air Community, is attached to this declaration as Exhibit A. The information in Exhibit A was compiled from the City's public records, including approved or pending haul route permits in the Bel Air Community.

4. The large trucks, as they come and go on Stone Canyon Road, to export dirt from the construction sites, cause my home to vibrate and cause loud noises as they pass, including from screeching air brakes as they slow to navigate Stone Canyon Road, or slow or stop to meet on oncoming vehicles/trucks. The acceleration of the trucks, after they slow or stop, is also very loud.

5. These haul truck noises and vibrations, and those associated with other construction-related trucks trips, such as large cement trucks, have increased in frequency as the City has approved more and more haul route permits for vast construction sites in the Bel Air Community, for commercial sized buildings (masquerading as "single family homes") ranging in size from 20,000 to over 90,000 square feet, including the haul route permit currently being considered by the City's Board of Building and Safety Commissioners for a 40,316 square foot home at 10697 Somma Way ("the Somma Way Project"), very near my home. The Somma Way Project will turn Somma Way into the next Bel Air neighborhood disaster, the same as happened on Stradella Road above my house, when the City approved a 90,000 plus square foot house at

EXHIBIT P

944 Ariole Way. The 944 Ariole Way project uses Stradella as its primary haul route to export approximately 40,000 cubic yards of dirt, which started in April 2014. The noise impacts on Stradella have been severe and unmitigated. Somma Way, a narrow street surrounded by very steep hills, will be even worse than Stradella. The Stradella nightmare is discussed in the Declaration of Maureen Levinson, also submitted to the City, with the videos she made, including Exhibit C to this declaration.

6. These vast commercial sized buildings, typically built into the sides of hills to maximize views, require the export of huge quantities of earth, including from the Somma Way Project, which proposes the export of 29,474 cubic yards of earth, not including dirt export for caissons and/or pylons. A true and correct copy of the Somma Way Project Notice of Public Hearing, confirming the proposed export of 29,474 cubic yards of earth, is attached to this declaration as Exhibit B. At a typical load of 10 cubic yards per haul truck (as disclosed in the City Department of Transportation letter), the Somma Way Project, alone, will contribute approximately 6,000 new truck trips to Stone Canyon Road (3,000 trips in and 3,000 trips out with dirt); to the many thousands of truck trips already approved by the City for other mega sized "home" construction projects, using the four major north/south access roads into the Bel Air neighborhood, including Stone Canyon Road, which connects to Somma Way. All of these narrow roads in the Bel Air Community are similarly impacted by the City's past and pending approvals of larger and larger mega sized buildings in the hills of Bel Air, under the fiction that they are merely "single family homes."

7. The number of noisy trucks disturbing our family has increased from a few a day, approximately two years ago, to several noisy trucks going by my home every several minutes, all day long, with every indication that it is about to get worse, with the City's imminent approval of more haul route permits for mega sized "homes," including one for the Somma Way Project. It is extremely important to note that Somma Way is a tiny narrow street, in a very steep and narrow canyon. As a result, both noise and vibration are amplified. Even a lawnmower at a house 500 feet away is both heard and felt at our home.

8. I understand that the City purports to limit the hours of operation for such trucks, pursuant to the terms of the haul route permits it issues, but those restrictions are not regularly enforced by the City, and thus are routinely violated. (See attached Exhibit C video prepared by Maureen Levinson, for the Bel Air Homeowners Alliance). Even if they were enforced, and the hours of operation were limited to 9:00 to 4:00, my family's enjoyment of our home would still be severely degraded during the entire day. Consequently, under current conditions, it is no longer possible for anyone in my family to take a nap at any point during the day, to have an uninterrupted conversation with family members or guests for more than several minutes, or to enjoy our backyard. Perhaps more importantly, we have built a dual home office for both my wife and myself, which is used by one or both of us on a daily basis. When large trucks pass the

house today it is already disruptive. Adding thousands more trips, with a truck every few minutes, will make conducting business nearly impossible.

9. The Bel Air Homeowners Alliance, of which I am a participant and financial supporter, created a video showing the existing conditions described above, on various streets in the Bel Air Community, including on Stone Canyon Road, next to Somma Way. I have reviewed the video in its entirety, which is attached as Exhibit C. From my personal observations and experiences, the video accurately depicts, and is representative of, the current conditions in the Bel Air Community on any given day, including on Stone Canyon Road, the street in front of my house. These conditions exist currently, without adding yet another 6,000 plus new truck trips to Somma Way and Stone Canyon Road, which will result from City's proposed approval of a new haul permit for the Somma Way Project.

10. The Bel Air Community, with its narrow winding roads and steep hillsides on either side, used to be a quiet tranquil neighborhood up until 2013. The roads in that neighborhood were never designed to accommodate thousands upon thousands of large trucks, hauling out the sides of mountains to build large commercial buildings, the size of medium and large sized hotels, under the false pretense that they are "single family homes." Adding another 6,000 plus truck trips for the Somma Way project, will add yet more noise to the already terrible conditions. In addition, the residents of Somma Way paid to have our small street upgraded from a dirt road around fifteen years ago, working with the city. The cost was substantial, approximately \$13,000 per homeowner. The \$50,000 bond imposed by the City for street damage will obviously not cover the cost to replace the paving on Somma Way, after 6,000 large truck trips destroy it.

11. I have just learned that the City is now proposing to approve yet another haul route permit for yet another building site at 10830 Chalon Road, which will also export substantial dirt on Bel Air's narrow roads. Even this smaller project, requiring export of approximately 10,000 cubic yards of earth, will add approximately 2,000 more truck trips (in and out) to the Bel Air Community's roads. The adverse cumulative impact upon the Bel Air neighborhood is not abating, rather it is accelerating each and every month as the City approves what appears to be an unlimited number of new haul route permits, month after month, for the very limited number of narrow roads in our neighborhood, without studying, disclosing and mitigating the cumulative truck trip impacts.

