



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

CITY PLANNING COMMISSION

DATE: October 13, 2016
TIME: after 10:00 a.m.*
PLACE: Los Angeles City Hall
200 North Spring Street
Room 340
Los Angeles, CA 90012

CASE NO: CPC-2016-2110-CA
COUNCIL FILE: 14-0656
CEQA: ENV-2016-2111-ND
LOCATION: Citywide
COUNCIL DISTRICT: All
PLAN AREAS: All

PUBLIC HEARING HELD ON: August 25, 2016

SUMMARY: An Ordinance amending Sections 12.04, 12.08, 12.21, 12.21.1, 12.23, 12.32 S, and 13.18, and adding Sections 12.21.6 and Section 13.19 to the Los Angeles Municipal Code (LAMC) to establish variations of the R1 Zone and an "RG" Rear Detached Garage Supplemental Use District that may be applied to regulate garage placement in the RA, RE, RS, and R1 Zones.

RECOMMENDED ACTIONS:

1. **Adopt** the staff report as its report on the subject.
2. **Recommend that the City Council Adopt** the Proposed Ordinance (Exhibit A).
3. **Recommend that the City Council Adopt** the Findings (Exhibit C).
4. **Recommend that the City Council Adopt** the Negative Declaration ENV-2016-2111-ND (Exhibit D) as the CEQA clearance on the subject.

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communication may be mailed to the Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012 (Phone No. 213/978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213/978-1300.

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Summary

In response to a City Council Motion dated November 4, 2014, the Department of City Planning has drafted a Proposed Ordinance (Exhibit A) to establish new R1 Variation Zones, which would be a subset of the standard R1 Zone, and a new Rear Detached Garage Supplemental Use District (SUD). These new zones and the SUD have been created primarily to supplant Interim Control Ordinance regulations in selected R1-Zoned communities and will expand the menu of zoning tools available to the approximately 320,000 parcels in the City (38%) zoned R1.

The Proposed Ordinance creates sixteen subzones of the R1 Zone that vary as to the permitted location of the primary bulk of mass and vary also as to size and scale, allowing houses larger or smaller than the standard R1 Zone. The amendment also creates a Rear Detached Garage SUD that could be applied to lots in the R1 Zone, as well as in other single-family zones, such as RA, RE, and RS, to mandate that garages be detached and placed in the rear of the property. The new zones and rear Detached Garage SUD offer more tailored development options that respond to Los Angeles' diverse R1 one-family neighborhoods and would foster additions and new construction more consistent with a community's predominate building forms.

A parallel effort to apply the new R1 Variation Zones and Rear Detached Garage SUD to selected properties is underway under a separate zone change. The R1 Variation Zones and/or the Rear Detached Garage SUD could be applied to other properties through a zone change or community plan update.

The Department of City Planning released an initial August Draft of the Ordinance (Exhibit B) and held a public hearing on the R1 Variation Zones in August 2016. Comments on the August Draft were also received in the course of the five public hearings held on the proposed zone changes for selected neighborhoods currently subject to an Interim Control Ordinance and one additional R1 neighborhood that would implement the new zones and Rear Detached Garage District. Based on feedback from the public, the Department prepared a Proposed Ordinance (Exhibit A) now being recommended for adoption.

Initiation

In 2014, the City Council directed the Planning Department to address the issue of out-of-scale development and loss of neighborhood character in single-family zones, with a focus on the R1 Zone. In a motion (CF 14-0656, 14-0519, 14-1135, 14-0625, 14-0343, 14-0344, 14-1262) dated November 4, 2016, the City Council outlined a four-pronged approach that directed the Department of City Planning to tackle the issues of neighborhood conservation. The motion included the following directives: amend the Baseline Mansionization and Baseline Hillside Ordinances; establish an Interim Control

Ordinance (ICO) to restrict development in specific neighborhoods; establish new Historic Preservation Overlay Zones covering specific neighborhoods; and establish new single-family zones to be applied to specific neighborhoods. The motion has been addressed through four separate Planning Department initiatives.

Below is a summary and update on each of the initiatives:

1. **BMO/BHO Code Amendment**

The update to the Baseline Mansionization Ordinance and Baseline Hillside Ordinance (BMO/BHO Code amendment), case number CPC-2015-3484-CA, would modify regulations for all single-family zones (RA, RE, RS, R1) throughout the City. The BMO/BHO Code amendment applies to properties already subject to the Baseline Mansionization (BMO) and Baseline Hillside (BHO) regulations. As such, the BMO applies to single-family zoned properties outside of designated Hillside Areas and outside of the Coastal Zone, and the BHO applies to single-family zoned properties within designated Hillside Areas. The update to the BMO/BHO is a broad brush approach to address mansionization citywide. After months of outreach and two draft ordinances, the City Planning Commission recommended approval of the BMO/BHO Code amendment on July 14, 2016, and the matter is now pending review and approval by the City Council. Throughout this report mention of the BMO or BHO refers to the BMO/BHO Code amendment as approved by the City Planning Commission. Likewise, when the standard R1 Zone is mentioned, the reference is to the R1 Zone as modified by the City Planning Commission approved BMO/BHO Code amendment.

The updates to the standard R1 Zone through the BMO/BHO include:

Residential Floor Area Definition: Revised definition of Residential Floor Area that modifies exemptions for the following items:

- **Covered patios, breezeways, and porches** count as Residential Floor Area (previously 250 sq. ft. was exempt)
- **Ceilings over 14 feet in height** count double as Residential Floor Area (previously 100 sq. ft. was exempt)
- A **garage** at the front of a lot receives a 200 sq. ft. exemption (previously 400 sq. ft. was exempt). A garage at the rear of a lot continues to receive a 400 sq. ft. exemption.

Residential Floor Area Ratio (FAR): A maximum of 0.45 instead of 0.50.

20% Bonus: Removal of all bonus options that allowed a 20% increase in Residential Floor Area.

Encroachment Plane: An inclined plane sloping inward at a maximum of 45 degrees that begins at a maximum height of 20 feet at the minimum required front and side yard setbacks.

Articulated Side Façade: After a continuous horizontal expanse of wall over 45 feet long and 14 feet tall the wall must be indented 5 feet deep and 10 feet long along the side yard setback.

Articulated Front Façade: 25% of the front façade must be recessed a depth of 20% of the building's length.

Rooftop Decks: A rooftop deck must be setback 3 feet from the required side yard setback.

Non-Hillside Area Driveway Width: At the front property line, the driveway width is limited to a maximum of 25% of the lot width, but not less than 9 feet.

Hillside Area Grading: Grading is limited to a maximum of 1,000 cubic yards plus the numeric value equal to 10% of the lot size and grading under the footprint of a building is counted towards the maximum.

2. Interim Control Ordinance

An Interim Control Ordinance (ICO) went into effect in March of 2015 in 15 neighborhoods zoned R1. Five more neighborhoods were placed under an ICO in June 2016. The ICOs were put in place to restrict out-of-scale development while more permanent zoning solutions were formulated. The ICOs implement temporary regulations lasting for a maximum of two years. The governing regulations in the ICOs vary depending on the community, but all the regulations are more restrictive than what is allowed under the R1 Zone currently in effect.

3. Historic Preservation Overlay Zones (HPOZs)

Six neighborhoods under the Interim Control Ordinance (Carthay Square, El Sereno-Berkshire, Oxford Square, Holmby-Westwood, Miracle Mile, and Sunset Square) are under consideration to become Historic Preservation Overlay Zones (HPOZs), Los Angeles' version of historic districts. The HPOZ designation will serve as the tool to maintain the architectural character of the neighborhoods and appropriately manage change and development.

4. R1 Variation Zones and Rear Detached Garage Supplemental Use District

The proposed R1 Variation Zones and Rear Detached Garage Supplemental Use District, the subject of this report, were created to address single-family neighborhood character in the R1-Zone and to replace the temporary ICO regulations in many of the ICO areas and in one additional R1-Zoned neighborhood (Pacific Palisades). The new zones and Rear Detached Garage Supplemental Use District (SUD) offer more tailored development options that respond to Los Angeles' diverse R1 one-family neighborhoods and would foster additions and new construction more consistent with a community's predominate building forms. The sixteen R1 Variation Zones vary as to the permitted location of the primary bulk of mass and also vary as to size and scale, allowing houses larger or smaller than the standard R1 Zone. The Rear Detached Garage SUD could be applied to lots in the R1 Zone, as well as in other zones, such as RA, RE, and RS, to mandate that garages be detached and placed in the rear of the property. The R1 Variation Zones will serve as a stepping stone to the future zoning options that will be available through re:code LA, the Department's program to update the City's Zoning Code.

Research, Analysis, and Public Participation

As part of the re:code LA effort, the Department of City Planning conducted analysis to identify the different typologies within the various single-family neighborhoods across the City in order to inform the development of the R1 Variation Zones and Rear Detached Garage Supplemental Use District. The typologies analysis looked at neighborhood, site/lot, and building characteristics. The Department also reviewed the Interim Control Ordinance restrictions and gathered neighborhood-specific property information, such as lot and building sizes. Field studies were also conducted in the different ICO neighborhoods as well as Pacific Palisades in order to better understand each neighborhood's character.

The Department determined that not all neighborhoods zoned R1 share the same character in regards to building pattern, scale, and massing. Some neighborhoods have very specific development patterns, while others are defined by more variety. In response to these varying characteristics, the Department crafted six preliminary zones that were shared with communities in the course of 16 meetings held in May 2016.

After reviewing the public feedback, the Department revised and further shaped the preliminary zones and prepared the August Draft of the Ordinance (Exhibit B). The August Draft expanded the range of zones from six to 12, providing a greater variety of zoning options to meet the diverse needs of the City's R1-Zoned communities.

On August 25, 2016, the Department of City Planning held a public hearing at which the August Draft of the Ordinance (Exhibit B) was presented to the public. The Department

received a number of comments on the August Draft, as well as comments on the proposed zone changes to implement the R1 Variation Zones. Five public hearings were also held on the zone changes proposed for specific neighborhoods. More details about the hearings and community feedback are presented later in the report under Public Comment Summary and Response.

Proposed Ordinance – R1 Variation Zones and “RG” Rear Detached Garage Supplemental Use District

The Department has modified the August Draft of the Ordinance (Exhibit B) and recommends adoption of a revised version, referred to as the Proposed Ordinance (Exhibit A) that includes a more responsive version of the R1 Variation Zones and Rear Detached Garage Supplemental Use District.

The R1 Variation Zones will provide more fine-grained regulation of building form, height, size, and massing in a range of sizes and forms, while the Rear Detached Garage Supplemental Use District will regulate the placement of garages.

R1 Variation Zones

The R1 Variation Zones are grouped into four categories, each with four zones, for a total of 16 variations of the standard R1 Zone:

- R1V, Variable-Mass
 - Flexibility in location of second story
 - Zones: R1V1, R1V New, R1V2, R1V3
- R1F, Front-Mass
 - Second story restricted to the front of the house
 - Zones: R1F1, R1F New, R1F2, R1F3
- R1R, Rear-Mass
 - Second story restricted to the rear of the house
 - Zones: R1R1, R1R New, R1R2, R1R3
- R1H, Hillside
 - Flexibility in location of second story
 - Applies to Hillside Area
 - Zones: R1H1, R1H New, R1H2, R1H3

Wherever the General Plan land use designation allows the R1 Zone, the R1V, R1F, and R1R Variations may be applied to properties subject to the Baseline Mansionization regulations and the R1H variations may be applied to properties subject to the Baseline Hillside regulations. Though the Rear Detached Garage SUD was developed for use in

the R1 Zone, it could also be applied to other single-family zones. The R1 Variation Zones or Rear Detached Garage SUD cannot be applied to properties on an individual basis.

R1V, Variable-Mass Variation Zones (R1V1, R1V New, R1V2, R1V3)

The Variable-Mass Variation Zones offer the most flexible building envelope of the new zones. In this variation, the location of bulk is not regulated, and the second story can be placed anywhere within the maximum building envelope. Any design that fits within the maximum building envelope and conforms to all other requirements is permitted.

