

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

August 24, 2015

BOARD FILE: 150017
C.D.: 11

568 Tigertail LLC.
132 S. La Peer Drive
Beverly Hills, CA 90211

JOB ADDRESS: 568 NORTH TIGERTAIL ROAD
TRACT: SANTA MONICA LAND AND WATER CO. TRACT

The Board of Building and Safety Commissioners, at its meeting of August 18, 2015, gave consideration to the application by David Herskowitz, to export 5,100 cubic yards of earth from the above-referenced property.

The Board took the following action:

1. FIND that with the imposition of the mitigation measures described in the Mitigated Negative Declaration (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-2015-852-MND.
3. APPROVE the application subject to all conditions specified in the Department's report dated August 13, 2015.

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.

(Continued on page 2)

Page 2

Job Address: 568 NORTH TIGERTAIL ROAD

Board File: 150017

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

Presented by
the BOARD OF BUILDING AND SAFETY
COMMISSIONERS on

August 18, 2015

NOT VALID WITHOUT STAMP AND SIGNATURE

CJ:mct
150017.fal

c: Sr. Grading Inspector S. Valenzuela
David Herskowitz
Moises Contreras

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

August 13, 2015

BOARD FILE NO. 150017
C.D.:11 (Councilmember M. Bonin)

Board of Building and Safety Commissioners
Room 1080, 201 North Figueroa Street

APPLICATION TO EXPORT 5,100 CUBIC YARDS OF EARTH

PROJECT LOCATION: 568 NORTH TIGERTAIL ROAD

TRACT: Santa Monica Land and Water Co. Tract

BLOCK: BLK 40

LOT: PT (ARB 372)

OWNER:

568 Tigertail LLC.
132 S. La Peer Drive
Beverly Hills, CA 90211

APPLICANT:

David Herskowitz
Vertech Design Architects
1423 Cloverfield Blvd, Suite A
Santa Monica, CA 90404

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 5,100 cubic yards of material moved 2.6 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 \$276,000.00 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 Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.
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. All hauling vehicles must prominently display a unique placard identifying the project address on the vehicle or in the front windshield.
16. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.
17. Hauling vehicles shall be spaced so as to discourage a convoy affect.
18. 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.
19. **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.**
20. **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 2:30 p.m. on Mondays through Fridays. No hauling allowed on Saturdays, Sundays or City 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 52 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 5,100 cubic yards.
6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction. One additional sign shall be placed on the west side of Kenter Avenue, north of Tigertail Road.
7. A minimum of two flag attendants will be required during hauling hours to assist with staging and getting trucks in and out of the project area. Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants 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:

LOADED TRUCKS:

Exit project site southbound on Tigertail Road, turn left (south) on Kenter Avenue, left (east) on Sunset Boulevard, enter northbound I-405 Freeway, transition to eastbound US-101 Freeway, transition to eastbound CA-134 Freeway, exit northbound on Figueroa Street, and continue to the disposal site at the Scholl Canyon Landfill.

EMPTY TRUCKS:

From the disposal site, travel southbound on Figueroa Street, enter westbound CA-134 Freeway, transition to westbound US-101 Freeway, transition to southbound I-405 Freeway, exit southbound on Church Lane, turn right (west) on Sunset Boulevard, right (north) on Kenter Avenue, right (north) on Tigertail Road, and continue to the project site.

10. Only one hauling truck, associated with this project address, shall be allowed on the following substandard hillside street, at any time: Tigertail Road.

11. 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 (Case No. ENV-2015-852-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. FIND that this project will not have a significant effect on the environment under the above described MND (Case No. ENV-2015-852-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.
2. ADOPT the Mitigated Negative Declaration (Case No. ENV-2015-852-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

BOARD OF BUILDING AND SAFETY
COMMISSIONERS OF

August 18, 2015


Jason Healey, P.E.
Staff Engineer, Commission Office

BF#: 150017

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

11 - Western SR# 35483
568 N. Tigertail Road

Date: March 18, 2015

To: Cora Johnson, Board Secretary
Building and Safety Commission Office
201 N. Figueroa Street, Room 1080, Stop 115


From: Mohammad H. Blorfroshan, Senior Transportation Engineer
Western District, Department of Transportation

Subject: **HAUL ROUTE**
568 NORTH TIGERTAIL ROAD
Board File No: 150017

This Department has reviewed the subject haul route. The following are recommended haul route conditions for this project:

LOADED TRUCK ROUTE: From the project site, south on Tigertail Road, south (left) on Kenter Avenue, east (left) on Sunset Boulevard, north on I-405 Freeway, east on US-101 Freeway, east on CA-134 Freeway, exit at Figueroa Street to the landfill site.

EMPTY TRUCK ROUTE: Reverse of the Loaded Truck Route.

HOURS OF OPERATION: To avoid peak traffic hours, limit hours of the hauling operation, Monday thru Friday: **9:00 AM to 4:00 PM.**

STAGING: On Site. Flag control is required at the project site during the hauling operation.

HAULING OPERATIONS: Hauling operations may be conducted on alternate major or secondary highway routes any day where freeway on-ramps or off-ramps, or other freeway ramps or streets listed on the approved haul route are closed, until the streets or freeway ramps are reopened to through traffic.

If you have any questions, please contact my office at (310) 575-8138.