I declare under penalty of perjury that the foregoing is true and correct. Executed this 20th day of August 2014, at Bel Air, California.



Larry Kopald
Declarant

EXHIBIT A

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

EXHIBIT A

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

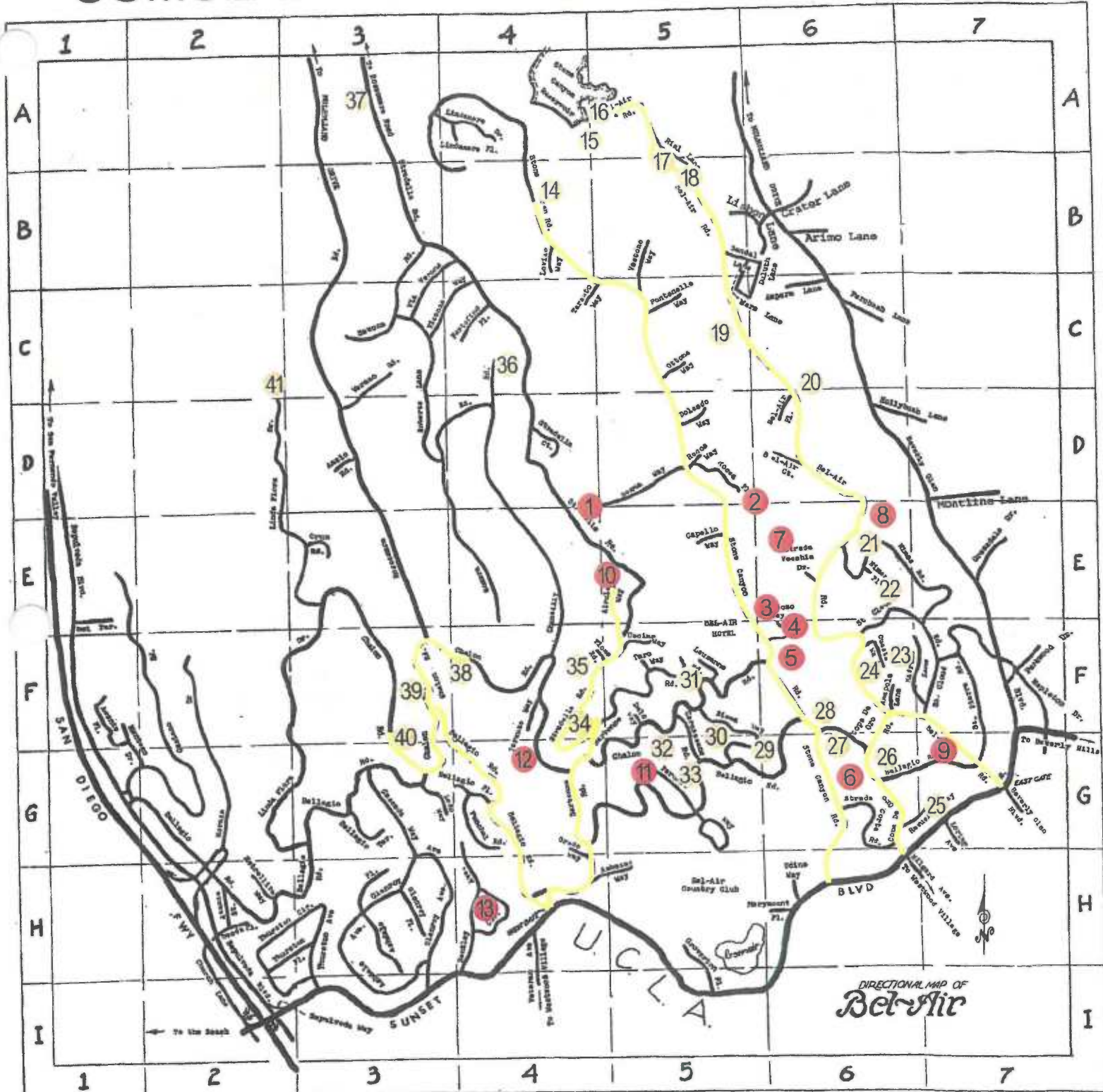
BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

CUMULATIVE BEL AIR CONSTRUCTION



DIRECTIONAL MAP OF
Bel Air

ACARFO ES. E-2
 AGRAPPO PL. P-2
 AIDRUE MAY E-5
 ANAPOA LAKE P-6
 AIDAZAO MAY E-5
 AODRALLE AVE E-3
 ANSOLAS PL. E-3
 ANZIO RD. D-3
 BEL-AIR RD. P-4
 BEL-AIR PL. D-6
 BEL-AIR CT. D-6
 BELLAGIO RD. C-7
 BELLAGIO PL. C-7
 BELLAGIO TRD. C-7
 BERTINI AVE E-4
 BIRWLEY CIL. E-4
 BEVERLY GLEN S LVD O-7
 BEL FERRAS E-1

GAPELLO MAY E-5
 GARCASSONE RD. E-5
 GALLIANO MAY C-5
 GASCADA MAY P-5
 CECILIA MAY P-5
 CHALOS RD. P-5
 CHANTILLY RD. E-4
 COPE OR ORD MAY C-6
 LINDO C-6
 C-6
 DOLEDO MAY D-6
 DOLO MAY P-5
 DUNN LANE D-6
 ESTRELLITA MAY H-2
 FORTWELLAY MAY C-5
 FURCHAL RD. C-4