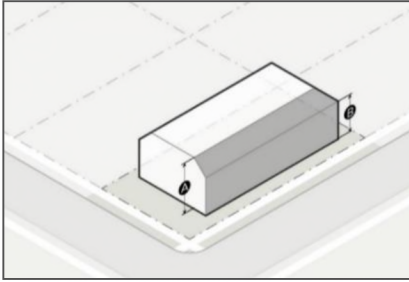
There are four proposed R1V zones. These zones vary in scale from large to small: R1V1, R1V New, R1V2, and R1V3. The Variable-Mass category is the category most similar to the standard R1 Zone because the R1V Zones, just like the standard R1 Zone, do not regulate the placement of bulk.

The maximum residential floor area of the R1V Zones may be larger than, the same as, or smaller than the .45 Residential FAR of the standard R1 Zone. The R1V Zones have an encroachment plane like the standard R1 Zone, but the encroachment plane begins either higher, the same as, or lower than the 20 foot encroachment plane in the standard R1 Zone.

Please refer to Table 1 on the following page for details on the R1V Variation Zones Development Standards. The first column represents the standard R1 Zone for comparison purposes. The complete zoning regulations are included in the attached Proposed Ordinance (Exhibit A).

Table 1

R1 VARIABLE-MASS VARIATION ZONES DEVELOPMENT STANDARDS COMPARED TO R1



Lot Size and Residential Floor Area Ratio		R1*	R1V1	R1V New	R1V2	R1V3	Max Lot Coverage**
	Up to 6,000 SF	.45	.65	.55	.45	.40	50%
	6,001 to 7,000 SF		.63	.53	.43	.38	48%
	7,001 to 8,000 SF		.61	.51	.41	.36	46%
	8,001 to 9,000 SF		.59	.49	.39	.34	44%
	9,001 to 10,000 SF		.57	.47	.37	.32	42%
	Over 10,000 SF		.55	.45	.35	.30	40%
Mass							
(A)	Total Height (max)	Generally 28' – 33'	30'	30'	28'	20'	
(B)	Encroachment Plane Begins (max)	20'	22'	22'	20'	14'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	45°	
*The R1 Variation Zones are being compared to the proposed R1 Zone that was approved by the City Planning Commission on July 14, 2016 and is pending review by the City Council.					**R1 has no Lot Coverage maximum.		

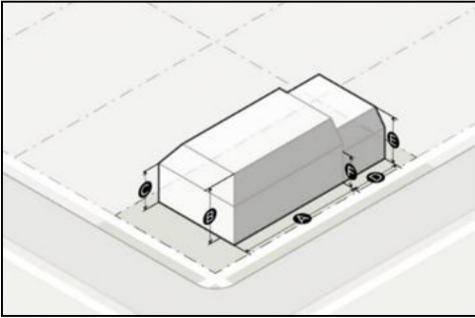
R1F, Front-Mass Variation Zones (R1F1, R1F New, R1F2, R1F3)

The Front-Mass Variation Zones confine bulk to the front of the lot within a front-loaded maximum building envelope. This variation allows for taller massing at the front of the lot and requires shorter massing at the rear of the lot. This variation aims to increase privacy in backyards. Any design that fits within the maximum building envelope and conforms to all other requirements of the variation is permitted.

There are four proposed R1F zones. These zones vary in scale from large to small: R1F1, R1F New, R1F2, and R1F3. The Front-Mass Zones are different than the standard R1 Zone because they restrict the placement of the second story massing towards the front of the lot. This variation divides the house into a front and rear mass, each of which includes its own maximum heights and encroachment plane starting points that may be higher than, the same as, or lower than the standard R1 Zone.

The R1F zones also differ from the standard R1 Zone in that, depending on the R1F zone, the maximum Residential FAR may be larger than, the same as, or smaller than the .45 Residential FAR in the standard R1 Zone.

Please refer to Table 2 on the following page for details on the R1F Variation Zones Development Standards. The first column represents the standard R1 Zone for comparison purposes. The complete zoning regulations are included in the attached Proposed Ordinance (Exhibit A).

Table 2							
R1 FRONT-MASS VARIATION ZONES DEVELOPMENT STANDARDS COMPARED TO R1							
							
Lot Size and Residential Floor Area Ratio		R1*	R1F1	R1F New	R1F2	R1F3	Max Lot Coverage**
	Up to 6,000 SF	.45	.65	.55	.45	.40	50%
	6,001 to 7,000 SF		.63	.53	.43	.38	48%
	7,001 to 8,000 SF		.61	.51	.41	.36	46%
	8,001 to 9,000 SF		.59	.49	.39	.34	44%
	9,001 to 10,000 SF		.57	.47	.37	.32	42%
	Over 10,000 SF		.55	.45	.35	.30	40%
Front Mass							
(A)	Front envelope depth, from front yard setback (min)	n/a	-	-	-	-	
(B)	Total Height (max)	Generally 28'-33'	30'	30'	28'	26'	
(C)	Encroachment Plane Begins (max)	20'	22'	22'	20'	18'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	45°	
Rear Mass		R1*	R1F1	R1F New	R1F2	R1F3	
(D)	Rear envelope depth, from rear yard setback (min)	n/a	25'	25'	25'	25'	
(E)	Total Height (max)	-	24'	24'	20'	18'	
(F)	Encroachment Plane Begins (max)	-	16'	16'	14'	14'	
	Angle of Encroachment Plane (max)	-	45°	45°	45°	45°	
<i>*The R1 Variation Zones are being compared to the proposed R1 Zone that was approved by the City Planning Commission on July 14, 2016 and is pending review by the City Council.</i>				<i>**R1 has no Lot Coverage maximum.</i>			

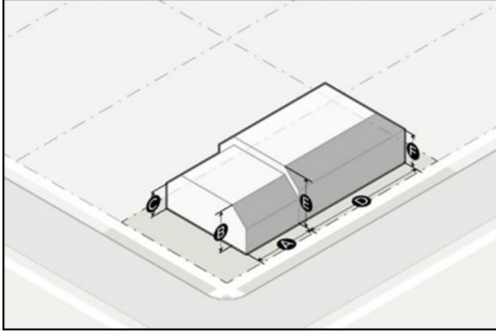
R1R, Rear-Mass Variation Zones (R1R1, R1R New, R1R2, R1R3)

The Rear-Mass Variation Zones confine bulk to the rear of the lot within a rear-loaded maximum building envelope. This variation allows for taller massing at the rear of the lot and requires shorter massing at the front of the lot. The variation aims to encourage a lower scale along the public right-of-way. Any design that fits within the maximum building envelope and conforms to all other requirements of the variation is permitted.

There are four proposed R1R zones. These zones vary in scale from large to small: R1R1, R1R New, R1R2, and R1R3. The Rear-Mass Zones are different than the standard R1 Zone because they restrict the placement of the second story massing towards the rear of the lot. This variation divides the house into a front and rear mass, each of which includes its own maximum heights and encroachment plane starting points that may be higher than, the same as, or lower than the standard R1 Zone.

The R1R zones also differ from the standard R1 Zone in that, depending on the R1R Zone, the maximum Residential FAR may be larger than, the same as, or smaller than the .45 Residential FAR in the standard R1 Zone.

Please refer to Table 3 on the following page for details on the R1R Variation Zones Development Standards. The first column represents the standard R1 Zone for comparison purposes. The complete zoning regulations are included in the attached Proposed Ordinance (Exhibit A).

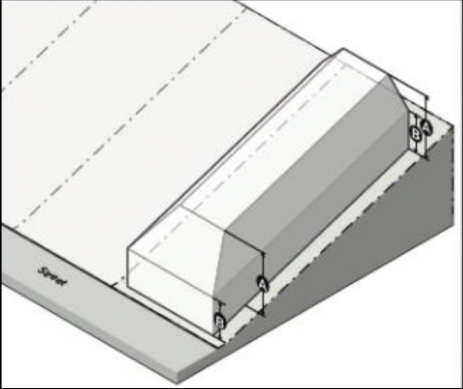
Table 3							
R1 REAR-MASS VARIATION ZONES DEVELOPMENT STANDARDS COMPARED TO R1							
							
Lot Size and Residential Floor Area Ratio		R1*	R1R1	R1R New	R1R2	R1R3	Max Lot Coverage**
	Up to 6,000 SF	.45	.65	.55	.45	.40	50%
	6,001 to 7,000 SF		.63	.53	.43	.38	48%
	7,001 to 8,000 SF		.61	.51	.41	.36	46%
	8,001 to 9,000 SF		.59	.49	.39	.34	44%
	9,001 to 10,000 SF		.57	.47	.37	.32	42%
	Over 10,000 SF		.55	.45	.35	.30	40%
Front Mass							
(A)	Front envelope depth, from front yard setback (min)	n/a	30'	30'	30'	30'	
(B)	Total Height (max)	Generally 28'-33'	24'	24'	20'	18'	
(C)	Encroachment Plane Begins (max)	20'	16'	16'	12'	12'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	45°	
Rear Mass							
(D)	Rear envelope depth, from rear yard setback (min)	n/a	-	-	-	-	
(E)	Total Height (max)	-	30'	30'	28'	26'	
(F)	Encroachment Plane Begins (max)	-	22'	22'	20'	18'	
	Angle of Encroachment Plane (max)	-	45°	45°	45°	45°	
<i>*The R1 Variation Zones are being compared to the proposed R1 Zone that was approved by the City Planning Commission on July 14, 2016 and is pending review by the City Council.</i>					<i>**R1 has no Lot Coverage maximum</i>		

R1H, Hillside Variation Zones (R1H1, R1H New, R1H2, R1H3)

The Hillside Variation Zones offer a flexible building envelope for properties in designated Hillside Areas. In this variation, the location of bulk is not regulated and can be placed anywhere within the maximum building envelope. Any design that fits within the maximum building envelope and conforms to all other requirements is permitted.

There are four R1H Zones. These vary in scale from large to small: R1H1, R1H New, R1H2, and R1H3. The R1H Zones are very similar to the standard R1 Zone when applied in designated Hillside Areas. The R1H Zones only differ from the standard R1 Zone when applied in designated Hillside Areas in terms of maximum Residential FAR. Depending on the R1H Zone, the maximum Residential FAR may be larger than, the same as, or smaller than the standard R1 Zone in the Hillside Areas (0.45 – 0.00 Residential FAR based on slope band).

Please refer to Table 4 for details on the R1H Variation Zones Residential Floor Area Ratios. The first column represents the standard R1 Zone for comparison purposes. The complete zoning regulations are included in the attached Proposed Ordinance (Exhibit A).

Table 4					
R1 HILLSIDE VARIATION ZONES RESIDENTIAL FLOOR AREA RATIOS COMPARED TO R1 HILLSIDE					
					
Slope Band (%)	R1*	R1H1	R1H New	R1H2	R1H3
0 – 14.99	0.45	0.65	0.55	0.45	0.40
15 – 29.99	0.45	0.60	0.50	0.45	0.35
30 – 44.99	0.35	0.55	0.45	0.40	0.30
45 – 59.99	0.30	0.50	0.40	0.35	0.25
60 – 99.99	0.25	0.45	0.35	0.30	0.20
100+	0.00	0.00	0.00	0.00	0.00
<i>*The R1 Variation Zones are being compared to the proposed R1 Zone that was approved by the City Planning Commission on July 14, 2016 and is pending review by the City Council.</i>					

Rear Detached Garage “RG” Supplemental Use District

The optional “RG” Rear Detached Garage Supplemental Use District (SUD) regulates the location and type of structure for required covered parking. It mandates that the parking requirement be satisfied with private garages enclosed by walls, instead of any other form of covered parking, like carports. Garages on lots within a Rear Detached Garage SUD are required to be detached from the main building and located at the rear of the lot generally following the existing regulations for accessory structures. Attached garages are prohibited. The Rear Detached Garage District serves as an additional tool to regulate building pattern and is not a standalone zone. The complete zoning regulations are included in the attached Proposed Ordinance (Exhibit A).

Currently, covered parking is not required to be satisfied with a garage or that it must be detached from the main house in single-family zones.

Discussion

R1 Variation Zones Compared to the Standard R1 Zone

The R1 Variation Zones are a subset of the R1 Zone. As such, the R1 Variation Zones share many of the same regulations as the standard R1 Zone. For purposes of this report, the R1 Variation Zones are being compared to the R1 Zone reflected in the Baseline Mansionization and Baseline Hillside Code amendment approved by the City Planning Commission on July 14, 2016 and pending City Council adoption.