MHB/Haul Route 568 N Tigertail Rd DOT Review

cc: Tom Caraballo, Debra Scott, BSS, Investigation & Enforcement
Michel Claiborne-Thompson, Jason Healey, Jeff Napier, LADBS
Rudy Guevara, DOT Western District



BF#: 150017

FORM GEN. 160 (Rev. 9-28-11)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

**THIS IS
NOT A
PERMIT**

DATE: April 9, 2015

TO: Honorable Board of Building and Safety Commissioners
Attn: Cora Johnson, Acting Board Secretary
201 N. Figueroa Street, Room 1080
Mail Stop #115

FROM: Nazario Saucedo, Director, Bureau of Street Services
By: Gary Harris, Chief Street Services Investigator II 
Street Services Investigation and Enforcement Division

SUBJECT: ORDINANCE NOS. 148,167 AND 159,016 – EXPORT OF EARTH
MATERIAL (HILLSIDE AREAS) – 568 NORTH TIGERTAIL ROAD

I. FIELD MEETING/INSPECTION

- A. An inspection was made by Acting Senior Street Services Investigator I, Debbie Marzett, of the Street Services Investigation and Enforcement Division, on April 8, 2015.
- B. The applicant's request was forwarded to the following Departmental representatives, and their recommendations have been received:
1. Mohammad H. Blorfroshan, Transportation Engineer, Department of Transportation
 2. Timothy Tyson, Acting Superintendent I, Bureau of Street Services
 3. Michael Patonai, District Engineer, Bureau of Engineering
- C. The approved haul route is as follows:

Loaded:

- From project site turn south on Tigertail Road
- Turn south (left) on Kenter Avenue
- Turn east (left) on Sunset Boulevard
- Turn north on I-405 Freeway
- Turn east on US-101 Freeway
- Merge east onto CA-134 Freeway
- Exit on Figueroa Street to landfill

BUILDING & SAFETY
COMMISSION
APR 10 2015

2015 APR 10 PM 12:56

RECEIVED

Unloaded:

- Reverse of Loaded Truck Route

Staging: On site. Flag control is required at the project site during the hauling operating.

HAULING OPERATIONS: Hauling operations may be conducted on alternate major or secondary highway routes any day where freeway on-ramps or off-ramps, or other freeway ramps or streets listed on the approved haul route are closed, until the streets or freeway ramps are reopened to through traffic.

II. REQUIRED PERMIT FEE AND BOND

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

- A. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 1. A total of 5,180 cubic yards of material moved 2.6 miles within the hillside at a rate of \$0.29 per cubic yard per mile would exceed the maximum chargeable under the Ordinance. Therefore, the maximum fee chargeable, \$3000.00 shall be due.
- B. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.
- C. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$276,000.00 shall be required from the property owner to cover any road damage and/or street cleaning costs resulting from the hauling activity.
- D. Forms for the bond will be issued by Susan Sugay, Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5082.

III. SPECIAL 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 4:00 p.m. on Mondays through Fridays. No hauling is permitted on Saturdays, Sundays and holidays.

2. The vehicles used for hauling shall be 10 Wheel Dump trucks.
3. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.
4. All trucks are to be watered at the export site to prevent excessive blowing of dirt.
5. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.
6. Total amount of dirt to be hauled shall not exceed 5,180 cubic yards.
7. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
8. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
9. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.
10. 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.
11. 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.
12. 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 at (213) 847-6000 prior to effecting any change.
13. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.
14. The application shall expire eighteen months after the date of the Board of Building and Safety Commission approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.

NS/GH/DM:jlc

S:haul routes 568 Tigertale Rd

cc: Bureau of Street Services
Timothy Tyson, Acting Superintendent I
West Valley Area
Mail Stop #550

Bureau of Engineering
Michael Patonai, District Engineer
West Los Angeles District Engineering Office
Mail Stop #499

Department of Transportation
Mohammed Blorfroshan, Senior Transportation Engineer
Western Traffic District
Mail Stop #730

Edmond Yew, District Engineer
Land Development Group
Mail Stop #901

Bureau of Street Services
Debbie Marzett, Acting Senior Investigator II
1149 South Broadway, Suite 350
Los Angeles, CA 90015

Owner: David Herskowitz
132 South La Peer Drive
Beverly Hills, CA 90211
(310) 980-4429

Applicant: David Herskowitz
132 South La Peer Drive
Beverly Hills, CA 90211
(310) 980-4429

Contractor: Booth Grading & Excavation, Inc.
2149 Carson Mesa Road
Acton, CA 93510
(661) 269-5503

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 11 - MIKE BONIN

PROJECT TITLE

ENV-2015-852-MND

CASE NO.**PROJECT LOCATION**

568 N TIGERTAIL ROAD

PROJECT DESCRIPTION

The proposed project consists of grading and construction of a two-story, 35-foot-tall, single-family residence with a basement, swimming pool, and two retaining walls (approximately 12 feet in height); total project size is approximately 7,267.2 square feet. The subject lot is irregularly shaped and is approximately 27,399 square feet of residential land, currently vacant. The property is located in the Brentwood-Pacific Palisades Community Plan Area, zoned RA-1, and has a General Plan Designation of Very Low I Residential. The project requires an approval of a haul route to permit the export of 5,100 cubic yards of dirt in a Hillside Area.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

David Herskowitz
132 S. La Peer Drive
Beverly Hills, 90211

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

JULIET OH

TITLE

Planning Assistant

TELEPHONE NUMBER

(213) 978-1186

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)**DATE**

JULY 15, 2015

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, the public right-of-way, nor from above.

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.

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.

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.

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.
- **(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.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- There shall be no hauling on weekends and City Holidays.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- 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.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform 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.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

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.

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.