OLEMROY PL. E-3
 OLEBROY AVE H-3
 OLANO MAY H-3
 GROVATON PL. H-3
 HILDARD AVE H-5
 LONING AVE O-7
 LAUSARE RD. P-5
 LEDO MAY E-3
 LEVICO MAY E-4
 LINDA FLORA DR. E-2
 LINDHURST LANE E-4
 LINDHURST PL. A-4
 LA SION LANE E-6
 LA SION LANE E-6
 HARTHOUR FL. E-6
 HORTON DR. D-2
 HORTON DR. P-1
 Hopton Dr. P-7
 HARR LANE C-5

WDEB RD. E-6
 WDEB PL. E-6
 OURN RD. E-3
 OTTUM MAY C-5
 ORTIZ LK. A-5
 OYADA PL. H-3
 OYADA MAY C-5
 PORTOLIO PL. C-4
 FREEMOD DR. P-7
 REVELLA WAT C-6
 RIAL LAKE A-5
 ROBERTO MAY C-3
 ROCCA PL. D-5
 ROCCA WAT E-3
 ROCHARE RD. E-3

SARIAL LANE E-5
 SANCHEZ RD. D-4
 SAVONA WAT C-3
 SERRA MAY P-5
 SERRA RD. E-4
 SOMMA WAT D-5
 STONE OAKTON RD. C-6
 STRADA CORA C-6
 STRELLA DR. E-6
 STRABELLA RD. D-4
 STRABELLA CT. D-4
 ST. CLAUD RD. P-7
 ST. FERRE RD. P-7
 DUBERT RD. I-3
 SAN DIEGO WAT H-1
 SEPULVEDA BLVD. E-1
 SEPULVEDA WAT I-2

TARANTO MAY C-4
 TARTO WAT P-5
 TARTO WAT P-5
 TRUNTON CIR. H-2
 TRUNTON PL. H-2
 TRUNTON AVE H-1
 TRUNTON WAT P-6
 UDINE WAT H-6
 VERANO RD. C-5
 VESTONE WAT C-5
 VIA VERONA C-3
 VICENZA WAT H-2
 VERONA AVE C-3
 WESTWOOD S LVD I-5

EXHIBIT B

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
INTERIM PRESIDENT

E. FELICIA BRANNON
JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

August 4, 2014

BOARD FILE: 140029
C.D.: 5

WPG 10697 Somma, LLC
650 Grant Street
Santa Monica, CA 90405

JOB ADDRESS: 10697 WEST SOMMA WAY
TRACT: BEL-AIR; LOT(S): PT LT L

The Board of Building and Safety Commissioners, at its meeting of July 15, 2014, gave consideration to the application by Shannon Nonn, to export 29,474 cubic yards of earth, from the above-referenced property.

The Board took the following actions:

Continue the matter until the Board of Building and Safety Commissioner's regular meeting of August 26, 2014. The Board Convenes in Room 900, 201 North Figueroa Street, Los Angeles. The matter will be considered in the order it appears on the posted agenda, but no earlier than 9:30 a.m.


Van Ambatielos, Interim President

BOARD OF BUILDING AND SAFETY COMMISSIONERS

CJ:at
140029.CL

c: Pr. Insp. M. Martin
Noah Mulstein, CD 5
Shannon Nonn
Fredric Rosen
Daniel Love
Hayward Fisk
Maureen, Levinson
Craig Colich
John Oppenorth
Dean Hallo
Jason Settle
Ty Cueva
Louella and Jeffrey Kanew
Andrew Chan
Paige Schechman
Andrew Joseph
The Applebaum Family
Farra Mirabadi
Andrea & Larry Kopald

Dr. Chester Karrass
Sharon Dunas
Maari and Robert Herscu
Allen Moshiri
Scott Fishburn
Jeffrey Haber
Jose Contreras
Mark and Monica Kelson
Mary and Chad Lund
Drs. Abbe and Rodney Barron
Sutton and Christian Stracke
Lisa and Eric Eisner
April and David Tausik
Candice and Robert Chapman
Jack Roth
Sharon and Larry Ryan
Mikhail and Iriya Aptor
Barry and Carole Hirsch
Janice Lazarof

EXHIBIT C

**(*SEE* EXHIBITS B AND D TO THE
MAUREEN LEVINSON DECLARATION)**

The Board of Building and Safety Commissioner
Room 1080
201 North Figueroa
Los Angeles, Ca. 90012

To Whom It May Concern:

My name is Yan Lin Kaye, My family lives at 830 Linda Flora in Bel Air. My husband and I have been living in Bel Air for 15 years.

Last week, I took my kids to visit my friends on Stradella Road. The entire time we were by the pool (which is quite far from the road), we were hearing the non-stop roar of the construction truck rolling down the road. It was a nerve-racking experience and I pity my friends subjected to this kind of abuse month after month.


The noise frightened my 6 years old daughter who asked me what was going on with all these loud noises? She told me that she was scared by it. On the way home, I found myself literally facing a 20 ton truck, in a part of Stradella where, to top it all, they had only one lane due to some unrelated digging on one side of the road. If I didn't have good brakes on my car, we would have collided. My daughter started crying and said that she would not go back there again. She was extremely frightened... I never thought that going two miles away from my house in my neighborhood would become such a dangerous adventure. The visit was a very unhappy one...and yes, they had flagmen....

At the moment, we are watching an over sized house being built directly across from our home. It is really disturbing and sad to watch what's happening to our neighborhood. They are digging into the mountain in order to build this mega construction. Wondering why the city is allowing the raping of Bel Air?

We teach our kids to respect and protect the environment. What do I tell my daughter when she asks: Mom, why are they building so many walls? Why are they turning it ugly? What do I tell her? Oh, Honey, money talks... just a bunch of greedy people out there, working hand in hand with city officials to make a fast buck...?