The following are items for which the R1 Variation Zones and the standard R1 Zone share the same regulations:

- Both have the same definition of Residential Floor Area
- Both have no 20% bonus in Residential Floor Area
- Both require front façade articulation
- Both require side façade articulation
- Both require setback for rooftop decks
- Both have a maximum driveway width at front property line in non-Hillside Areas
- Both include grading limitations in Hillside Areas

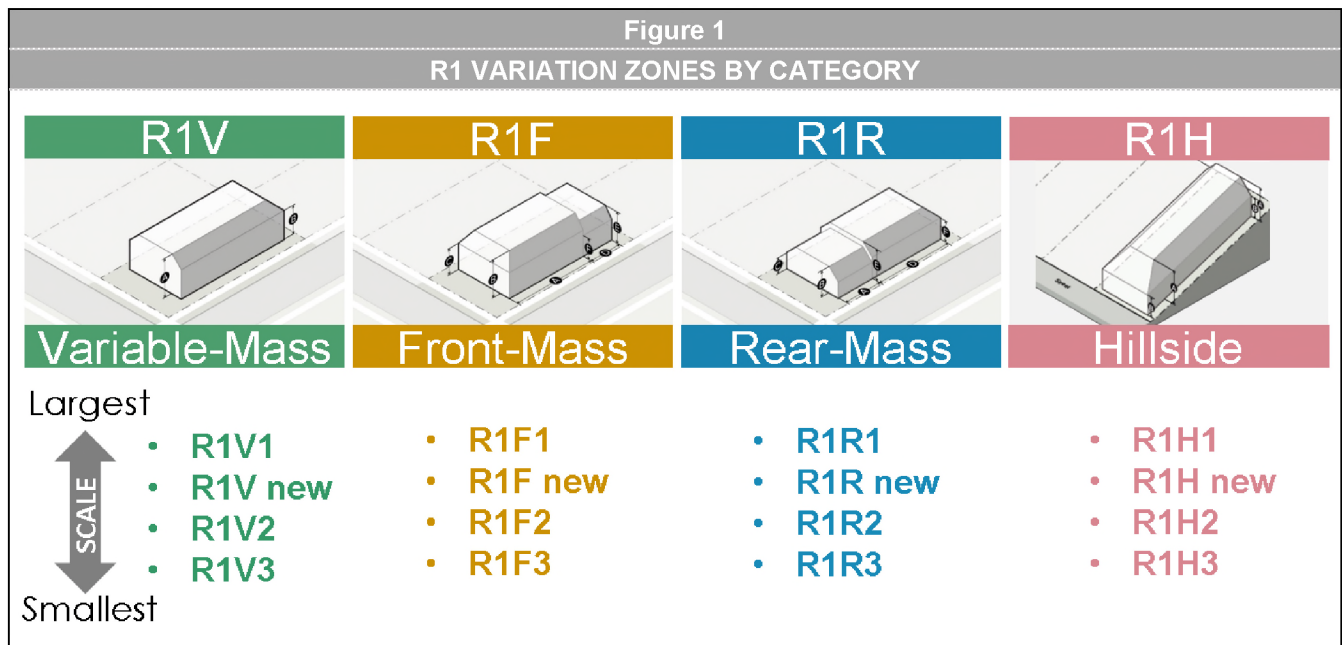
The primary differences between the R1 Variation Zones and the standard R1 Zone pertain to regulations that more directly affect size, scale, and massing. Since the intent of the R1 Variation Zones is to provide alternatives to the standard R1 Zone, these features have varying metrics to achieve a range of zoning options.

The following are items for which the R1 Variation Zones and the standard R1 Zone have different regulations:

- Have different Maximum Residential Floor Area Ratios
- Have different Maximum Height
- Have different Encroachment Plane starting points
- Have different requirements for placement of second story (form)
- Have different Maximum Lot Coverage

Zone String

The R1 Variation Zones are subsets of the R1 Zone and as such each Variation Zone must include “R1” in its name to indicate its association with the R1 Zone. Following “R1” each subzone is assigned an alphabetic indicator that specifies its category: “V” indicates Variable-Mass, “F” indicates Front-Mass, “R” indicates Rear-Mass, and “H” indicates Hillside.



Following the alphabetic indicator is either a number or the word “new”. The number or word “new” at the end of each zone identifies the Residential Floor Area Ratio (FAR) range of the zone. The maximum Residential FAR of each zone is not a fixed number, but instead ranges based on lot size in the non-Hillside Area (R1V, R1F, and R1R Variation Zones) and by lot slope in designated Hillside Areas (R1H Variation Zones). The range of FARs ensures some consistency in size of house within a neighborhood even though lot sizes may vary greatly. It also helps to maintain an overall neighborhood scale.

It should be noted that the Department added the “new” zone to each category after the August Draft of the Ordinance (Exhibit B) was released on August 11, 2016. The naming convention will likely be updated to improve the nomenclature and to eliminate any zone from appearing as “new” in the Zoning Code. However, for purposes of this report and to keep messaging consistent, the zone names remain as presented to the public in the Proposed Ordinance (Exhibit A).

Residential Floor Area Range “1”

The number “1” of R1V1, R1F1, and R1R1, corresponds to the largest range of Residential FAR. These begin with a maximum Residential FAR of .65 that decreases to .55 by intervals as lot size increases. This range of Residential FAR allows for houses that are most similar in size to the maximum residential floor area (.50 + 20% = .60) that is allowed under the Baseline Mansionization (2008) and Baseline Hillside (2011) regulations currently in effect. The current 20% bonus is built into the proposed range of Residential FAR, as is additional FAR to compensate for the changes in the definition of Residential Floor Area related to exempted square footage. The number “1” in the R1H1 Zone also corresponds to a maximum Residential FAR that begins at .65, but decreases to 0 as the slope of the lot increases. Residential FAR in the Hillside Variation is calculated by slope bands and not by lot size.

Residential Floor Area Range “New”

The word “new” of R1V New, R1F New, and R1R New, corresponds to a Residential FAR that begins with a maximum Residential FAR of .55 that decreases to .45 by intervals as lot size increases. This range of Residential FAR allows for houses slightly larger in size than the base Residential FAR (.50) allowed under the Baseline Mansionization (2008) and Baseline Hillside (2011) regulations currently in effect, but ranges slightly higher in Residential FAR to compensate for the changes in the definition of Residential Floor Area related to exempted square footage. The word “new” in the R1H New Zone also corresponds to a maximum Residential FAR that begins at .55, but decreases to 0 as the slope of the lot increases. Residential FAR in the Hillside Variation is calculated by slope bands and not by lot size.

Residential Floor Area Range “2”

The number “2” of R1V2, R1F2, and R1R2, corresponds to a Residential FAR that begins with a maximum Residential FAR of .45 that decreases to .35 by intervals as lot size increases. This range is most similar to and ranges slightly smaller than the Residential FAR (.45) in the standard R1 Zone in the Baseline Mansionization/Baseline Hillside Code amendment. The number “2” in the R1H2 Zone also corresponds to a maximum Residential FAR that begins at .45, but decreases to 0 as the slope of the lot increases. Residential FAR in the Hillside Variation is calculated by slope bands and not by lot size.

Residential Floor Area Range “3”

Last, the number “3” of R1V3, R1F3, and R1R3, corresponds to a Residential FAR that begins with a maximum Residential FAR of .40 and decreases to .30 by intervals as lot size increases. This range is smaller than the Residential FAR (.45) in the standard R1 Zone in the Baseline Mansionization/Baseline Hillside Code amendment. The number “3” in the R1H3 Zone also corresponds to a maximum Residential FAR that begins at .40, but decreases to 0 as the slope of the lot increases. Residential FAR in the Hillside Variation is calculated by slope bands and not by lot size.

Height

The R1V, R1F, and R1R Variation Zones are unique in that they include height regulations embedded in the zone. In the standard R1 Zone, height is regulated by an assigned Height District. The most common Height District for the standard R1 Zone is Height District 1 that regulates height at a maximum range of 28 to 33 feet depending on roof pitch. The R1V, R1F, and R1R Variation Zones do not need an associated Height District since height is incorporated directly in the zone. This is a small step towards simplifying the Zoning Code as envisioned in re:code LA.

As discussed above, zones with the number “1” or the word “new” are the relatively larger versions of the R1 Variation Zones. While “1” and “new” are allotted a higher encroachment plane starting point and higher Residential FAR than the standard R1 Zone, the “1” and “new” zones have a maximum height of 30 feet which is lower than what is possible in the standard R1 Zone. Height in the “1” and “New” zones has been restricted to a maximum of 30 feet in order to maintain an appropriate scale. A 30-foot maximum height allows a full three-story flat-roofed building, with the third floor set back from sides and also allows a two-and-a-half story building, with the upper floor stepped back and dormers in the third level (without encroaching). Additional height above 30 feet is not necessary to maximize the building envelope.

The R1 Variation Zones with the numbers “2” or “3” have heights that are the same as or lower than the smallest maximum height of 28 feet in the standard R1 Zone. The reduced height for the properties with the “2” or “3” zoning is consistent with the intent to have smaller scaled houses in those zones.

The R1H Variation Zones do not have height regulated directly in the zone. The R1H Variation Zones maintain Height Districts for designated Hillside Areas. R1H only differs from the standard R1 Zone applied in designated Hillside Areas in terms of maximum Residential FAR. All other regulations for the R1H Variation Zones are the same as the standard R1 Zone for designated Hillside Areas.

Encroachment Plane

The R1 Variation Zones, like the standard R1 Zone, include an encroachment plane requirement at the minimum required front and side yard setbacks. An encroachment plane is an inclined plane sloping inward at a specified maximum angle that begins at a specified maximum height. The encroachment plane directs taller building mass towards the interior of the lot and away from neighboring properties.

The R1 H Variation Zones and the standard R1 Zone, when applied in designated Hillside Areas, share the same encroachment plane starting point of 20 feet. The non-Hillside R1 Variation Zones include varying encroachment plane starting points depending on the scale of the zone. The zones with “1” or “new” generally include higher encroachment plane starting points than the standard R1 Zone, while the zones with “2” or “3” have encroachment plane starting points that are the same as or lower than the standard R1 Zone. The maximum angle of the encroachment plane, 45 degrees, is the same in the standard R1 Zone and all of the R1 Variation Zones.

Form

The Department has received many comments on how to better regulate building form in single-family neighborhoods where there are distinct built environments with similar housing forms. Since the standard R1 Zone does not regulate building form, the Department determined that a new zoning tool is necessary and the R1 Front-Mass and R1 Rear-Mass Variation Zones aim to be those tools.

The R1 Front-Mass and R1 Rear-Mass Variation Zones would regulate building form by mandating the placement of the second story over certain halves of the lot to create a maximum building envelope that shapes a particular house form. The R1F Variation Zones regulate bulk towards the front of the lot, while the R1R Variation Zones regulate bulk to the rear of the lot. A particular architectural style or exact design is not mandated in the zones, but the placement of bulk or the second story massing is regulated.

The R1 Variable-Mass and R1 Hillside Variations do not regulate form and would allow for flexible placement of bulk or second story.

Lot Coverage

Lot Coverage is the area in square feet that the footprint of buildings can take up on a lot. The Department has received many comments regarding new construction or additions that extend over the majority of the lot and leave very little open space. These are often referred to as “lot line to lot line” developments which reduce the amount of permeable groundcover and may cause shadows on neighboring lots. Regulation of Lot Coverage can lead to more open space by limiting the amount of area that can be covered by buildings and also increase access to light and air.

The R1 Variation Zones would regulate maximum Lot Coverage, while the standard R1 Zone in non-Hillside Areas would not. The standard R1 Zone Hillside Area regulations do limit Lot Coverage to 40% of the lot size, and the H1H Variation Zones would be subject to the same requirement.

The non-Hillside R1 Variation Zones (R1V, R1F, and R1R) propose to regulate maximum Lot Coverage in intervals from 50% to 40%. Smaller sized lots up to 6,000 square feet would have a maximum 50% Lot Coverage and as lot size increases the Lot Coverage maximum decreases by intervals to 40%, the most restrictive maximum Lot Coverage amount for the larger lots. Similar to the way that detached garages of 400 square feet do not count towards Residential Floor Area calculations, 400 square feet of rear detached garage would also not be included in the calculation of Lot Coverage in the R1V, R1F, and R1R Variation Zones. Please refer to the definition of Lot Coverage in the Proposed Ordinance (Exhibit A) for more details.