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 11 - MIKE BONIN	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2015-852-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: HAUL ROUTE INVOLVING 5,100 CUBIC YARDS OF SOIL IN CONJUNCTION WITH THE CONSTRUCTION OF A TWO-STORY SINGLE-FAMILY DWELLING.			
ENV PROJECT DESCRIPTION: The proposed project consists of grading and construction of a two-story, 35-foot-tall, single-family residence with a basement, swimming pool, and two retaining walls (approximately 12 feet in height); total project size is approximately 7,267.2 square feet. The subject lot is irregularly shaped and is approximately 27,399 square feet of residential land, currently vacant. The property is located in the Brentwood-Pacific Palisades Community Plan Area, zoned RA-1, and has a General Plan Designation of Very Low I Residential. The project requires an approval of a haul route to permit the export of 5,100 cubic yards of dirt in a Hillside Area.			
ENVIRONMENTAL SETTINGS: The property is an irregularly-shaped vacant hillside lot with varying slope directions; approximately 2,489 square feet of the lot has a slope greater than 15 percent, 9,385 square feet of the lot has a slope of 10-15 percent, and 15,150 square feet of the lot maintains a slope less than 10 percent. The subject property is approximately 27,399 square feet with a frontage of approximately 119 feet at Tigertail Road and a depth of approximately 204 feet. The subject site is located within a Hillside Area, Very High Fire Hazard Severity Zone, Special Grading Area, and Landslide Area. Tigertail Road is a local street that has a right-of-way width of 40 feet. The neighborhood and the surrounding adjoining/abutting properties are zoned RA-1 and are developed with single-family dwellings, with heavy to moderate vegetation and landscaping.			
PROJECT LOCATION: 568 N TIGERTAIL ROAD			
COMMUNITY PLAN AREA: BRENTWOOD - PACIFIC PALISADES 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: NONE
EXISTING ZONING: RA-1		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: Per Ordinance 181,624 of the Baseline Hillside Ordinance	
GENERAL PLAN LAND USE: VERY LOW I RESIDENTIAL		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: Per Ordinance 181,624 of the Baseline Hillside Ordinance LA River Adjacent: NO	

	PROPOSED PROJECT DENSITY: 1 DU	
--	--	--

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

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

Background

PROPONENT NAME:

David Herskowitz

PHONE NUMBER:

(310) 980-4429

APPLICANT ADDRESS:

132 S. La Peer Drive
Beverly Hills, 90211

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

05/18/2015

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-2015-852-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:
JULIET OH	Planning Assistant	(213) 978-1186	05/18/2015

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

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	LESS THAN SIGNIFICANT IMPACT	The property is located within a residential Hillside Area with views of the surrounding hillside area. The subject project is subject to the height limits of the Baseline Hillside Ordinance and Hillside Area; project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be less than significant. Therefore, the project is expected to have a less-than-significant impact.	
b.	LESS THAN SIGNIFICANT IMPACT	There are no scenic resources in the area, the project is not in close proximity to a state scenic highway. The subject site is located within a residential hillside neighborhood; less than significant impacts are expected.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project will develop a vacant residential hillside lot. The project is subject to the development standards of the Baseline Hillside Ordinance and is expected to have a less-than-significant impact on the visual character and quality of the site and surroundings; the neighborhood consists of similar single-family structures.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will develop a two-story (with a basement) single-family dwelling on a vacant residential hillside lot. The majority of the hillside neighborhood is developed with similar residential structures, therefore a moderate level of ambient nighttime light exists. Furthermore, the project will be required to comply with mitigation measures addressing outdoor lighting and glare, less than significant impacts are expected.	I-120, I-130 Outdoor light sources are required to be shielded from view; non reflective and non-glare architectural materials and finishes are to be utilized.

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	The property is not designated as any type of farmland, nor is it located near protected farmland.	
b.	NO IMPACT	The property is not zoned for agricultural use, nor is it under a Williamson Act contract.	
c.	NO IMPACT	The property is not zoned as forest land or for timberland use.	

Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	The project has no impact on the loss or conversion of forest land use.
e.	NO IMPACT	The proposed project would not result in the conversion of farmland or forest land to non-agricultural or non-forest use.
III. AIR QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project, the construction of one new single-family dwelling, is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Construction of the proposed project would contribute to air quality emissions through the use of heavy-duty construction equipment, truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogen oxide (NOX) emissions would primarily result from the use of construction equipment. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.</p>

Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed project, construction of a single-family structure with a basement level, swimming pool, and retaining walls is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under applicable federal or state ambient air quality standard. The project will produce fugitive dust and mobile sources emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O3), respirable particulate matter (PM10), PM2.5, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO2), sulfur oxides (SOX), and Pb. Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. Although the proposed construction emissions will generate additional emissions and fugitive dust, all projects are required to comply with provisions of the SCAQMD District Rule 403, which are expected to reduce any potential impacts to a less than significant level. Therefore, less than significant impacts are anticipated.</p>
d.	LESS THAN SIGNIFICANT IMPACT	<p>The project site is located within the South Coast Air Quality Management District, a known non-attainment zone. Temporary grading and construction activities may result in short-term impacts to sensitive receptors in close proximity to the site. However impacts related to construction activity are temporary. The proposed project does not include any land uses that would involve the use, storage, or processing of carcinogenic toxic air contaminants and no toxic airborne emissions would result from implementation of the project. Therefore the use itself will not result in new sources of pollutant concentrations exposing sensitive receptors, less than significant impacts are expected.</p>

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

e. LESS THAN SIGNIFICANT IMPACT

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

a. LESS THAN SIGNIFICANT IMPACT

A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of a sensitive habitat. The project would be developed on a vacant lot (previously developed with a single-family structure) located in a residential hillside area, in proximity to moderately vegetated residential areas. All landscaping and vegetation has been removed from the property and will be replaced with vegetation as approved by the City of Los Angeles Department of Building and Safety. The project will construct a two-story single-family dwelling with a basement level, swimming pool, and retaining walls; development of the site is not expected to have an adverse impact on biological resources in the area. Furthermore, the area has not been identified as containing species identified as candidate, sensitive, or special status in any local or regional plans, policies or regulations by the California Department of Fish and Game or US Fish and Wildlife Service. Less than significant impacts are expected.