It's time for us to wake up and stop the people who are trying to ravage the natural beauty of Bel Air!

Sincerely,



Yan Lin Kaye

EXHIBIT Q

August 15, 2014

The Board of Building and Safety Commissioners
Room 1080
201 North Figueroa Street
Los Angeles, CA 90012

To whom it may concern:

This letter serves as our statement as to the intolerable conditions we have been living through with several massive construction sites that use Stradella Road as a hauling route. Our family of three reside at 910 Stradella Road (below and to the right of the Airole Way construction site). We have been residents in Bel Air for 54 years. Listed below is how our living conditions have changed, especially since the removal began of approximately 40,000 cubic yards of hillside dirt from 944 Airole Way to make way for a 96,000 square foot single family home:

Noise and vibrations from 944 Airole Way: During house demo, the exporting and compaction of soils, equipment drill rigs, caisson drilling was so loud it was bothersome, it made working at our home office and studio difficult.

Noise Workers & Parking: Workers, trucks and cars parking, loitering, talking, trash and litter, spray paint graffiti on site covering, workers looking into our property from street, walking and talking starting before 7 am, leaving cars/trucks parked going up Stradella Road overnight, drivers and residents horns at all hours honking because it is around a blind dangerous curve. Prior to the No Parking signs, we could not safely turn onto Stradella (many near collisions) and could not make a right turn out of our driveway due to parked construction vehicles.

Personal Property Damage: During late Spring of 2014 someone cut the back support ties on both our gate covers (with knife) exposing our house within a 2-hr period on weekday 3:30-5:30pm.

DWP Outages: During 944 Airole Way's demolition, the site workers pulled the main underground power-line out which was attached to a city hub; leaving the adjacent properties, including ours, without power for over 2 days until the city installed emergency backup. We lost all frozen food and other foods, could not use computers, daughter could not do homework/ result lower grade, my husband could not complete deadline work, no alarm system, used candles to walk around house at night and get dressed, plus we could not bathe for two days.

I couldn't even make coffee. No apology, no accommodation...nothing!!

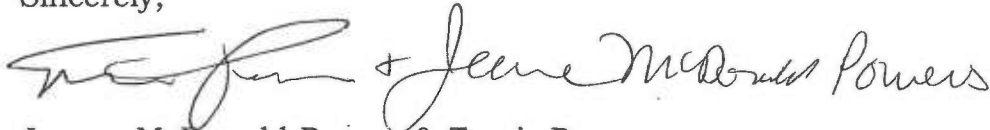
EXHIBIT R

Dirt & Dust: The airborne construction site dirt and dust continues to be a horrendous problem. Our daughter's allergy and asthma symptoms have worsen. All outside furniture especially padded materials have darken, look worn and have a sticky consistence when touched, all will require replacement (cushions, chairs, pillow, chaise lounge pillows, bench covers). We have 3 autos and can't keep them clean. The day after we have a car wash they're dirty again so this inconvenience and ongoing additional expenses is bothersome.

Stradella Road Condition: The street is ruined and again is riddled with potholes. It was just replace a year or so ago and needs to be redone again. My husband and I have both had to replace multiple tires within the last six months.

One mile to Sunset: Our drive to Sunset use to take 2-3 minutes, now it can take an extra 10 minutes since (4) Stradella construction sites are happening simultaneously.

Sincerely,

Handwritten signature of Travis Powers and Jeane McDonald Powers. The signature is written in cursive and includes a plus sign between the two names.

Jeanne McDonald-Powers & Travis Powers
jeannemac@aol.com

BEL AIR CUMULATIVE HAUL ROUTE MATRIX

Cumulative Projects with Soil Exported Offsite (Approved, Pending & Probable Future)

Map ID No.	Address	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
1	10697 Somma Way	40,000 sq. feet	8-26-14 hearing	29,474 cubic yds export	5,895	Haul Route Permit Pending	Proposed MND
2	10515 Rocca Place	11,000 sq. feet	Not yet	3,796 cubic yds export	760	Project App. Pending	Submission to Neighborhood Council
3	Tortuoso Way – Lot A	45,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
4	Tortuoso Way – Lot B	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
5	Tortuoso Way – Lot C	25,000 sq. feet	Not yet	16,000 cubic yds export	3200	Concept	Owner
6	360 Stone Canyon	40,000 sq. feet (est)	Not known	3,883 cubic yds	777	On Going	LADBS Permits

Map ID No.	Approved Projects	Proposed House Size	Date Haul Permit Issued	Proposed Dirt Export	Truck Trips	Status	Source
7	901 Strada Vecchia	30,000 sq. feet (est)	None	857 cubic yds export	172	Project Stopped	LADBS Permits
8	924 Bel-Air Road	32,495 sq. feet	4-22-14 hearing	21,414 cubic yds export	4,283	On going	Proposed MND
9	10451 Bellagio Rd.	Not available	8-15-14 hearing	2,210 cubic yds export	442	On going	BBSC Website
10	944 Airole	96,000 sq. feet	3-14-14 hearing	43,955 cubic yds export	8,791	On going	LADBS Permits
11	675 N. Perugia Way	Not known	3-11-14 Hearing	2,718 cubic yds export	544	On going	BBSC Website
12	10830 Chalon Rd.	10,000 sq. feet	Not known	9,802 cubic yds export	1,961	In planning	Submission to Neighborhood Council
13	281 N. Bentley Circle	Not available	7-15-14 hearing	2,830 cubic yds export	566	On going	BBSC Website
	Totals			168,939 cubic yds export	33,791 Truck Trips		