Public Comment Summary and Response

The majority of the comments received at the public hearing on August 25, 2016 were in support of the creation of the R1 Variation Zones and Rear Detached Garage Supplemental Use District. Eighteen people signed in and eleven people spoke at the hearing held at 10 a.m. in Room 1070 of City Hall (200 N. Spring Street, Los Angeles, CA 90012). Forty-three written comments were also received that addressed the August Draft of the Ordinance and were generally in support. Comments of the August Draft of the Ordinance were also received during the public hearings held on the zone changes.

Below is a summary of the most representative comments received:

- Add a Residential Floor Area Ratio range from .55 - .45 to each category.
- Increase to the starting Residential Floor Area Ratio range of R1H1 from .50 to .65.
- Lower the front mass height and encroachment plane starting points for R1R2 and R1R3.
- The Rear-Mass Variations should have a reduced front mass depth of 15 or 20 feet from the required setback rather than 30 feet.
- Increase the height and encroachment plane starting point for R1V1.
- The gradations in lot sizes should be reduced and the first category range from lots up to 7,000 square feet rather than 6,000 square feet.
- The largest lot sizes are penalized by Residential FARs decreasing as lot size increases.
- Property values will increase from increased restrictions.
- Property values will suffer from increased restrictions.

Many comments were also made related to the Baseline Mansionization and Baseline Hillside Code amendment. They mostly focused on changes that some members of the public did not agree with pertaining to the definition of Residential Floor Area and reduced maximum permitted house size citywide.

The Proposed Ordinance (Exhibit A) incorporates the following changes from the August Draft (Exhibit B):

- A fourth “New” Zone added to each category that offers a Residential Floor Area Ratio range from .55 - .45 depending on lot size.
- An increase to the starting Residential Floor Area Ratio range of R1H1 from .50 to .65.
- Reduced encroachment plane starting points for R1R2 and R1R3 Zones.

“New” Zone in Each Category

The August Draft of the Ordinance (Exhibit B) only included three zones in each category. The associated Residential Floor Area Ratios (FAR) in each Variable-Mass, Front-Mass, and Rear-Mass Variation went from .65-.55 for number “1”, .45-.35 for number “2”, and .40-.30 for number “3”. The Hillside Variation ranged from .50-0 for number “1”, .45-0 for number “2”, and .40-0 for number “3”. There was a clear gap in the range of offered sizes in the non-Hillside Area Variations and the R1H1 Zone had a different starting Residential FAR of .50 than the R1V1 Zone, which began at .65.

Based on feedback that the gap between .65 and .45 be filled, the “New” Zone with a Residential FAR range of .55-.45 was added to each category. The “New” Zone in each category offers a second-to-largest Residential FAR and broadens the menu of zoning tools available. The “New” Zone in each category has been included the Proposed Ordinance (Exhibit A).

Higher Residential Floor Area Ratio for R1H1

The August Draft of the Ordinance (Exhibit B) offered different maximum Residential FAR for the non-Hillside Area Variation Zones than for the Hillside Area Variation. Rather than offer different metrics for the two, and based on public feedback that they should be the same, the Residential FAR for the R1H1 Zone has been increased from a starting ratio of .50 to starting ratio of .65. This change has been incorporated in the Proposed Ordinance (Exhibit A). The “New” Zone with a maximum Residential FAR of .55 was also added to the Proposed Ordinance to fill the gap between maximum Residential FARs that existed in the August Draft. R1H2 and R1H3 remain the same between the August Draft and the Proposed Ordinance. This change is incorporated in the Proposed Ordinance (Exhibit A).

Reduced Encroachment Plane Heights for R1R2 and R1R3

The August Draft of Ordinance (Exhibit B) had slightly higher encroachment plane starting points for the front massing of the R1R2 and R1R3 Zones. These zones direct the second story massing towards the rear of the lot and aim to achieve a sense of a one-story massing towards the front of the lot. R1R2 and R1R3 included maximum total height and encroachment plane heights for the front mass that the public felt would still allow for a two-story front mass. After further research, the Department determined that the maximum total height of the front mass did not need to be reduced. The 20-foot and 18-foot respective height maximums were not considered problematic because the required encroachment plane would mandate the massing be stepped in. However, a slight reduction in the encroachment plane starting points to 12 feet from 14 feet for both zones would ensure that the front mass would have a one-story feel without limiting high pitched roofs that are characteristic of certain architectural styles. This change is incorporated in the Proposed Ordinance (Exhibit A).

While many of the comments received from the public have been incorporated into the Proposed Ordinance (Exhibit A), not all of the suggested changes could be implemented. Below is an explanation of why certain changes could not be included in the Code amendment.

Reduce the Required Front Mass Depth in the R1R Zones

The required front mass depth of 30 feet from the required front yard setback in the R1R Zones was determined through analyzing common massing setback patterns of historic neighborhoods where houses are predominately in the Spanish Colonial Revival style. Comments were received from some residents in support of a zone that would promote the typical building form of the style that often includes a one-story front and a two-story rear. In order to achieve the sense of a front and a rear mass, a significant difference is needed from where one mass ends and the other begins. As such, 30 feet was found to be the appropriate distance to ensure that the massing differences would appear separate and not like an articulation, which is typically shallower. While some comments were made in support of a reduced front mass depth of 15 or 20 feet, the Department determined that a front mass depth less than 30 feet would be too shallow to achieve the desired effect and intent of the Rear-Mass Variation.

Increase the Maximum Height and Encroachment Plane Starting Point for R1V1

While the R1V1 Zone is intended to accommodate the largest of all the R1 Variation Zones, the intent is to do so in a proportional and sensitive way. An increase in maximum total height and encroachment plane starting point is not necessary to maximize Residential Floor Area. Keeping maximum total height at 30 feet and the encroachment plane starting point at 22 feet will help to reduce perceived bulk and looming. A two-and-a-half story house, with the upper floor stepped back and dormers in the third level (without encroaching), or a full three-story flat-roofed building, with the third floor set back from sides can be accommodated within those parameters.

Reduce the Number of Residential FAR Gradations by Consolidating Lot Size Interval and Begin the First Interval at 7,000 Square Feet

The scale of Residential FAR to lot size was created as a way to ensure that overall house size in a neighborhood was relatively consistent even though lot sizes vary. Many R1-Zoned neighborhoods do not have consistent lot sizes, which can pose a problem when the Residential FAR is set at a flat rate. By reducing the Residential FAR as lot size increases, the general size of a house in a neighborhood stays consistent. In the Proposed Ordinance (Exhibit A), houses that maximize their residential floor area would only differ by a couple hundred square feet, from lot interval to lot interval. The calibration of Residential FAR to lot size keeps house sizes relatively consistent within a neighborhood.

Some members of the public have stated that this penalizes the largest lots. However, when compared to the RE Residential Estate Zones, large R1-Zoned lots would fare very similarly in terms of allotted square footage in the zones with the number “1” or “New” Residential FAR ranges. The zones with smaller overall Residential FAR, such as the number “2” and number “3”, are intended to have relatively smaller-scaled houses and reduced overall square footage.

Conclusion

The Proposed Ordinance (Exhibit A) seeks to address the concerns raised by the City Council and members of the public regarding the different needs of R1-Zoned neighborhoods throughout the City. The Department determined that not all neighborhoods zoned R1 share the same character in regards to building pattern, scale, and massing. Some neighborhoods have very specific development patterns, while others are defined by more variety. In adopting the Code amendment, sixteen subzones of R1 would be created to offer more tailored development regulations to meet the varying characteristics of Los Angeles’ R1 one-family neighborhoods. The Rear Detached Garage Supplemental Use District would also provide a way to mandate specific placement of garages for neighborhoods with a distinct building pattern of house at the front of the lot and detached garage at the rear. While the adoption of the Code amendment does not implement any of the zones, it makes them available for use through future zone changes or community plan updates. Additional materials, including required findings, the environmental clearance, and the 2014 City Council motion, are presented in Exhibits C through E.

Exhibits

- A. Proposed Ordinance
- B. August Draft of Ordinance
- C. Findings (Land Use and CEQA)
- D. Negative Declaration (ENV-2016-2111-ND)
- E. Motion (CF 14-0656)

ORDINANCE NO. _____

An ordinance amending Sections 12.04, 12.08, 12.21, 12.21.1, 12.23, and 12.32 S, and 13.18, and adding Sections 12.21.6 to the Los Angeles Municipal Code (LAMC) to establish variations of the R1 Zone and an "RG" Rear Detached Garage Supplemental Use District that may be applied to regulate garage placement in the RA, RE, RS, and R1 Zones.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1: Subsection C of Section 12.04 of the Los Angeles Municipal Code is amended to read as follows:

C. In order to more adequately regulate and restrict the height and floor area of buildings and structures, each lot shall include a height district designation, except for lots in the HI Hybrid Industrial Live/Work Zone where the height and floor area of buildings and structures shall be regulated by Section 12.04.06 and except for lots in the R1V, R1F, R1R One-Family Variation Zones where the height and residential floor area of buildings and structures shall be regulated by Sections 12.08 C.5(b)-(d). Height district designations shall be numbered from 1 to 4, CRA 1 to 4, EZ 1 to 4 and CSA 1 to 4, and shall regulate the height or floor area of buildings and structures as provided in Sections 12.21.1, 12.21.2, 12.21.3, 12.21.4 and 12.21.5. The height districts and their boundaries are shown on the Zoning Map by a combination of zone symbols and height district number markings, e.g., R2-1, C2-2, M1-3, C1-CRA1, MS-EZ2, C2-CSA3, etc. Where a lot is located in more than one height district, the applicable zone symbol designations shall be separated by a slash mark, e.g., R2-CRA/CSA, C2-EZI/CRA2, etc. The symbol "HD" preceding height district number markings, when shown on the Zoning Map or used in a zoning ordinance, is an abbreviation for the words "height district" and refers to height districts. The height districts for the "CW" Zone are the height districts shown in Section 6 of the Central City West Specific Plan. The height districts for the "ADP" Zone are the height districts shown in Section 7 of the Alameda District Specific Plan. The height districts for the "WC" Zone are the height districts shown in Section 7 of the Warner Center Specific Plan. The height districts for the "LASED" Zone are the height districts shown in Section 10 of the Los Angeles Sports and Entertainment District Specific Plan. The height districts for the "USC-1A", "USC-1B", "USC-2" and "USC-3" Zones are the height districts shown in Section 7 of the University of Southern California University Park Campus Specific Plan. The height districts for the "PVSP" Zone are the Subareas shown in Section 5 of the Ponte Vista at San Pedro Specific Plan.

Sec. 2: Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read as follows:

- | | |
|-----|------------------------------|
| "O" | Oil Drilling District |
| "S" | Animal Slaughtering District |

"G"	Surface Mining District
"RPD"	Residential Planning Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
"MPR"	Modified Parking Requirement District
"RIO"	River Improvement Overlay District
<u>"RG"</u>	<u>Rear Detached Garage District</u>

The **"Zoning Map"** is amended to indicate these districts and the boundaries of each district.

Land classified in an "O" Oil Drilling District, "S" Animal Slaughtering District, "G" Surface Mining District, "RPD" Residential Planned Development District, "K" Equinekeeping District, "CA" Commercial and Artcraft District, "POD" Pedestrian Oriented District, "CDO" Community Design Overlay District, "MU" Mixed Use District, "FH" Fence Height District, "SN" Sign District, "RFA" Residential Floor Area District, "NSO" Neighborhood Stabilization Overlay District, "CPIO" Community Plan Implementation Overlay District, "RIO" River Improvement Overlay District, "RG" Rear Detached Garage District or "CUGU" Clean Up Green Up Overlay District is also classified in one or more zones, and land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

These classifications are indicated on the **"Zoning Map"** with a combination of symbols, e.g., **R2-2-O**, **C2-4-S**, **M1-3-G**, **M1-1-P** and **R2-O**, **C2-G**, etc., where height districts have not been established.

Sec. 3: The second unnumbered paragraph of Subdivision 5 of Subsection C of Section 12.08 of the Los Angeles Municipal Code is amended to be numbered paragraph (a) and titled "R1."