Impact?	Explanation	Mitigation Measures
b. NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	
c. NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a residential hillside area. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>The subject property is located in a developed hillside area that lacks the continuity that is consistent with those areas known to support any non-avian candidate, sensitive, or special-status species. Further development of the site will not adversely or substantially interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, a less-than-significant impact is expected.</p>	
e. NO IMPACT	<p>The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during</p>	

Impact?	Explanation	Mitigation Measures
	<p>construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.</p>	
f. NO IMPACT	<p>The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.</p>	
V. CULTURAL RESOURCES		
a. NO IMPACT	<p>A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. The subject site is a vacant residential lot, the site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the vacant site was not found to be a potential historic resource or have any significant architectural features, based on the City's Survey LA findings. Therefore, no impact is expected.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. The property is not located in any area identified as potentially containing significant archaeological resources. However, as indicated on the Prehistoric & Historic Archeological Sites and Survey Areas Map (Los Angeles CEQA Thresholds Guide, 2006) the subject property is in</p>	

Impact?	Explanation	Mitigation Measures
	close proximity to Archaeological Sites and Survey Areas. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2 Therefore, the impact would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. As indicated on the Vertebrate and Paleontological Resources Map (Los Angeles CEQA Thresholds Guide, 2006) the subject property is in proximity to a Vertebrate Paleontological Site Area. The proposed project would require additional ground disturbance and excavation into soils that may contain paleontological resources. Project-related excavation for the subterranean level and building footings may have the potential to uncover paleontological resources. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	The property is not located in any area identified as potentially containing human remains, no impacts are expected to result. Should any human remains be encountered during the course of project development, all further development activities onsite shall halt and the County Coroner shall be contacted.	
VI. GEOLOGY AND SOILS		
a. NO IMPACT	The subject site is located approximately 0.81 km from the Santa Monica Fault Zone (USGS). The property is not located in the Alquist-Priolo Fault Zone (ZIMAS). Due to the intense seismic environment of Southern California, there is always potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. Any 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]),	

Impact?	Explanation	Mitigation Measures
	which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Therefore no impacts would occur.	
b. LESS THAN SIGNIFICANT IMPACT	<p>The subject site is located approximately 0.81 km from the Santa Monica Fault Zone (USGS). The property is not located in the Alquist-Priolo Fault Zone (ZIMAS). Due to the intense seismic environment of Southern California, there is always potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. Any 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. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The property is not located in a liquefaction zone (ZIMAS). According to the LADBS Geology and Soils Report Approval Letter, dated April 29, 2015, the site is located in a designated seismically induced landslide hazard zone as shown on the "Seismic Hazards Zones" map issued by the State of California. The project shall comply with the conditions contained within the LADBS Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified. Compliance with the requirements of the Los Angeles Building Code and the conditions outlined in the LADBS approval letter will reduce any potential impacts to a less than significant level.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>The property is located within a designated landslide hazard area (ZIMAS). According to the LADBS Geology and Soils Approval Letter, dated April 29, 2015, the site is located in a designated seismically induced landslide hazard zone as shown on the "Seismic</p>	

Impact?	Explanation	Mitigation Measures
	Hazards Zones" map issued by the State of California. The project shall comply with the conditions contained within the LADBS Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified. Compliance with the requirements of the Los Angeles Building Code and the conditions outlined in the LADBS approval letter and this document will reduce any potential impacts to a less than significant level.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The property will be subject to increased loss of topsoil by wind and water erosion during the grading and construction phase of the project. However, these impacts are short-term; compliance with the mitigation measures in this section will reduce any potential impacts to a less than significant level.</p> <p>VI-20 The project is required to incorporate standard construction measures to erosion.</p>
f.	LESS THAN SIGNIFICANT IMPACT	<p>The property is located in a hillside and landslide area. According to the LADBS Geology and Soils Approval Letter, dated April 29, 2015, the site is located in a designated seismically induced landslide hazard zone as shown on the "Seismic Hazards Zones" map issued by the State of California. Construction activities may potentially destabilize the soil. However, compliance with the requirements of the Los Angeles Building Code and the conditions outlined in the LADBS approval letter and this document will reduce any potential impacts to a less than significant level.</p>
g.	LESS THAN SIGNIFICANT IMPACT	<p>The project is not located in an area identified as at-risk for potential expansive soil impacts. According to the Geologic and Soils Engineering Exploration prepared by Grover Hollingsworth and Associates, Inc. (dated February 16, 2015) the site consists primarily of compacted fill. As such, less than significant impacts are expected.</p>
h.	NO IMPACT	<p>The property maintains a connection with the municipal sanitary sewer system; the project proposes no septic tanks or alternative waste disposal systems. Therefore no impact is expected.</p>
VII. GREEN HOUSE GAS EMISSIONS		

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

a.	LESS THAN SIGNIFICANT IMPACT	<p>The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.</p>	
b.	NO IMPACT	<p>The project consists of the development of a single-family structure on a currently vacant residential hillside lot. The project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would be consistent with statewide, regional, and local goals and policies aimed at reducing greenhouse gas emissions. As such, the project will have no impact on any plan, policy or regulation for the reduction of greenhouse gas emissions.</p>	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	<p>Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used residential structures, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping</p>	