**BEL AIR CUMULATIVE CONSTRUCTION PROJECTS
(Approved and Probable Future Projects – No Haul Route Permit)**

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
14	1516 Stone Canyon Road	Demolition and grading permits for future home (size unknown)	Ongoing	LADBS Permits
15	1951 Bel Air Road	New home approx. 15,000 sq. ft.	Ongoing	LADBS Permits
16	1950 Bel Air Road	New home approx. 20,000 sq. ft.	Ongoing	LADBS Permits
17	1804 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
18	1816 Rial Lane	New home approx. 10,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
19	1449 Bel Air Road	New home with basement and garage; size unknown	Ongoing	LADBS Permits
20	1200 Bel Air Road	New 3-story home with basement; size unknown	Ongoing	LADBS Permits
21	908 Bel Air Road	New 2-story home with basement; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
22	805 Nimes Road	Large ongoing development; full scope and size unclear from LADBS documents	Ongoing	LADBS Permits; visual inspection

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
23	454 Cuesta Way	New home; approx. 26,000 sq. ft.	Pending	LADBS Permits; Application submission to Neighborhood Council
24	457 Cuesta Way	Major structural remodel and expansion; size unknown	Pending	LADBS Permits; Application submission to Neighborhood Council
25	10460 Revuelta Way	New home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info from contractor
26	312 Copa de Oro	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
27	10550 Bellagio Road	Large new home; approx. 42,000 sq. ft. plus habitable basement.	Ongoing	LADBS Permits
28	620 Stone Canyon Road	New home; approx. 55,000 sq. ft.	Ongoing	LADBS Permits
29	638 Siena Way	New home; approx. 10,000-12,000 Sq. ft.	Ongoing	LADBS Permits; info. from contractor
30	671-673 Siena Way	Large new home; size unknown	Ongoing	LADBS Permits; visual inspection
31	822 Sarbonne Road	Major renovation and expansion of large home; size unknown	Ongoing	LADBS Permits; visual inspection; info. from contractor
32	670 Perugia Way	New home; approx. 14,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor

MAP ID NO.	ADDRESS	DESCRIPTION OF PERMIT/PROJECT	STATUS	SOURCE
33	642 Perugia Way	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor
34	800 Stradella Road	Large new home; approx. 20,000 sq. ft.	Ongoing	LADBS Permits; applicant submission to Neighborhood Council
35	833 Stradella Road	New 3-story home and 2-story pool house; size unknown	Ongoing	LADBS Permits
36	1210 Chantilly Lane	New 3-story home; size unknown	Ongoing	LADBS Permits
37	1979 Stradella	New 4-story home; size unknown	Ongoing	LADBS Permits
38	10936 Chalon Road	Large new home; size unknown	Ongoing	LADBS Permits
39	10979 Chalon Road	Large new home with multiple accessory structures; approx. 28,000 sq. ft.	Ongoing	LADBS Permits; info. from contractor.
40	11201 Chalon Road	42,000 sq. ft. new home with 15,000 sq. ft. guest house	Ongoing	LADBS Permits
41	1400 Linda Flora Dr.	Large new home; approx. 50,000 sq. ft.	Ongoing	LADBS Permits; info. from applicant

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK



11201 Chalon Road, Los Angeles,...

Google earth



11201 Chalon Rd, Los Angeles, CA 90049, USA



EXHIBIT V

Bellagio Rd

Leido Way

gle



944 Airole Way, Los Angeles, CA

Google earth



944 Airole Way, Los Angeles, CA 90077, USA



Shredell Rd

Somma Way



901 Nimes Place, Los Angeles, CA

Google earth

Ber-Air Rd



901 Nimes Pl, Los Angeles, CA 90077, USA



STOWELL, ZEILENGA, RUTH,
VAUGHN & TREIGER LLP

ATTORNEYS AT LAW

4590 E. THOUSAND OAKS BLVD. • SUITE 100
WESTLAKE VILLAGE, CA 91362

TEL: (805) 446-1496 • FAX: (805) 446-1490
www.szrlaw.com

DAVID T. STOWELL
RICHARD S. ZEILENGA
JAMES D. VAUGHN
ADAM K. TREIGER

DAVID C. RUTH
RETIRED
ERIC H. HALVORSON
OF COUNSEL

November 6, 2014

By Hand Delivery

Ms. Sharon Gin
Office of City Clerk
City Hall
200 N. Spring Street, Room 395
Los Angeles, CA 90012

Re: Appeal From: Appeal from the Board of Building & Safety Commissioners
Appeal To: The City Council
Regarding Case No: Board File Number 140089, ENV-2014-962-MND
Project Address: 10830 W. Chalon Road
Final Date To Appeal: November 7, 2014

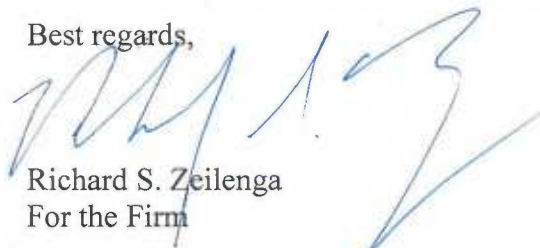
Dear Ms. Gin:

Please find enclosed the following the original signed appeal on behalf of the Bel Air Homeowners Alliance, regarding the above-referenced haul route permit and our challenge to the MND approved by the Board of Building & Safety Commissioners.

Please sign a copy of this letter below, where indicated, or file stamp this letter with today's date, to reflect receipt by the City Clerk's office today.

Thank you for your very helpful assistance with regard to the filing of the appeal.

Best regards,



Richard S. Zeilenga
For the Firm

RSZ:bsm
Enclosure

Received by Sharon Gin on November 6, 2014.