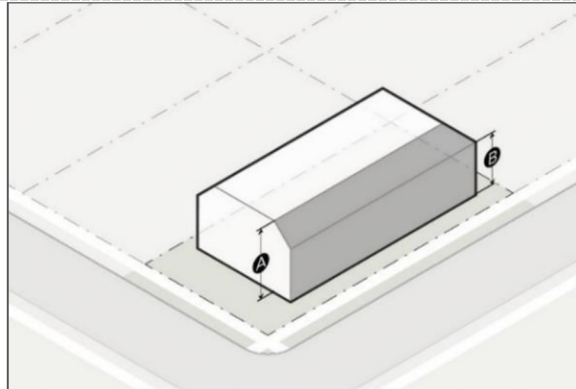
Sec. 4: New paragraphs (b), (c), (d), and (e) are added to Subdivision 5 of Subsection C of Section 12.08 of the Los Angeles Municipal Code to read as follows:

(b) **R1V, Variable-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods having an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing within a maximum building envelope that respects the scale of other houses in the vicinity.

The maximum residential floor area contained in all buildings shall not exceed the specified Residential Floor Area Ratio for the corresponding zone and size of the lot as listed in Table 12.08 C.5(b). The maximum lot coverage, maximum total height, maximum height at which the encroachment plane begins, and the maximum angle of the encroachment plane shall not exceed the amounts specified for each zone in Table 12.08 C.5(b).

Table 12.08 C.5(b)

R1 VARIABLE-MASS VARIATION ZONES DEVELOPMENT STANDARDS



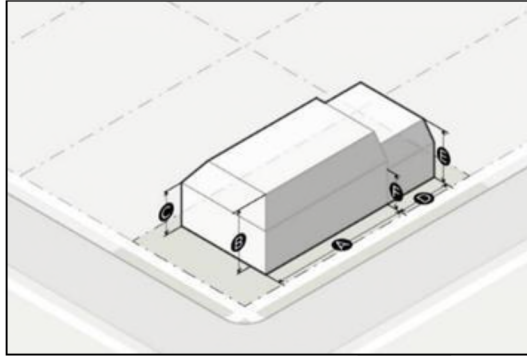
Lot Size and Residential Floor Area Ratio		R1V1	R1V New	R1V2	R1V3	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Mass		R1V1	R1V New	R1V2	R1V3	
(A)	Total Height (max)	30'	30'	28'	20'	
(B)	Encroachment Plane Begins (max)	22'	22'	20'	14'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	

(c) **R1F, Front-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a two-story mass at the front of the lot and a one-story mass at the rear of the lot. The intent of this variation is to allow taller massing at the front of the lot and mandate a shorter massing at the rear of the lot that respects the scale and form of other houses in the vicinity.

The maximum residential floor area contained in all buildings shall not exceed the specified Residential Floor Area Ratio for the corresponding zone and size of the lot as listed in Table 12.08 C.5(c). The maximum lot coverage, the maximum total height of the front and rear masses, the maximum height at which the encroachment plane begins for the front and rear masses, and the maximum angle of the encroachment plane shall not exceed the amounts specified for each zone in Table 12.08 C.5(c).

Table 12.08 C.5(c)

R1 FRONT-MASS VARIATION ZONES DEVELOPMENT STANDARDS



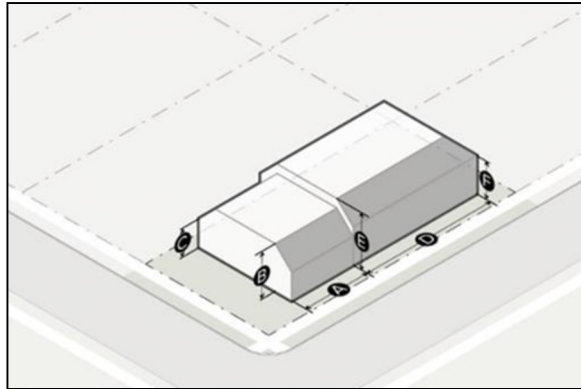
Lot Size and Residential Floor Area Ratio		R1F1	R1F New	R1F2	R1F3	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass		R1F1	R1F New	R1F2	R1F3	
(A)	Front envelope depth, from front yard setback (min)	-	-	-	-	
(B)	Total Height (max)	30'	30'	28'	26'	
(C)	Encroachment Plane Begins (max)	22'	22'	20'	18'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	25'	25'	25'	25'	
(E)	Total Height (max)	24'	24'	20'	18'	
(F)	Encroachment Plane Begins (max)	16'	16'	14'	14'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	

(d) **R1R, Rear-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a one-story mass at the front of the lot and a two-story mass at the rear of the lot. The intent of this variation is to mandate shorter massing at the front of the lot and allow a taller massing at the rear of the lot that respects the scale and form of other houses in the vicinity.

The maximum residential floor area contained in all buildings shall not exceed the specified Residential Floor Area Ratio for the corresponding zone and size of the lot as listed in Table 12.08 C.5(d). The maximum lot coverage, the maximum total height of the front and rear masses, the maximum height at which the encroachment plane begins for the front and rear masses, and the maximum angle of the encroachment plane shall not exceed the amounts specified for each zone in Table 12.08 C.5(d).

Table 12.08 C.05(d)

R1 REAR-MASS VARIATION ZONES DEVELOPMENT STANDARDS



Lot Size and Residential Floor Area Ratio		R1R1	R1R New	R1R2	R1R3	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass						
(A)	Front envelope depth, from front yard setback (min)	30'	30'	30'	30'	
(B)	Total Height (max)	24'	24'	20'	18'	
(C)	Encroachment Plane Begins (max)	16'	16'	12'	12'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	-	-	-	-	
(E)	Total Height (max)	30'	30'	28'	26'	
(F)	Encroachment Plane Begins (max)	22'	22'	20'	18'	
	Angle of Encroachment Plane (max)	45°	45°	45°	45°	

(e) **R1H, Hillside Area.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in Hillside Areas having an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing within a maximum building envelope that respects the scale of other houses in the vicinity. A lot designated an R1H Zone shall comply with all of the R1 Hillside Area Development Standards pursuant to Section 12.21 C.10 except that R1H lots shall be subject to the Residential Floor Area ratios in Table 12.21 C.10-2b of their corresponding zone, and shall comply with any other provisions that apply to the R1 Zone, excluding those that specifically do not apply in the Hillside Area.

Sec. 5: New Subdivision 8 of Subsection C of Section 12.08 of the Los Angeles Municipal Code is added to read:

8. Definitions and Standards. For the purposes of this Subsection the following definitions and standards shall apply.

- a. **Lot Coverage** is the area of a parcel covered by any structures extending more than six feet above grade. 400 square of required covered parking that is detached and located at the rear of the lot shall be exempt from lot coverage calculations. Any other square footage or habitable space that is part of a second story or attached on the ground level to the 400 square feet of required covered parking shall be included in lot coverage calculations.
- b. **Encroachment Plane** is an inclined plane sloping inward at a specified maximum angle that begins at a specified maximum height at the minimum required front and side yard setbacks. The encroachment plane restriction does not apply to roof structures and equipment as allowed by Section 12.21.1B.3. For the purpose of the Subdivision, height shall be measured from the existing or finished grade, whichever is lower, at each point along the perimeter of the building.

Sec. 6: Paragraph (b) of Subdivision 10 of Subsection C of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

(b) **Maximum Residential Floor Area.** The maximum Residential Floor Area contained in all Buildings and Accessory Buildings shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Floor Area Ratio (FAR) for the zone of the Lot, as outlined in Table 12.21 C.10-2a and Table 12.21 C.10-2b. This

formula can be found in Table 12.21 C.10-2~~bc~~, where “A” is the area of the Lot within each Slope Band, “FAR” is the FAR of the corresponding Slope Band, and “RFA” is the sum of the Residential Floor Area of each Slope Band.

Sec. 7: Table 12.21 C.10-2b in Section 12.21 C.10 is renumbered to read “Table 12.21 C.10-2c” as follows:

Table 12.21 C.10-2 bc					
Hillside Area Maximum Residential Floor Area Formula					
Slope Bands (%)	Area (sq-ft)		FAR		Residential Floor Area
0 – 14.99	A ¹	X	FAR ¹	=	RFA ¹
15 – 29.99	A ²	X	FAR ²	=	RFA ²
30 – 44.99	A ³	X	FAR ³	=	RFA ³
45 – 59.99	A ⁴	X	FAR ⁴	=	RFA ⁴
60 – 99.99	A ⁵	X	FAR ⁵	=	RFA ⁵
100 +	A ⁶	X	FAR ⁶	=	RFA ⁶
Maximum Residential Floor Area				=	Sum of RFA ¹ through RFA ⁶

Sec. 8: A new Table 12.21 C.10-2b is added to Section 12.21 C.10 as follows:

Table 12.21 C.10-2b				
Single-Family Zone Hillside Area Residential Floor Area Ratios (FAR)				
Slope Bands (%)	R1H1	R1H New	R1H2	R1H3
0 – 14.99	0.65	0.55	0.45	0.40
15 – 29.99	0.60	0.50	0.45	0.35
30 – 44.99	0.55	0.45	0.40	0.30
45 – 59.99	0.50	0.40	0.35	0.25
60 – 99.99	0.45	0.35	0.30	0.20
100 +	0.00	0.00	0.00	0.00

Sec. 9: The first unnumbered paragraph of Section 12.21.1 of the Los Angeles Municipal Code is amended to read as follows:

SEC. 12.21.1. HEIGHT OF BUILDING OR STRUCTURES.

No building or structure shall be erected or enlarged which exceeds the total floor area, the number of stories or the height limits hereinafter specified for the district in which the building or structure is located. Provided, however, that with respect to height, buildings and structures located within the boundaries of the Century City North and Century City South Specific Plans shall comply solely with the requirements of the respective specific plan and the requirements of Section 12.21.2 of this Code; that buildings and structures located within Community Redevelopment Plan Areas shall comply with the requirements of Section 12.21.3 of this Code; that buildings and structures located within Enterprise Zones shall comply with the requirements of Section 12.21.4 of this Code; ~~and that~~ buildings and structures located within Centers Study Areas designated on Maps Numbered 1 through 29 referred to in Section 12.21.5 of this Code, shall comply with the requirements of Section 12.21.5 of this Code; and that buildings and structures located in the R1V, R1F, and R1R One-Family Zone Variations shall comply with the requirements of Section 12.21.6 of this Code. Such designations are consistent with the purposes, intent and provisions of the General Plan.

Sec. 10: Section 12.21.6 of the Los Angeles Municipal Code is added to read:

12.21.6 HEIGHT OF BUILDINGS OR STRUCTURES IN R1V, R1F, and R1R ONE-FAMILY ZONE VARIATIONS.

Lots zoned R1V, R1F and R1R shall comply with heights specified in 12.08 C.5(b)-(d).

Sec. 11: The title of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

A. Buildings with Nonconforming Area, Height, Encroachment Plane, ~~or~~ Yards, or Lot Coverage Regulations.

Sec. 12: Sub-subparagraph (iv) is added to Paragraph (a) of Subdivision 1 of Subsection A of Section 12.23 of the Los Angeles Municipal to read as follows:

(iv) the total of all additions or enlargements comply with its applicable regulations, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B of this Code.

Sec. 13: Paragraph (c) of Subdivision 1 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

(c) Notwithstanding, Paragraphs (a) and (b) and Subdivision 2 in this Subsection, a A Building, nonconforming as to the Residential Floor Area regulations on properties zoned RA, RE, RS, and R1, not including properties in the Coastal Zone which are not located in a Hillside Area, as defined in Section 12.03 of this Code, shall not be added to or enlarged in any manner unless the addition or enlargement complies with its applicable regulations, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B. of this Code. However, alterations, other than additions or enlargements to existing Buildings, may be made provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

Sec. 14: Subdivision 2 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

2. Buildings Nonconforming as to Height or Encroachment Plane. A building, nonconforming only as to height or encroachment plane regulations, may not be added to or enlarged in any manner, unless the additions or enlargements conform to all the current regulations of the zone and other applicable current land use regulations, provided that the total aggregate floor area included in all the separate additions or enlargements shall not exceed 50 percent of the floor area of the ground floor of the building or structure.