Impact?	Explanation	Mitigation Measures
	supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no impact is expected.	
b. NO IMPACT	The project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. As discussed, in this section, the project does not propose the regular use or transport of hazardous material outside of those materials used for the construction of the project. The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore no impacts are expected.	
c. NO IMPACT	The project site is not located within a quarter-mile of an existing or proposed school and would not emit hazardous emissions or waste within one-quarter mile of an existing or proposed school. Therefore, no impact is expected.	
d. NO IMPACT	The project is not located on a site which is included on a list of hazardous materials sites. The subject site currently is a vacant residential lot. Therefore, no impact is expected.	
e. NO IMPACT	The project is not located within an airport land use plan and is not within two miles of a public airport. Therefore no impact is expected.	
f. NO IMPACT	The project is not located within the vicinity of a private airstrip. Therefore no impact is expected.	
g. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Temporary construction activities during excavation and grading phases may result in impairment of access through Tigertail Road and other streets along the haul route. However, compliance with the mitigation measures in this section are expected	VIII-40 The project will require a construction vehicle and materials staging plan to ensure that emergency access through Tigertail Road (and the hillside streets included in the haul route) are not significantly impacted

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

		to reduce potential impacts to a less than significant level.	during construction.
h.	LESS THAN SIGNIFICANT IMPACT	<p>The project is located within a Very High Fire Hazard Severity Zone and a developed Hillside Area. As such, the project may expose people and structures to significant risk of loss, injury or death involving wildland fires. The property is served by Los Angeles Fire Department Station No. 19 (located at 12229 West Sunset Boulevard) approximately 1 mile south of the site. As outlined in Division 9 of the Fire Code, the project is subject to requirements regarding fire hydrants and fire sprinklers. The project is required to meet all fire safety requirements of the Department of Building and Safety and the Fire Department. As such, compliance with the above mentioned requirements, potential impacts related to fire hazards will be reduced to a less than significant level.</p>	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed project is construction of a new single-family dwelling. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be</p>	
----	------------------------------	---	--

Impact?	Explanation	Mitigation Measures
	<p>ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate a subterranean level is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, project development would not substantially impact groundwater supplies or groundwater recharge, and less than significant impacts are expected.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The project consists of the development of a single-family dwelling with retaining walls on an vacant hillside lot. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation. Compliance with the City's Low Impact Development (LID) stormwater</p>	

Impact?	Explanation	Mitigation Measures
	management strategy under LAMC 64.70 will result in a less than significant impact.	
d. LESS THAN SIGNIFICANT IMPACT	<p>The project consists of the development of a single-family dwelling with retaining walls on a vacant hillside lot. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation. Compliance with the City's Low Impact Development (LID) stormwater management strategy under LAMC 64.70 will result in a less than significant impact.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>The project consists of the development of a single-family dwelling with retaining walls on a vacant hillside lot. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation. Compliance with the City's Low Impact Development (LID) stormwater management strategy under LAMC 64.70 will result in a less than significant impact.</p>	

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

f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge. Therefore, less than significant impacts are expected.	
g.	LESS THAN SIGNIFICANT IMPACT	The project is not located in 100-year flood plain or other flood hazard map, therefore, no impact is expected.	
h.	LESS THAN SIGNIFICANT IMPACT	The project is not located within a flood plain and would not impede or redirect flows, therefore, no impact is expected.	
i.	LESS THAN SIGNIFICANT IMPACT	The project is not located in an area identified as at-risk of flooding as a failure of a levee or dam, therefore, no impact is expected.	
j.	LESS THAN SIGNIFICANT IMPACT	The project is not located in an area identified as at-risk of inundation by seiche, tsunami, or mudflow, therefore, no impact is expected.	

X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of a new single-family structure with retaining walls on a vacant residential hillside lot, would not divide an established community. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Brentwood – Pacific Palisades Community Plan Area. The site is zoned RA-1, with a General Plan land use designation of Very Low Density Residential. The proposed project consists of the development of a new single-family dwelling with a basement, retaining walls, and swimming pool. The proposed project	

Impact?	Explanation	Mitigation Measures
	would conform to the allowable land uses pursuant to the Los Angeles Municipal Code and no impact would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES		
a. NO IMPACT	The property contains no mineral resources of statewide or regional importance, nor provides critical access to such resources. Therefore, no impact is expected.	
b. NO IMPACT	The property contains no mineral resources of local importance, nor provides critical access to such resources. Therefore, no impact is expected.	
XII. NOISE		
a. LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, compliance with City regulations would result in a less-than-significant impact related to construction vibration.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.	
NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Santa Monica Municipal Airport, located approximately 6 miles south of the project site. The project site is outside of the Los Angeles	

Impact?	Explanation	Mitigation Measures
	International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f. NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING		
a. LESS THAN SIGNIFICANT IMPACT	The increase in residential population resulting from the proposed new single-family dwelling would not be considered substantial. The project will accommodate residential population growth in keeping with the Brentwood – Pacific Palisades Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
b. NO IMPACT	The proposed project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. As such, the project will not displace a substantial number of existing housing. No impact is expected.	
c. NO IMPACT	The proposed project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. As such, the project will not displace a substantial number of people. No impact is expected.	
XIV. PUBLIC SERVICES		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project consists of the development of a new single-family dwelling in a residential hillside area, designated a Very High Hazard Severity Zone. As such, the project may expose people and structures to a significant risk of loss, injury or death involving wildfires. The property is	XIV-10 The project is located in a Very High Fire Hazard Severity Zone and is subject to review by the City of Los Angeles Fire Department.