Sharon Gin

Ms. Sharon Gin
Office of City Clerk
November 6, 2014
Page 2

cc: *Via e-mail w/encl. (Appeal without Exhibits):*

Honorable Councilman Paul Koretz, Council District 5
Mike Feuer, Esq., City Attorney, City Attorney's office
Joan Pelico, Chief of Staff, Council District 5
Shawn Bayliss, Director of Planning and Land Use, Council District 5
Noah Muhlstein, Planning Deputy, Council District 5
Michael LoGrande, Director of Planning, Department of City Planning
Raymond Chan, General Manager, Department of Building and Safety
Jeff Napier, Department of Building and Safety
Bel Air/Beverly Crest Neighborhood Council
Cora Johnson, Board Secretary for the Board of Building and Safety Commissioners

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

November 6, 2014

BOARD FILE: 140089
C.D.: 5

HHP Investments, L.P.
P.O. Box 765 P
Beverly Hills, CA 90213

JOB ADDRESS: 10830 WEST CHALON ROAD
TRACT: TR 9745; BLK 1; LOT 3 (Arb 1 & Arb 2)
TRACT: TR 7656; BLK 2; LOT 12 (Arb 3 & Arb 4)

The Board of Building and Safety Commissioners, at its meeting of October 28, 2014, gave consideration to the application by Tag Front, to export 9,802 cubic yards of earth, from the above-referenced property.

The Board took the following actions:

1. FIND that with the imposition of the mitigation measures described in the MND, and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental quality Act.
2. ADOPT the Mitigated Negative Declaration ENV-2014-962-MND.
3. APPROVE the application subject to all conditions specified in the Department's report dated October 18, 2014 with the following condition:
 - a. Item C.13 shall be added as follows:

Provide a truck placard with the project address.

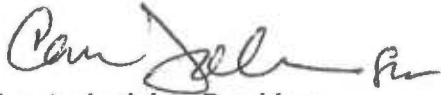
This action becomes effective and final when ten calendar days have elapsed from the date of the Board's action, unless an appeal is filed to the City Council pursuant to Section 91.7006.7.4 of the Los Angeles Municipal Code.

Page 2

Job Address: 10830 WEST CHALON ROAD

Board File: 140089

When a proposed Negative or Mitigated Negative Declaration has been approved, Public Resources Code Section 21152(a) requires that a Notice of Determination ("NOD") be filed within five working days after the effective date of the decision. The filing of the NOD with the County Clerk starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.



Van Ambatielos, President

BOARD OF BUILDING AND SAFETY COMMISSIONERS

NOT VALID WITHOUT STAMP AND SIGNATURE

CJ:mct

140089.FAL

c: Sr. Grading Inspector S. Valenzuela
Noah Muhlstein
Tag Front
Emanoel Sadighpour
Ronnie Baker
Gary Hunt
Neill Brower

October 28, 2014

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

October 18, 2014

BOARD FILE NO. 140089
C.D.:5 (Councilmember P. Koretz)

Board of Building and Safety Commissioners
Room 1080, 201 North Figueroa Street

APPLICATION TO EXPORT 9,802 CUBIC YARDS OF EARTH

PROJECT LOCATION: 10830 WEST CHALON ROAD

TRACT: TR 9745 TR 7656

BLOCK: BLK 1 BLK 2

LOT: 3 (Arb 1 & Arb 2) 12 (Arb 3 & Arb 4)

OWNER:

HHP Investments, L.P.
P.O. Box 765 P
Beverly Hills, CA 90213

APPLICANT:

Tag Front
1117 N. Sherbourne Drive
West Hollywood, CA 90069

The Department of Transportation (DOT) and the Department of Public Works (DPW) have reviewed the subject haul route application and have forwarded the following recommendations to be considered by the Board of Building and Safety Commissioners (Board) in order to protect the public health, safety and welfare.

CONDITIONS OF APPROVAL

Additions or modifications to the following conditions may be made on-site at the discretion of the Grading Inspector, if deemed necessary to protect the health, safety, and welfare of the general public along the haul route.

Failure to comply with any conditions specified in this report may void the Board's action. If the hauling operations are not in accordance with the Board's approval, The Department of Building and Safety (DBS) shall list the specific conditions in violation and shall notify the applicant that immediate compliance is required. If the violations are not corrected or if a second notice is issued by DBS for violations of any of the conditions upon which the approval was granted, said approval shall be void. Inasmuch as Board approval of the import-export operations is a condition precedent to issuing a grading permit in a "hillside" designated area, violation of this condition may result in the revocation of the grading permit issued in reliance of this approval.

A. PERMITS AND BONDS REQUIRED BY THE DEPARTMENT OF PUBLIC WORKS:

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

1. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 - a) A total of 9,802 cubic yards of material moved 2.0 miles within the hillside area at a rate of \$0.29 per cubic yard per mile results in a fee of \$3,000.00.
2. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, California, 90015, telephone (213) 847-6000.
3. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$50,000.00 shall be required from the property owner to cover any road damage and any street cleaning costs resulting from the hauling activity.
4. Forms for the bond will be issued by Susan Sugay, Bond Processor, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, CA 91401; telephone (818) 374-5082.

B. GENERAL CONDITIONS:

1. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.

2. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
3. The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0688/486-0690.
4. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
5. Trucks and loads are to be watered at the export site to prevent blowing dirt and are to be cleaned of loose earth at the export site to prevent spilling.
6. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
7. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
8. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
9. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
10. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
11. No person shall perform any grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
12. A copy of this report, the approval letter from the Board and the approved grading plans shall be available on the job site at all times. A request to modify or change the approved routes must be approved by the Board of Building and Safety Commissioners before the change takes place.
13. The grading permit for the project shall be obtained within twelve months from the date of action of the Board. If the grading permit is not obtained within the specified time, re-application for a public hearing through the Grading Division will be required.