Sec. 15: Subdivisions 3, 4, and 5 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be renumbered as follows

4.3. **Moving Nonconforming Buildings.** A nonconforming building or structure may not be moved, in whole or in part, to any other location on the lot unless every portion of the building or structure that is moved is made to conform to all the current regulations of the zone and other applicable current land use regulations, except as otherwise permitted by Section 12.22 C.13. of this Code.

5.4. **Restoration of Damaged Nonconforming Buildings.**

(a) A nonconforming building or structure, which is damaged or partially destroyed by any fire, flood, wind, earthquake or other calamity or the public enemy,

may be restored and the occupancy or use of the building, structure or part of the building or structure, which existed at the time of the damage or destruction, may be continued or resumed, provided that the total cost of restoration does not exceed 75 percent of the replacement value of the building or structure at the time of the damage or destruction. A permit for restoration shall be obtained within a period of two years from the date of the damage or destruction. Except as set forth in Paragraph (b) below, if the damage or destruction exceeds 75 percent of the replacement value of the nonconforming building or structure at the time of the damage or destruction, no repairs or restoration shall be made unless every portion of the building or structure is made to conform to all regulations for new buildings in the zone in which it is located, and other applicable current land use regulations.

(b) If the damage or destruction of a nonconforming single-family or two-family dwelling, multiple dwelling or apartment house in the OS, A, R, P, PB, C, M, or PF Zones exceeds 75 percent of its replacement value at the time of the damage or destruction, the building or structure may be reconstructed provided:

(i) that each side yard is no less than one-half the required side yard for new buildings in the zone in which it is located, or in other applicable current land use regulations, but in no event less than three feet; and

(ii) that the front and rear yards are at least one-half the required front and rear yards for new buildings in the zone in which it is located, or in other applicable current land use regulations; and

(iii) that neither the footing, nor the building or structure projects into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer; and

(iv) that the height shall not exceed the allowable height for new buildings or structures in the zone in which it is located, or in other applicable current land use regulations; and

(v) that a building permit for the reconstruction be obtained within two years of the damage or destruction from fire, flood, wind, earthquake, or other calamity or the public enemy.

6.5. Replacement of Earthquake Hazardous Buildings. Notwithstanding any other provision of this article to the contrary, a building nonconforming as to height, number of stories, lot area, loading space or parking, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance (Article 1, Chapter IX of this Code), may be reconstructed with the same nonconforming height, number of stories, lot area, loading space or parking as the original building, provided, however, that reconstruction shall be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction. Provided further, that neither the footing, nor any portion of the replacement building

may encroach into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.

Additionally, a building nonconforming as to use or yards, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance, may be reconstructed with the same nonconforming use or yards provided that the approval of a Zoning Administrator is obtained pursuant to Section 12.24 X.16. of this Code.

Sec. 16: Subdivision 3 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

3. **Buildings Nonconforming as to Lot Coverage.** A Building, nonconforming as to the Lot Coverage regulations on properties zoned RA, RE, RS, and R1, shall not be added to or enlarged in any manner unless the addition or enlargement complies with its applicable regulations, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B. of this Code. However, alterations, other than additions or enlargements to existing Buildings, may be made provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

Sec. 17: Subsection S of Section 12.32 of Article 2 of Chapter 1 of the Los Angeles Municipal Code shall be amended to add a new "RG" Rear Detached Garage Supplemental Use District.

2. **Districts.** In order to carry out the provisions of this article, the following districts are established:

"O"	Oil Drilling District
"S"	Animal Slaughtering District
"G"	Surface Mining District
"RPD"	Residential Planning Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District

"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
"MPR"	Modified Parking Requirement District
"RIO"	River Improvement Overlay District
<u>"RG"</u>	<u>Rear Detached Garage District</u>

Sec. 18: The first unnumbered list at the beginning of Section 13 of Article 3 of the Los Angeles Municipal Code shall be amended as follows:

Section

- 13.01 "O" Oil Drilling Districts.
- 13.02 "S" Animal Slaughtering Districts.
- 13.03 "G" Surface Mining Operations Districts.
- 13.04 "RPD" Residential Planned Development Districts.
- 13.05 "K" Equinekeeping Districts.
- 13.06 Commercial and Artcraft Districts.
- 13.07 Pedestrian Oriented District.
- 13.08 "CDO" Community Design Overlay District.
- 13.09 Mixed Use District.
- 13.10 Fence Heights District.
- 13.11 "SN" Sign District.
- 13.12 "NSO" Neighborhood Stabilization Overlay District.
- 13.13 "RFA" Residential Floor Area District.
- 13.14 "CPIO" Community Plan Implementation Overlay District.
- 13.15 Modified Parking Requirement (MPR) District.

13.16 "HS" Hillside Standards Overlay District.

13.17 "RIO" River Improvement Overlay District.

13.18 "RG" Rear Detached Garage District

~~13.18~~ 13.19 Violation.

Sec. 19: Section 13.18 of the Los Angeles Municipal Code shall be renumbered to Sec. 13.19 and a new Sec. 13.18 shall be included as follows:

SEC. 13.18. SEC. 13.19. VIOLATION. The violation of any condition imposed by a Zoning Administrator, Director of Planning, the Area Planning Commission, City Planning Commission or City Council in approving the site requirements, methods of operation, development plans or other actions taken pursuant to the authority contained in this article shall constitute a violation of this Code.

SEC. 13.18. "RG" SINGLE-FAMILY ZONE REAR DETACHED GARAGE DISTRICT.

A. Purpose. The regulations set forth in this Section are to facilitate the compatible placement of garages on lots in single-family residential zones where the predominant building form includes a main building with a rear detached garage. The district serves as a tool to mandate that the covered parking requirement for single-family zoned properties within the district be satisfied by a private garage and not by any open air building or carport. The district also mandates that the garage be detached and placed at the rear of the lot. For purposes of this Section, garage is defined as a building enclosed by walls with a door or doors that meet the requirements of Section 12.21 A.4(a).

B. Applicability. Grouping of lots zoned RA, RE, RS, or R1 not located in a Hillside Area or Coastal Zone.

C. Limitations. All lots within a district shall be subject to the following conditions:

1. The covered parking requirement of the Code shall be satisfied by a private garage and not by any open air building or carport.
2. Garages required in Subdivision 1:
 - (a) shall be located at the rear of the lot;
 - (b) shall be detached from the main building of the lot; and
 - (c) shall comply with Section 12.21 C.5 of this Code.
3. Exceptions to Subdivision 2 of this Subsection.
 - (a) Lots 3,000 square feet or less, shall not be subject to paragraphs (a) and (b) in Subdivision 2 of this Subsection.

(b) Notwithstanding, Section 12.21. C.5(k), Through Lots with no Rear Lot Line, shall set back the garage from both Front Lot Lines a distance of at least 40 feet and shall not be subject to paragraph (a) in Subdivision 2 of this Subsection.

DRAFT

ORDINANCE NO. _____

An ordinance amending Sections 12.04, 12.08, 12.21, 12.21.1, 12.23, and 12.32 S, and adding Sections 12.21.6 to Article 2 and amending Section 13.18 and adding section 13.19 to Article 3 of the Los Angeles Municipal Code to establish variations of R1 Zones and an "RG" Rear Detached Garage District that may be applied to regulate garage placement in RA, RE, RS, and R1 Zones.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1: Subsection C of Section 12.04 of the Los Angeles Municipal Code is amended to read as follows:

C. In order to more adequately regulate and restrict the height and floor area of buildings and structures, each lot shall include a height district designation, except for lots in the HI Hybrid Industrial Live/Work Zone where the height and floor area of buildings and structures shall be regulated by Section 12.04.06 and except for lots in the R1V, R1F, R1R One-Family Variation Zones where the height and floor area of buildings and structures shall be regulated by Sections 12.08 C.5(b)-(d). Height district designations shall be numbered from 1 to 4, CRA 1 to 4, EZ 1 to 4 and CSA 1 to 4, and shall regulate the height or floor area of buildings and structures as provided in Sections 12.21.1, 12.21.2, 12.21.3, 12.21.4 and 12.21.5. The height districts and their boundaries are shown on the Zoning Map by a combination of zone symbols and height district number markings, e.g., R2-1, C2-2, M1-3, C1-CRA1, MS-EZ2, C2-CSA3, etc. Where a lot is located in more than one height district, the applicable zone symbol designations shall be separated by a slash mark, e.g., R2-CRA/CSA, C2-EZI/CRA2, etc. The symbol "HD" preceding height district number markings, when shown on the Zoning Map or used in a zoning ordinance, is an abbreviation for the words "height district" and refers to height districts. The height districts for the "CW" Zone are the height districts shown in Section 6 of the Central City West Specific Plan. The height districts for the "ADP" Zone are the height districts shown in Section 7 of the Alameda District Specific Plan. The height districts for the "WC" Zone are the height districts shown in Section 7 of the Warner Center Specific Plan. The height districts for the "LASED" Zone are the height districts shown in Section 10 of the Los Angeles Sports and Entertainment District Specific Plan. The height districts for the "USC-1A", "USC-1B", "USC-2" and "USC-3" Zones are the height districts shown in Section 7 of the University of Southern California University Park Campus Specific Plan. The height districts for the "PVSP" Zone are the Subareas shown in Section 5 of the Ponte Vista at San Pedro Specific Plan.

Sec. 2: New Subsection G is added to Section 12.04 of the Los Angeles Municipal Code to read as follows:

G. In order to more adequately regulate the placement of garages in single-family residential zones, a grouping of lots in any RA, RE, RS, or R1 Zone may be

designated an “RG” Rear Detached Garage District according to Section 12.08.6 of this Code.

Sec. 3: The second unnumbered paragraph of Subdivision 5 of Subsection C of Section 12.08 of the Los Angeles Municipal Code is amended to be numbered paragraph (a) and titled “R1.”

Sec. 4: New paragraphs (b), (c), (d), and (e) are added to Subdivision 5 of Subsection C of Section 12.08 of the Los Angeles Municipal Code to read as follows:

(b) **R1V, Variable-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods having an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing within a maximum building envelope that respects the scale of other houses in the vicinity.

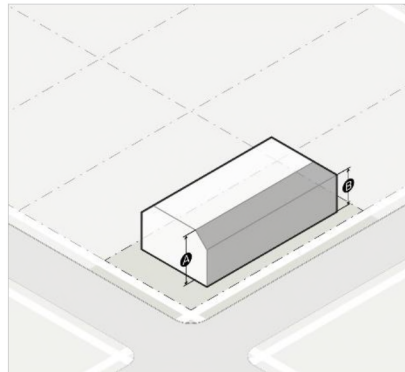


Table 12.08 C.5(b)					
Bulk and Mass					
Floor Area Ratio		R1V1	R1V2	R1V3	Lot Coverage
	Up to 6,000 SF	.65	.45	.40	50%
	6,001 to 7,000 SF	.63	.43	.38	48%
	7,001 to 8,000 SF	.61	.41	.36	46%
	8,001 to 9,000 SF	.59	.39	.34	44%
	9,001 to 10,000 SF	.57	.37	.32	42%
	Over 10,000 SF	.55	.35	.30	40%
Mass					
(A)	Total Height (max)	30'	28'	20'	
(B)	Encroachment Plane Height (max)	22'	20'	14'	
	Angle of Encroachment Plane	45°	45°	45°	

(c) **R1F, Front-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a two-story mass at the front of the lot and a one-story mass at the rear of the lot. The intent of this variation is to allow taller massing at the front of the lot and mandate a shorter massing at the rear of the lot that respects the scale and form of other houses in the vicinity.