Impact?	Explanation	Mitigation Measures
	<p>served by Los Angeles Fire Department Station No. 19 (located at 12229 West Sunset Boulevard) approximately 1 mile south of the site. Compliance with the following mitigation measure and the fire safety requirements of the Department of Building and Safety and Los Angeles Fire Department is expected to reduce any potential impact to a less-than-significant level.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The proposed project would result in a net increase of one dwelling unit and would not substantially increase demand for police service. The project site and the surrounding area are currently served by LAPD's West Los Angeles Community Police Station, located at 1663 Butler Avenue, approximately 3.2 miles southeast of the site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The proposed project would develop one new dwelling unit, which would not substantially increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from new development. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school</p>	

Impact?	Explanation	Mitigation Measures
	facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.	
d. LESS THAN SIGNIFICANT IMPACT	The proposed project would result in a net increase of one dwelling unit, which would not substantially result in increased demand for parks and recreation facilities. Payment of required impact fees by the proposed development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
e. LESS THAN SIGNIFICANT IMPACT	The proposed project would result in a net increase of one dwelling unit, which would not substantially result in increased demand for library services and resources of the Los Angeles Public Library System. The proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.	
XV. RECREATION		
a. LESS THAN SIGNIFICANT IMPACT	The proposed project would result in a net increase of one dwelling unit, which would not substantially result in increased demand for parks and recreation facilities. Payment of required impact fees by the proposed development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a	

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

		less-than-significant impact on park facilities.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would not be substantial. Less than significant impacts are expected.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. As such, the project would have a less than significant impact on the performance of the circulation system.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. As such, the project would not conflict with any applicable congestion management plan.	
c.	NO IMPACT	The proposed project consists of the construction of a new single-family dwelling on a vacant residential hillside lot. The project is located within an Airport Hazard area which imposes height limitations on structures, however, the project complies with the height limitations of the Baseline Hillside Ordinance. As such, the project would not result in a change in air traffic patterns. No impact is expected.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Transport of construction materials, use of construction vehicles, and the export of soil during grading may increase hazards, especially along Tigertail Road and the hillside streets included in the Haul Route with sharp curves. However, compliance with the Mitigation Measures in this section is expected to reduce any potential impacts to a less-than-significant level.	XVI-30 The proposed Haul Route is subject to review by the Department of Building and Safety and Department of Transportation.
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Transport of construction materials, use of construction vehicles, and the export of soil during grading may increase hazards, especially along sections of Tigertail Road, with sharp curves. The proposed Haul Route may also temporarily impair emergency access. However, compliance with the Mitigation Measures in this section is expected to reduce any potential impacts to a less-than-significant level.	XVI-30, XVI-40 The proposed Haul Route is subject to review by the Department of Building and Safety, Department of Transportation, and the Los Angeles Fire Department.

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

f.	NO IMPACT	The proposed project does not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, nor does it decrease the performance or safety of such facilities supporting alternative transportation. Therefore, no impact is anticipated.	
----	-----------	--	--

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of one unit as a result of the proposed project would be consistent with citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 urban water management plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project	

Impact?	Explanation	Mitigation Measures
	applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT Development of the proposed project would not substantially alter existing drainage patterns; the site is currently vacant and maintains the building pad of the previous single-family dwelling. The proposed residential project is not expected to result in the construction or expansion of new or existing stormwater drainage facilities. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.	
d.	LESS THAN SIGNIFICANT IMPACT As discussed in this section, the proposed development of one new single-family dwelling is consistent with citywide growth and is not anticipated to create a new demand for water. Furthermore, the project will be required to comply with the LA Green Building Code, requiring reduced water usage. As such, less than significant impacts are expected.	
e.	LESS THAN SIGNIFICANT IMPACT As discussed in this section, the proposed development of one new single-family dwelling unit would account for a small percentage of the average daily wastewater flow. Less than significant impacts are expected.	
f.	LESS THAN SIGNIFICANT IMPACT A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including	

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

the project site. Solid waste during the operation of the proposed single-family dwelling is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

g. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed single-family dwelling is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. LESS THAN SIGNIFICANT IMPACT

Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of

Impact?	Explanation	Mitigation Measures
	<p>a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less-than-significant levels.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>The project consists of the development of a new single-family dwelling with a basement, swimming pool, and retaining walls. A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.</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 are anticipated to be less than significant.</p>
<p>c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	<p>XVIII-20, XVIII-30 As mitigated, the project would not have the potential to result in substantial adverse effects on human beings; impacts would be less than significant.</p>

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

GEOLOGY AND SOILS REPORT APPROVAL LETTER

April 29, 2015

LOG # 87324-01
SOILS/GEOLOGY FILE - 2
LAN

David Herzkowitz
c/o Vertoch Design Architects
1423 Cloverfield Blvd.
Santa Monica, CA 90404

TRACT: SANTA MONICA LAND & WATER CO., TRACT (M R 78-44/49)
BLOCK: BLK 40
LOT(S): PT (Arb-372)
LOCATION: 568 N. Tigertail Road

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	GH17019-G	03/30/2015	Grover Hollingsworth
Oversized Documents	"	"	"

<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Request for Modification	22390	03/30/2015	Grover Hollingsworth
Request for Modification	22413	03/30/2015	Grover Hollingsworth
Dept. Correction Letter	87324	03/11/2015	LADBS
Geology/Soils Report	GH17019-G	02/16/2015	Grover Hollingsworth

The Grading Division of the Department of Building and Safety has reviewed the referenced reports dated February 16, 2015 and March 30, 2015, providing recommendations for the proposed new pile supported two-story residence with basement, proposed pile supported swimming pool, soldier pile shoring at property line, trim existing fill slope to a 2(H):1(V) gradient.

The earth materials at the subsurface exploration locations consist of fill and uncertified fill and residual soil overlying Chico Formation sandstone and conglomerate bedrock.

The consultants recommend to support the proposed structure(s) on conventional and/or drilled-pile foundations bearing on competent bedrock.

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

ENV 2015-852-EAF

acceptable seismic slope stability analysis and the requirements of the 2014 City of Los Angeles Building Code, have been satisfied.