14. A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
15. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.
16. **The applicant shall defend, indemnify and hold harmless the City of Los Angeles (City), its agents, officers, or employees, from any claim, action, or proceeding against the City to attack, set aside, void or annul this approval, which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.**
17. **A copy of the first page of this approval and all Conditions and/or any subsequent appeal of this approval and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the City's Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.**

C. SPECIFIC CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays. No hauling allowed on Saturdays, Sundays or holidays. Haul vehicles may not arrive at the site before the designated start time.
2. Hauling of earth shall be completed within the maximum time limit of 90 hauling days.
3. Staging is allowed on site only.
4. The approved haul vehicles are 10 wheeler dump trucks.
5. Total amount of dirt to be hauled shall not exceed 9,802 cubic yards.

6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction. Six additional signs will be placed at the following locations:
 - A. Two on Chalon Road in advance Sarbonne Road.
 - B. One on Sarbonne Road in advance of Bellagio Road.
 - C. One on Bellagio Road north of the intersection of Sarbonne Road and Bellagio Road.
 - D. One on Barnaby Road in advance of Bellagio Road.
 - E. One on Ambazac Way in advance of Bellagio Road.

7. Minimum of three flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. One flag attendant will be placed at the following locations:
 - A. The entrance of the project site.
 - B. The intersection of Chalon Road and Sarbonne Road.
 - C. The intersection of Sarbonne Road and Bellagio Road.

Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

(The intent of two-way radio communication is to permit the flag attendants to temporarily cease hauling to allow emergency or utility vehicles safe access.)

8. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.

9. The recommended route is as follows:

LOADED TRUCKS:

Exit project site eastbound on Chalon Road, turn right (south) on Sarbonne Road, right (west) on Bellagio Road, left (south) on Bellagio Way, right (west) on Sunset Boulevard, right (north) on Sepulveda Way, right (north) on Sepulveda Boulevard, enter northbound I-405 Freeway at Moraga Drive, transition eastbound US-101 Freeway, transition eastbound CA-134 Freeway, exit northbound on Figueroa Street and continue to Scholl Canyon Landfill.

EMPTY TRUCKS:

From the disposal site, travel westbound on CA-134 Freeway, transition westbound on US-101 Freeway, transition southbound I-405 Freeway, exit southbound on Church Lane, turn left (east) on Sunset Boulevard, left (north) on Bellagio Way, right (east) on Bellagio Road, left (north) on Sarbonne Road, left (west) on Chalon Road and continue to the project site.

10. The applicant shall provide a staked sign at the site containing the contact information for the Senior Street Services Investigator (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. The letters shall be a minimum of 3 inches in height.

D. ENVIRONMENTAL CONDITIONS

A Mitigated Negative Declaration (MND) was prepared for this project by the Department of City Planning (ENV-2014-962-MND). Each mitigation measure identified in the MND is incorporated herein by reference as though fully set forth, and compliance with each is expressly made a condition of this project approval.

E. MANDATORY FINDINGS AND RECOMMENDED ACTIONS

1. On July 28, 2014, the Department of City Planning issued the above described MND No. (ENV-2014-962-MND).
2. FIND that this project will not have a significant effect on the environment under the above described MND No. (ENV-2014-962-MND) because on the basis of the whole of the record before the Lead Agency, including any comments received, the Lead Agency FINDS that with the imposition of the mitigation measures described in the MND, and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental quality Act; that the MND reflects the independent judgment of the lead agency, the City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in the files of the Los Angeles Department of Building and Safety Commission Office.
3. ADOPT the Mitigated Negative Declaration (ENV-2014-962-MND).

CODE:

SEC. 91.7006. CONDITIONS PRECEDENT TO ISSUING A GRADING PERMIT.

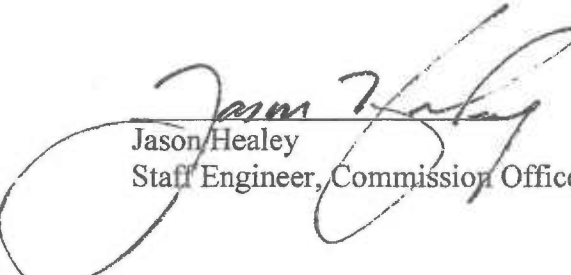
Section 91.7006.7. Limitation of Export and Import

5. At the public hearing, the Board of Building and Safety Commissioners shall consider the views of the applicant and all other affected persons. The board shall then grant or conditionally grant approval of export and import operations or, in the event it determines that the grading activity, including the hauling operation, will endanger the public health, safety and welfare, it shall deny the request. Where conditions of the permit are recommended by the Department of Public Works, including the condition that a bond be posted pursuant to Section 62.202 of the Los Angeles Municipal Code, such conditions shall be made a part of any permit which may be issued. The decision of the board shall not be effective until 10 calendar days have elapsed from the date of the board's decision.

6. Any affected person, including the applicant, who is dissatisfied with the decision of the board, may appeal the board decision within 10 days to the City Council by filing an appeal with the city clerk on forms which the city clerk provides. The City Council shall hear and make its determination on the appeal not later than the 30th day after the appeal has been filed. The decision of the City Council on the matter shall be final. If the City Council fails to act on any appeal within the time limit specified in this section, the action of the board on the matter shall be final.