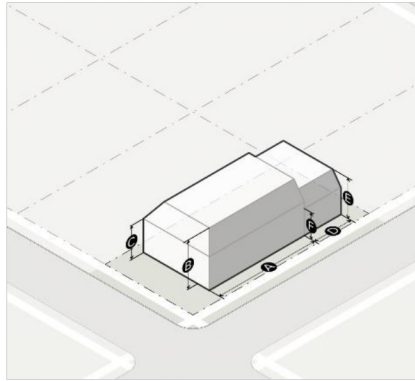


Table 12.08 C.5(c)

Bulk and Mass

Floor Area Ratio		R1F1	R1F2	R1F3	Lot Coverage
	Up to 6,000 SF	.65	.45	.40	50%
	6,001 to 7,000 SF	.63	.43	.38	48%
	7,001 to 8,000 SF	.61	.41	.36	46%
	8,001 to 9,000 SF	.59	.39	.34	44%
	9,001 to 10,000 SF	.57	.37	.32	42%
	Over 10,000 SF	.55	.35	.30	40%
Front Mass					
(A)	Front envelope depth, from front yard setback	Varies	Varies	Varies	
(B)	Total Height (max)	30'	28'	26'	
(C)	Encroachment Plane Height (max)	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	
Rear Mass					
(D)	Rear envelope depth, from rear yard setback	25'	25'	25'	
(E)	Total Height (max)	24'	20'	18'	
(F)	Encroachment Plane Height (max)	16'	14'	14'	
	Angle of Encroachment Plane	45°	45°	45°	

(d) **R1R, Rear-Mass.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a one-story mass at the front of the lot and a two-story mass at the rear of the lot. The intent of this variation is to mandate shorter massing at the front of the lot and allow a taller massing at the rear of the lot that respects the scale and form of other houses in the vicinity.

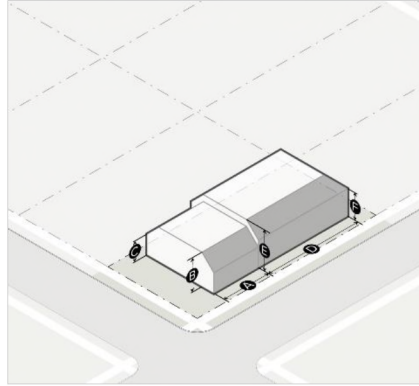


Table 12.08 C.5(d)					
Bulk and Mass					
Floor Area Ratio		R1R1	R1R2	R1R3	Lot Coverage
	Up to 6,000 SF	.65	.45	.40	50%
	6,001 to 7,000 SF	.63	.43	.38	48%
	7,001 to 8,000 SF	.61	.41	.36	46%
	8,001 to 9,000 SF	.59	.39	.34	44%
	9,001 to 10,000 SF	.57	.37	.32	42%
	Over 10,000 SF	.55	.35	.30	40%
Front Mass					
(A)	Front envelope depth, from front yard setback	30'	30'	30'	
(B)	Total Height (max)	24'	20'	18'	
(C)	Encroachment Plane Height (max)	16'	14'	14'	
	Angle of Encroachment Plane	45°	45°	45°	
Rear Mass					
(D)	Rear envelope depth, from rear yard setback	Varies	Varies	Varies	
(E)	Total Height	30'	28'	26'	
(F)	Encroachment Plane Height (max)	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	

(e) **R1H, Hillside Area.** These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in Hillside Areas having an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing within a maximum building envelope that respects the scale of other houses in the vicinity. A lot designated R1H shall comply with all of the R1 Hillside Area Development Standards pursuant to Section 12.21 C.10 except that R1H lots shall be subject to the Residential Floor Area ratios in Table 12.21 C.10-2b, and shall comply with any other provisions that apply to the R1 Zone, excluding those that specifically do not apply in the Hillside Area.

Sec. 5: New Subdivision 8 of Subsection C of Section 12.08 of the Los Angeles Municipal Code is added to read:

8. **Definitions and Standards.** For the purposes of this Subsection the following definitions and standards shall apply.

- a. **Lot Coverage** is the area of a parcel covered by any structures extending more than six feet above grade.
- b. **Encroachment Plane Height** is the height at which a building may intersect a plane at the minimum required setbacks at a specified angle from the vertical toward the interior of the site measured from immediate grade.

Sec. 6: Paragraph (b) of Subdivision 10 of Subsection C of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

(b) **Maximum Residential Floor Area.** The maximum Residential Floor Area contained in all Buildings and Accessory Buildings shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Floor Area Ratio (FAR) for the zone of the Lot, as outlined in Table 12.21 C.10-2a and Table 12.21 C.10-2b. This formula can be found in Table 12.21 C.10-2bc, where “A” is the area of the Lot within each Slope Band, “FAR” is the FAR of the corresponding Slope Band, and “RFA” is the sum of the Residential Floor Area of each Slope Band.

Sec. 7: Table 12.21 C.10-2b in Section 12.21 C.10 is renumbered to read “Table 12.21 C.10-2c” as follows:

Table 12.21 C.10-2 b <u>c</u>					
Hillside Area Maximum Residential Floor Area Formula					
Slope Bands (%)	Area (sq-ft)		FAR		Residential Floor Area
0 – 14.99	A ¹	X	FAR ¹	=	RFA ¹
15 – 29.99	A ²	X	FAR ²	=	RFA ²
30 – 44.99	A ³	X	FAR ³	=	RFA ³
45 – 59.99	A ⁴	X	FAR ⁴	=	RFA ⁴
60 – 99.99	A ⁵	X	FAR ⁵	=	RFA ⁵
100 +	A ⁶	X	FAR ⁶	=	RFA ⁶
Maximum Residential Floor Area				=	Sum of RFA ¹ through RFA ⁶

Sec. 8: A new Table 12.21 C.10-2b is added to Section 12.21 C.10 as follows:

Table 12.21 C.10-2b			
Single-Family Zone Hillside Area Residential Floor Area Ratios (FAR)			
Slope Bands (%)	R1H1	R1H2	R1H3
0 – 14.99	0.50	0.45	0.40
15 – 29.99	0.45	0.45	0.35
30 – 44.99	0.40	0.40	0.30
45 – 59.99	0.35	0.35	0.25
60 – 99.99	0.30	0.30	0.20
100 +	0.00	0.00	0.00

Sec. 9: The first unnumbered paragraph of Section 12.21.1 of the Los Angeles Municipal Code is amended to read as follows:

SEC. 12.21.1. HEIGHT OF BUILDING OR STRUCTURES.

No building or structure shall be erected or enlarged which exceeds the total floor area, the number of stories or the height limits hereinafter specified for the district in which the building or structure is located. Provided, however, that with respect to height, buildings and structures located within the boundaries of the Century City North and Century City South Specific Plans shall comply solely with the requirements of the respective specific plan and the requirements of Section 12.21.2 of this Code; that buildings and structures located within Community Redevelopment Plan Areas shall comply with the requirements of Section 12.21.3 of this Code; that buildings and structures located within Enterprise Zones shall comply with the requirements of Section 12.21.4 of this Code; ~~and that~~ buildings and structures located within Centers Study Areas designated on Maps Numbered 1 through 29 referred to in Section 12.21.5 of this Code, shall comply with the requirements of Section 12.21.5 of this Code; and that buildings and structures located in the R1V, R1F, and R1R One-Family Zone Variations shall comply with the requirements of Section 12.21.6 of this Code. Such designations are consistent with the purposes, intent and provisions of the General Plan.

Sec. 10: Section 12.21.6 of the Los Angeles Municipal Code is added to read:

12.21.6 HEIGHT OF BUILDINGS OR STRUCTURES IN R1V, R1F, and R1R ONE-FAMILY ZONE VARIATIONS.

Lots zoned R1V, R1F and R1R shall comply with heights specified in 12.08 C.5(b)-(d).

Sec. 11: The title of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

A. Buildings with Nonconforming Area, Height, ~~Encroachment Plane,~~ or Yards, or Lot Coverage Regulations.

Sec. 12: Paragraph (c) of Subdivision 1 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

(c) Notwithstanding, Paragraphs (a) and (b) and Subdivision 2 in this Subsection, a A Building, nonconforming as to the Residential Floor Area or Yard regulations on properties zoned RA, RE, RS, and R1, not including properties in the Coastal Zone which are not located in a Hillside Area, as defined in Section 12.03 of this Code, shall not be added to or enlarged in any manner unless the addition or enlargement complies with its applicable regulations, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B. of this Code. However, alterations, other than additions or enlargements to existing Buildings, may be made

provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

Sec. 13: Subdivision 2 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

2. Buildings Nonconforming as to Height or Encroachment Plane. A building, nonconforming only as to height or encroachment plane regulations, may not be added to or enlarged in any manner, unless the additions or enlargements conform to all the current regulations of the zone and other applicable current land use regulations, provided that the total aggregate floor area included in all the separate additions or enlargements shall not exceed 50 percent of the floor area of the ground floor of the building or structure.

Sec. 14: Subdivisions 3, 4, and 5 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be renumbered as follows

4.3. **Moving Nonconforming Buildings.** A nonconforming building or structure may not be moved, in whole or in part, to any other location on the lot unless every portion of the building or structure that is moved is made to conform to all the current regulations of the zone and other applicable current land use regulations, except as otherwise permitted by Section 12.22 C.13. of this Code.

5.4. **Restoration of Damaged Nonconforming Buildings.**

(a) A nonconforming building or structure, which is damaged or partially destroyed by any fire, flood, wind, earthquake or other calamity or the public enemy, may be restored and the occupancy or use of the building, structure or part of the building or structure, which existed at the time of the damage or destruction, may be continued or resumed, provided that the total cost of restoration does not exceed 75 percent of the replacement value of the building or structure at the time of the damage or destruction. A permit for restoration shall be obtained within a period of two years from the date of the damage or destruction. Except as set forth in Paragraph (b) below, if the damage or destruction exceeds 75 percent of the replacement value of the nonconforming building or structure at the time of the damage or destruction, no repairs or restoration shall be made unless every portion of the building or structure is made to conform to all regulations for new buildings in the zone in which it is located, and other applicable current land use regulations.

(b) If the damage or destruction of a nonconforming single-family or two-family dwelling, multiple dwelling or apartment house in the OS, A, R, P, PB, C, M, or PF Zones exceeds 75 percent of its replacement value at the time of the damage or destruction, the building or structure may be reconstructed provided:

(i) that each side yard is no less than one-half the required side yard for new buildings in the zone in which it is located, or in other applicable current land use regulations, but in no event less than three feet; and

(ii) that the front and rear yards are at least one-half the required front and rear yards for new buildings in the zone in which it is located, or in other applicable current land use regulations; and

(iii) that neither the footing, nor the building or structure projects into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer; and

(iv) that the height shall not exceed the allowable height for new buildings or structures in the zone in which it is located, or in other applicable current land use regulations; and

(v) that a building permit for the reconstruction be obtained within two years of the damage or destruction from fire, flood, wind, earthquake, or other calamity or the public enemy.

6.5. Replacement of Earthquake Hazardous Buildings. Notwithstanding any other provision of this article to the contrary, a building nonconforming as to height, number of stories, lot area, loading space or parking, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance (Article 1, Chapter IX of this Code), may be reconstructed with the same nonconforming height, number of stories, lot area, loading space or parking as the original building, provided, however, that reconstruction shall be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction. Provided further, that neither the footing, nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.

Additionally, a building nonconforming as to use or yards, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance, may be reconstructed with the same nonconforming use or yards provided that the approval of a Zoning Administrator is obtained pursuant to Section 12.24 X.16. of this Code.

Sec. 15: Subdivision 3 of Subsection A of Section 12.23 of the Los Angeles Municipal Code shall be amended to read as follows:

3. Buildings Nonconforming as to Lot Coverage. A Building, nonconforming as to the Lot Coverage regulations on properties zoned RA, RE, RS, and R1, shall not be added to or enlarged in any manner unless the addition or enlargement complies with its

applicable regulations, except as may be approved or permitted pursuant to a discretionary approval, as that term is defined in Section 16.05 B. of this Code. However, alterations, other than additions or enlargements to existing Buildings, may be made provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

Sec. 16: Subsection S of Section 12.32 of Article 2 of Chapter 1 of the Los Angeles Municipal Code shall be amended to add a new “RG” Rear Detached Garage Supplemental Use District.