The referenced report dated February 16, 2015, and March 30, 2015, are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 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. New non-structural fill placed over existing uncertified fill to raise the grade of the yard area is allowable to the Department (See Request for Modification File # 22390).
3. Existing fill slopes steeper than 2:1 (horizontal to vertical) shall be trimmed to no steeper than 2:1 (H:V).
4. Existing fill to support proposed slab on grade foundations as recommended on page 22 of the February 16, 2015, referenced report, is allowable to the Department (See Request for Modification File # 22413).
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 report(s) 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 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)
10. Existing uncertified fill shall not be used for support of footings or concrete slabs. (1809.2)
11. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)

ENV 2015-852-EAF

12. 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
13. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored. (7005.3)
14. 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)
15. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)
16. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
17. Unsurcharged temporary excavations over 9 feet exposing fill and bedrock shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
18. Temporary shoring shall be designed for a minimum EFP of 10 PCF; all surcharge loads shall be included into the design, as recommended. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.
19. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
20. All foundations shall derive entire support from competent bedrock, as recommended and approved by the geologist and soils engineer by inspection.
21. Proposed friction piles shall be founded a minimum of 8 feet into competent bedrock, as recommended.
22. 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).
23. 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)
24. 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 2014-030.

ENV 2015-852-EAF

25. 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 2014-050)
26. 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] landslide contact plane with bedrock.
27. When water over 3 inches in depth is present in drilled pile holes, a concrete mix with a strength of 1000 p.s.i. over the design p.s.i. shall be tremied from the bottom up; an admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. (1808.8.3)
28. Slab on uncertified fill shall be designed as a structural slab. (7011.3)
29. Slabs placed on approved compacted fill shall be at least 4 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way. Vapor barriers shall be utilized as recommended.
30. 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.
31. Retaining walls shall be designed for a minimum EFP as specified on page 25 of the February 16, 2015, referenced report. All surcharge loads shall be incorporated into the design.
32. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 14 of the February 16, 2015, referenced report (1803.5.12).
33. 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.
34. 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)
35. 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)
36. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
37. 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. (104.2.6)

ENV 2015-852-EAF

38. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
39. The proposed swimming pool shall be founded on friction piles, a minimum of 8 feet into competent bedrock.
40. The pool shall be designed for expansive soil conditions in accordance with Information Bulletin P/BC 2014-014.
41. The proposed swimming pool shall be designed for a freestanding condition. (1808.7.3)
42. Pool deck drainage shall be collected and conducted to an approved location via a non-erosive device. (7013.10)
43. Pools adjacent to ascending slopes shall be set back from the toe of the slope a level distance equal to one-fourth the vertical height of the slope, but need not exceed 7.5 feet (1808.7.3).
44. Pool foundations adjacent to a descending slope steeper than 3H:1V in gradient shall be a minimum distance of one-sixth the vertical height of the slope but need not exceed 20 feet measured horizontally from the footing bottom to the face of the slope (1808.7.3).
45. All 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)
46. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
47. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
48. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).
49. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to utilization in the field. (7008.3)
50. 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 & 1705.6)
51. 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)
52. 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

ENV 2015-852-EAF

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)

53. 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)
54. Installation of shoring, and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
55. 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)
56. No 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



YING LIU
Structural Engineering Associate II

JTW/YL:jtw/yl
Log No. 87324
213-482-0480

cc: Vertoch Designs Architects, Applicant
Grover Hollingsworth, Project Consultant
WL District Office

ENV 2015-852-EAF



LOS ANGELES
CONSERVANCY

523 West Sixth Street, Suite 820
Los Angeles, CA 90014

213 623 2488 OFFICE
213 623 3500 FAX
lacoconservancy.org

Submitted electronically

Juliet Oh
Department of City Planning
200 N. Spring Street, 7th Floor
Los Angeles, CA 90012
Email: juliet.oh@lacity.org

July 14, 2015

RE: Mitigated Negative Declaration, 568 N.Tigertail Road

Dear Ms. Oh,

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the project at 568 N. Tigertail Road. The Conservancy is very concerned about the precedent this project might set regarding the treatment of an identified historic resource and its adherence to the California Environmental Quality Act (CEQA).

The MND states the following:

"The subject site is a vacant residential lot, [and] the site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the vacant site was not found to be a potential historic resource or have any significant architectural features, based on the City's Survey LA findings. Therefore, no impact is expected."

What the MND does not acknowledge is that the site previously contained the 1956 Krisel Residence, which was demolished on April 3, 2014 prior to the submission of the proposed project on February 27, 2015. The unexpected demolition of this prominent Modernist building was met with widespread shock and concern by the local community and among preservation organizations, including Docomomo Southern California and the Los Angeles Conservancy and its Modernism Committee, and was well-documented in the press.

In 2013, the Brentwood-Pacific Palisades survey team for SurveyLA, the City of Los Angeles' comprehensive historic resources survey, identified the residence at 568 N. Tigertail Road as being potentially eligible for listing in the National Register, California Register, or as an Historic-Cultural Monument (HCM) based on previous research.¹ Because the building was not fully visible from the public right-of-way, the evaluation could not be completed in full, but was flagged as a potential resource. Mr. Krisel is also a well-known and documented Modernist architect, particularly noteworthy for his contributions in the Palm Springs community.

¹ City of Los Angeles, "Historic Resources Survey Report: Brentwood-Pacific Palisades Community Plan Area." Prepared by Historic Resources Group, November 26, 2013.



Nonetheless, due to the evidence indicating the property's eligibility, demolition resulted in a significant impact where an Environmental Impact Report (EIR) may have been required as a replacement project house was contemplated. It appears the project applicant may have circumvented the process outlined by the California Environmental Quality Act (CEQA) and demolished a known historic resource less than a year before officially submitting the project to the city. Had the project applicant followed CEQA, an EIR may have been required due to the significance of the residence, whereby a range of preservation alternatives could have been considered and evaluated..