RAYMOND S. CHAN, C.E., S.E.
General Manager

October 28, 2014


Jason Healey
Staff Engineer, Commission Office

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

LEAD CITY AGENCY
 City of Los Angeles

COUNCIL DISTRICT
 CD 5 - PAUL KORETZ

PROJECT TITLE
 ENV-2014-962-MND

CASE NO.

PROJECT LOCATION
 10830 W CHALON ROAD

PROJECT DESCRIPTION

The proposed project includes the demolition of an existing 64-years old, single-family dwelling and the construction of a 27'-4", three story (lower two partially subterranean), and 7,733 square foot single family home, 9062 square foot pool deck and motor court, and 12,185 square foot landscaping. The project's retaining walls will have cumulative heights that will range from 10 to 35 feet. There are 24 existing mature trees (not protected species), 18 of them will be removed. As proposed, the project requires an approval of a haul route to permit the exporting of 9,802 cubic yards of soil.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Mehdi Rafaty
 1117 N. Sherbourne Dr. West Hollywood, CA 90069

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

TITLE

TELEPHONE NUMBER

NAOMI GUTH

City Planner

(213) 978-1171

ADDRESS

SIGNATURE (Official)

DATE

200 N. SPRING STREET, 7th FLOOR
 LOS ANGELES, CA. 90012



07/28/14

I-30. Aesthetics (Hillside Site Design, Undeveloped Site)

- Environmental impacts, such as alteration of existing or natural terrain may result from project implementation. However, these impacts will be mitigated to a less than significant level by the following measures:
- Grading shall be kept to a minimum.
- Natural features, such as prominent knolls or ridge lines, shall be preserved.
- The project shall comply with the City's Hillside Development Guidelines.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

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

-
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

IV-10. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-30. Wildlife Corridor

- Environmental impacts from project implementation may result in: 1) conversion and/or disturbance of existing animal habitat area on-site and proximal to the site, and 2) disruption of access corridors between habitat areas. However, these impacts will be mitigated to a level of insignificance by the following measures:
- Post-construction landscape treatment shall be implemented to insure preservation of habitat for wildlife. Where habitat has been preserved, use of native plant materials shall be required.

IV-50. Tree Report

-
- Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

IV-60. Tree Preservation (Grading Activities)

-
- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

V-20. Cultural Resources (Archaeological)

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30. Cultural Resources (Paleontological)

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

MITIGATED NEGATIVE DECLARATION

ENV-2014-962-MND

- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40. Cultural Resources (Human Remains)

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

VI-10. Seismic

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
 - The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

VI-30. Erosion/Grading/Short-Term Construction Impacts (Hillside Grading Areas)

- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a less than significant level by the following measures:
 - The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
 - Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

VI-50. Geotechnical Report

-

- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VI-60. Landslide Area

- Environmental impacts may result due to the proposed project's location in an area with landslide potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VIII-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

VIII-40. Hillside Construction Staging and Parking Plan

-
- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:
- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.

MITIGATED NEGATIVE DECLARATION

ENV-2014-962-MND

- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

VIII-70. Emergency Evacuation Plan

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

IX-10. Groundwater Quantity (Dewatering System)

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a less than significant level:
- Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to: 1) landscape irrigation; 2) decorative fountains or lakes; 3) toilet flushing; or 4) cooling towers.
- Return water to the groundwater basin by an injection well.

XVI-30. Transportation (Haul Route)

-
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Hillside and Subdivisions):** Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **(Hillside Projects):**
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

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

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

MITIGATED NEGATIVE DECLARATION
ENV-2014-962-MND

- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

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

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

XVII-90. Utilities (Solid Waste Recycling)

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

XVII-100. Utilities (Solid Waste Disposal)

- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

XVIII-10. Cumulative Impacts

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

XVIII-20. Effects On Human Beings

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

Mailing list for: 10830 W. Chalon Road

4362 005 007 (1)
Bel Air Country Club
10768 Bellagio Rd
Los Angeles CA 90077

4362 005 012 (2)
David M & Laraine Gerber
1925 Century Park E #800
Los Angeles CA 90067

4362 005 015 (3)
Bel Air Country Club
10768 Bellagio Rd
Los Angeles CA 90077

4369 019 001 (4)
Bel Air Country Club
10768 Bellagio Rd
Los Angeles CA 90077

4369 021 001 (5)
Phil A Robinson
10960 Wilshire Blvd #5
Los Angeles CA 90024

4369 021 002 (6)
James H & Helen Zukin
800 Tarcuto Way
Los Angeles CA 90077

4369 021 003 (7)
Julie Miller
11444 W Olympic Blvd #11
Los Angeles CA 90064

4369 022 002 (8)
Hhp Investments LP
Po Box 762
Beverly Hills CA 90213

4369 022 005 (9)
Bruce A & Norah F Broillet
773 Stradella Rd
Los Angeles CA 90077

4369 022 011 (10)
Chalon Estate 26 LLC
15821 Ventura Blvd #460
Encino CA 91436

4369 022 016 (11)
Toni H & Robert D Kramer
211 Tangier Ave
Palm Beach FL 33480

4369 022 017 (12)
Andrew P & Robyn Ordon
779 Stradella Rd
Los Angeles CA 90077

4369 023 008 (13)
Philip H Co Miller
10851 Chalon Rd
Los Angeles CA 90077

4369 023 010 (14)
Demetri Terzopoulos
815 Stradella Rd
Los Angeles CA 90077

(DIGITAL VIDEO)

AVAILABLE TO VIEW

ON ORIGINAL,

HARD VERSION

OF THE

COUNCIL FILE NO.

14-1533 –

10830 CHARLON ROAD

(DIGITAL VIDEO)
AVAILABLE TO VIEW
ON ORIGINAL,
HARD VERSION
OF THE
COUNCIL FILE NO.
14-1533
10830 CHALON ROAD