I. Significance of the Krisel Residence

Designed by master architect William Krisel as his family home, the 1956 Krisel Residence was an icon of mid-century modernism. Following World War II, Krisel pioneered the design of affordable Modernist homes for the masses throughout Southern California. Through his partnership with architect Dan Palmer and a host of builders, he is believed to be responsible for nearly 30,000 units of housing. Their modular designs were characterized by integrated landscaping, butterfly roofs, large glass windows, and minimal ornamentation.

Completed early in the architect's career, the Krisel Residence on N. Tigertail Road perfectly encapsulated his vision for modern indoor/outdoor living. Simple design elements – such as clerestory windows, continuous sliding glass doors, water features, and a lush interior courtyard – filled the house with natural light and air. Its modern sensibility was underscored through its sleek built-ins and exposed columns and beams. It also featured an innovative sunflap, which Krisel frequently incorporated into his designs to shield the windows from excessive sunlight and heat. The house can be read as an experiment in modern construction methods, building materials, and living patterns, which Krisel explored at a larger scale through his later tract developments in the San Fernando Valley, Palm Springs, and San Diego.

II. California Environmental Quality Act (CEQA)

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."² To this end, CEQA requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."³

Courts often refer to the EIR as "the heart" of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce those impacts.⁴ Based on objective analyses found in the EIR, agencies "shall mitigate or avoid the significant effects on the environment whenever it is feasible to do so."⁵

Under CEQA Guidelines Section 15378, a "project" is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment..." A public agency cannot subdivide a single project into

² Public Resource Code, Sec. 21001 (b), (c).

³ *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see PRC Secs. 21002, 21002.1.

⁴ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

⁵ Public Resource Code, Sec. 21002.1.



smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole.⁶

Thank you for the opportunity to comment on the MND for the project at 568 N. Tigertail Road and allowing us to point out this error in the CEQA process. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

About the Conservancy

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, established in 1978 to preserve and revitalize the significant architectural and cultural heritage of Los Angeles through advocacy and education. The Conservancy's all-volunteer Modern Committee has been at the forefront of preserving mid-century architecture since its inception in 1984.

Sincerely,

Adrian Scott Fine

Adrian Scott Fine
Director of Advocacy

cc: City Councilmember Mike Bonin, Council District 11
Ken Bernstein, Office of Historic Resources, Department of City Planning
Docomomo Southern California

⁶ *Orinda Assn. v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171.



BF#: 150017

568 No. TIGERTAIL Road

1
Daryoush Safai
Darya
600 N Tigertail Rd
Los Angeles, CA 90049

2
Moses & M Lerner
Laurie Lerner
29500 Heathercliff Rd #76
Malibu, CA 90265

3
Richard B. Lippin
596 N. Tigertail Rd
Los Angeles, CA 90049

4
Dana W. Barton
592 N. Tigertail Rd
Los Angeles, CA 90049

5
Jack & Leslie Kavanaugh
12221 Benmore Ter
Los Angeles, CA 90049

6
Dana W. Barton
592 N. Tigertail Rd
Los Angeles, CA 90049

7
Christopher J. Hunter
580 Crestline Dr
Los Angeles, CA 90049

8
Charles F. Trapnell
12220 Benmore Ter
Los Angeles, CA 90049

9
Sandra Price
578 Crestline Dr
Los Angeles, CA 90049

10
Richard B. & Lisa S. Kendall
530 N. Tigertail Rd
Los Angeles, CA 90049

11
Roger & Yoshiko Cleveland
560 N. Tigertail Rd
Los Angeles, CA 90049

12
Darya Family LLC
CL9 LLC
600 N. Tigertail Rd
Los Angeles, CA 90049

13
Ryth Esmond Trust
576 N. Tigertail Rd
Los Angeles, CA 90049

14
E. Belmont Herring
590 N. Tigertail Rd
Los Angeles, CA 90049

15
Melanie B. Ziegler
591 N. Tigertail Rd
Los Angeles, CA 90049

16
Constance P. Decrow
589 N. Tigertail Rd
Los Angeles, CA 90049

17
Stanley Weinberg
575 N. Tigertail Rd
Los Angeles, CA 90049

18
Rita M. Franciosa
567 N. Tigertail Rd
Los Angeles, CA 90049

19
John & Sandra Nutt
565 N. Tigertail Rd
Los Angeles, CA 90049

20
Peter & Hilary Richards
555 N. Tigertail Rd
Los Angeles, CA 90049

21
Elaine T. Veltman
535 N. Tigertail Rd
Los Angeles, CA 90049

2
Occupant
12262 Richwood Dr
Los Angeles, CA 90049

12
Occupant
568 N. Tigertail Rd
Los Angeles, CA 90049

Vertoch Design Architects
1423 Cloverfield Blvd, Suite A
Santa Monica, CA 90404

**Additional names Mailing list for:
568 North Tigertail Road, BF# 150017**

APPLICANT

David Herskowitz
132 S. La Peer Drive
Beverly Hills, CA 90211
Email: david3109804429@gmail.com

David Herskowitz
Vertech Design Architects
1423 Cloverfield Blvd., Suite A
Santa Monica, CA 90404

OWNER

568 Tigertail LLC
132 S. La Peer Drive
Beverly Hills, CA 90211

Moises Contreras
Vertech Design Architects
1423 Cloverfield Blvd.,
Santa Monica, CA 90404
Phone#: (310) 829-6051

Juliet Oh
Planning Assistant
Plan Implementation Division
200 N. Spring Street, Room 621
Los Angeles, CA 90012
Email: Juliet.oh@lacity.org