2. **Districts.** In order to carry out the provisions of this article, the following districts are established:

"O"	Oil Drilling District
"S"	Animal Slaughtering District
"G"	Surface Mining District
"RPD"	Residential Planning Development District
"K"	Equinekeeping District
"CA"	Commercial and Artcraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
"MPR"	Modified Parking Requirement District
"RIO"	River Improvement Overlay District
<u>"RG"</u>	<u>Rear Detached Garage District</u>

Sec. 17: The first unnumbered list at the beginning of Section 13 of Article 3 of the Los Angeles Municipal Code shall be amended as follows:

Section

- 13.01 "O" Oil Drilling Districts.
- 13.02 "S" Animal Slaughtering Districts.
- 13.03 "G" Surface Mining Operations Districts.
- 13.04 "RPD" Residential Planned Development Districts.
- 13.05 "K" Equinekeeping Districts.
- 13.06 Commercial and Aircraft Districts.
- 13.07 Pedestrian Oriented District.
- 13.08 "CDO" Community Design Overlay District.
- 13.09 Mixed Use District.
- 13.10 Fence Heights District.
- 13.11 "SN" Sign District.
- 13.12 "NSO" Neighborhood Stabilization Overlay District.
- 13.13 "RFA" Residential Floor Area District.
- 13.14 "CPIO" Community Plan Implementation Overlay District.
- 13.15 Modified Parking Requirement (MPR) District.
- 13.16 "HS" Hillside Standards Overlay District.
- 13.17 "RIO" River Improvement Overlay District.
- 13.18 ["RG" Rear Detached Garage District](#)
- ~~13.18~~ [13.19](#) Violation.

Sec. 18: Section 13.18 of the Los Angeles Municipal Code shall be renumbered to Sec. 13.19 and a new Sec. 13.18 shall be included as follows:

~~SEC. 13.18.~~ SEC. 13.19. VIOLATION. The violation of any condition imposed by a Zoning Administrator, Director of Planning, the Area Planning Commission, City Planning Commission or City Council in approving the site requirements, methods of operation, development plans or other actions taken pursuant to the authority contained in this article shall constitute a violation of this Code.

SEC. 13.18. “RG” SINGLE-FAMILY ZONE REAR DETACHED GARAGE DISTRICT.

A. Purpose. The regulations set forth in this Section are to facilitate the compatible placement of garages on lots in single-family residential zones. The district serves as a tool to regulate the location of garages in single-family residential zones where the predominant building form includes a main building with a rear detached garage.

B. Applicability. Grouping of lots zoned RA, RE, RS, or R1 not located in a Hillside Area or Coastal Zone.

C. Garage Placement. Garages shall be located at the rear of the lot and shall be detached from the main building of the lot and shall comply with Section 12.21 C.5 and 12.22 C.2 of this Code.

Findings

General Plan/Charter Findings

1. In accordance with **Charter Section 556**, the Proposed Ordinance (Exhibit A) is in substantial conformance with the purposes, intent, and provisions of the General Plan in that it would establish regulations that meet the needs of varying single-family neighborhoods in the City, while promoting and conserving neighborhood character.

The Proposed Ordinance is consistent with the following goals, objectives, and policies of the General Plan Framework, in addition to several similar provisions echoed in most of the Community Plans that make up the Land Use Element of the General Plan:

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

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

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

Policy 3.5.4 Require new development in special use neighborhoods such as water-oriented, rural/agricultural, and equestrian communities to maintain their predominant and distinguishing characteristics.

The current R1 Zone regulations are a one-size-fits-all approach that does not address the varying characteristics of Los Angeles's many R1-Zoned neighborhoods, which make up 38% of the City. The Proposed Ordinance would establish subzones of the R1 Zone and a Rear Detached Garage "RG" Supplemental Use District to provide additional zoning tools to assist in the preservation of the City's stable single-family residential neighborhoods. In creating more tailored versions of the R1 Zone and the Rear Detached Garage Supplemental Use District, communities will have the ability through a Zone Change or Community Plan Update to be rezoned under regulations that are more aligned with their predominate building form, building pattern, and neighborhood scale.

The Proposed Ordinance is necessary in order to make more zoning options available in the Los Angeles Municipal Code that can preserve and maintain the character and scale of existing single-family neighborhoods and ensure that future development is compatible. In certain neighborhoods smaller houses are more

common, while in others the predominant housing scale and size is larger. When implemented, the new zones would assist in preserving predominant and distinguishing characteristics of neighborhoods such as the size, scale, and massing of houses whether it be large or small. The zones would regulate height, lot coverage, and placement of bulk, and include an encroachment plane to reduce perceived bulk and to maintain access to light and air for surrounding houses.

The Rear Detached Garage “RG” Supplemental Use District is also a critical zoning tool that would aid in regulating required covered parking. The Rear Detached Garage District, when applied, would mandate the covered parking requirement be satisfied through a rear, detached garage. By dictating placement of the garage and the type of covered parking, the Rear Detached Garage District will aid in preserving and maintaining building patterns, which is a distinguishing characteristic of many neighborhoods.

2. In accordance with Charter Section 558(b)(2), the adoption of the Proposed Ordinance (Exhibit A) will be in conformity with public necessity, convenience, general welfare and good zoning practice because its measures are needed to provide additional single-family zone regulations, that when implemented, would conserve the character of neighborhoods while allowing for compatible development. The measures in the Proposed Ordinance are needed to provide additional zoning tools to combat some of the negative impacts upon established neighborhoods that have taken place over the last several years. While the Baseline Mansionization and Baseline Hillside Code amendment as approved by the City Planning Commission on July 14, 2016 has addressed many of the issues related to out-of-scale development in single-family neighborhoods, the amendment was designed as a citywide update. The R1 Variation Zones and Rear Detached Garage Supplemental Use District are needed to provide additional regulations that are more tailored to specific neighborhood issues such as house size, location of bulk, lot coverage, scale, and placement of garage. The R1 Variation Zones and Rear Detached Garage District provide a range of zoning tools to fit the varying demands and characteristics of Los Angeles’s neighborhoods. Some neighborhoods have predominately larger houses, while others are defined by smaller houses. Some neighborhoods have a consistent building pattern of detached garages at the rear of the lot, while others do not have consistent building patterns. The R1 Variation Zones and Rear Detached Garage District create a menu of zoning tools to provide alternatives to R1 neighborhoods so that they may elect to adopt a zone that best meets their character and needs. The R1 Variation Zones, by creating subzones of R1, and the Rear Detached Garage District, by providing regulations to mandate detached rear garages, will allow the City to better serve the public, conform to public necessity and convenience, promote general welfare, and institute good zoning practices.

The Proposed Ordinance substantially advances a legitimate public interest in that it will add new Zones to the Zoning Code that will, when adopted, further protect single-family residential neighborhoods from out-of-scale development that often

leads to structures that are built-out to the maximum size allowed in the LAMC. The new Zones aim to better regulate housing development to make additions, remodels, and new construction more compatible with predominate building forms and patterns. Good zoning practice requires new development standards for single-family residential zones to further maintain and control the residential massing, height, floor area, and scale, whether that character be comprised of larger or smaller houses. The proposed R1 Variation Zones and Rear Detached Garage District accomplishes this requirement.

The Proposed Ordinance is not arbitrary as the Department has thoroughly analyzed many different approaches and has determined that the proposed Code amendment is the simplest and most direct way of dealing with the issue of neighborhood character. There is a reasonable relationship between a legitimate public purpose which is maintaining existing single-family residential neighborhood character and the means to effectuate that purpose. Delaying the implementation of the Code amendment could result in the continuation of a one size fits all approach toward regulating single-family development, when neighborhoods have expressed the urgent need for zoning tools that are consistent with their particular neighborhood size, scale, massing, and form. Delaying the Code amendment would be inconsistent with the objectives of the General Plan and would create an irreversible negative impact on the quality of life in the communities within the City.

CEQA Findings

Pursuant to Section 210821(c)(3) of the California Public Resource Code, the Department of City Planning prepared a Negative Declaration (ENV-2016-2111-ND), which concludes that the Proposed Project, a Proposed Ordinance to create R1 Variation Zones and Rear Detached Garage Supplemental Use District (Exhibit A), will result in less than significant impacts and/or that there will be no impacts. The Negative Declaration was published for a period of 20 days, on September 29, 2016. Comments will be addressed as they are submitted.

As stated in the mandatory findings of significance in the Negative Declaration, the Department of City Planning concludes the following:

- a) Based on the analysis in this Initial Study, the creation of the R1 Variation Zones and Rear Detached Garage Supplemental Use District would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Proposed Project does not propose or authorize any new development. Further, development (e.g., additions, new construction) of single-family units that occurs pursuant to the Proposed Project would not impact any endangered fauna or flora, modify any special status species habitat, and would only occur on lots zoned for single-family development. Due to the highly urbanized nature of the project area and the surrounding area, construction activities and operation of future development would not impact the habitat or population in the Project Area. In

addition, the Proposed Project does not propose or authorize any new development in any identified Biological Resource Areas. The Proposed Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal. Furthermore, impacts to Cultural Resources and related archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures.

- b) No significant impacts were identified for the 17 environmental factors analyzed within the Initial Study. Currently, the proposed Baseline Mansionization and Baseline Hillside Code amendment (i.e. Related Project) is undergoing similar environmental review that could be viewed in connection to the Proposed Project. The BHO/BMO Code amendment specifically establishes more stringent development standards for properties zoned R1, modifies Residential Floor Area (RFA) calculations, adjusts grading provisions for single-family lots located in designated "Hillside Areas," and eliminates the "Green Building Option" bonus for properties zoned RA, RE, and RS, and eliminates all bonuses in the R1 Zone that currently permit additional RFA in exchange for the inclusion of particular building features.

The Proposed Project would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the City. These zones would regulate lot coverage maximums, height, placement of bulk, and size. The Proposed Project would also create a new Rear Garage Supplemental Use District that mandates garages to be detached from the main building and located at the rear of a property. The Proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

The proposed BMO/BHO Code amendment (Related Project) would further apply specific requirements related to form and massing to single-family zoned properties in the area. The Related Project applies specific requirements related to form and process, triggered by an application for a building and/or grading permit in any single family zoned lot (RA, RE, RS, R1). The combination of the Proposed Project and the Related Project is not expected to incentivize any new construction; rather, these projects together would in effect address concerns of neighborhood character in single-family neighborhoods and help regulate form in residential zones. It is also important to note that no significant impacts were identified for the Related Project. Thus the Proposed Project in combination with Related Projects would not result in a cumulatively considerable effect on the environment.

- c) A significant impact may occur if the Proposed Project has the potential to result in significant impacts. All potential impacts of the Proposed Project have been identified, and regulatory compliance measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. The Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

City of Los Angeles

Department of City Planning • Code Studies and
Community Planning Bureaus
City Hall • 200 N. Spring Street, Suite 667 • Los Angeles, CA 90012



INITIAL STUDY

New Citywide Zones and Rezoning of Selected Properties in the City of Los Angeles Case Number: ENV-2016-2111-ND

Project Location: The proposed Project consists of: (1) all lots zoned “R1”, “RE”, “RS”, “RA” One-Family Residential in the City of Los Angeles; and (2) all lots zoned “R1” One-Family Residential and “RE” Residential Estate in the following fifteen neighborhoods: Faircrest Heights, Crestview, Picfair Village, Wilshire Vista, South Hollywood, La Brea Hancock, Larchmont Heights, Oaks of Los Feliz, Lower Council District 5, Inner Council District 5, Beverlywood, Fairfax, Mar Vista/East Venice, Kentwood, and Pacific Palisades.

Council District:

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

Project Description:

The proposed Project is comprised of the following four components: (1) a Code amendment to the City of Los Angeles Municipal Code (LAMC) to create a new range of R1 One-Family Variation Zones to be available throughout the City of Los Angeles (the City); (2) a new Supplemental Use District (SUD) that would require garages to be detached and located at the rear of a property within the SUD; (3) a Zone Change over selected properties within 15 single-family neighborhoods to one of the new R1 Variation Zones and in some instances, to the new Supplemental Use District; (4) a modification of an existing Development “D” Limitation within the Oaks of Los Feliz. Components (1) and (2) would be implemented within the same Code amendment, while components (3) and (4) comprise rezoning the 15 single-family neighborhoods in the City. The proposed Project, in and of itself, does not propose or authorize any development. The proposed project would involve the addition of development regulations focused on building form/bulk placement limitations, lot coverage maximums, encroachment plane heights, as well as height and residential floor area regulations. Where the new regulations and zoning are silent on a topic, the existing LAMC regulations and provisions would remain in force.

PREPARED BY:

Impact Sciences, Inc.
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ON BEHALF OF:

City of Los Angeles
Department of City Planning
Policy Division

October 2016

New Citywide Zones and Rezoning of Selected Properties in the City of Los Angeles

INITIAL STUDY/NEGATIVE DECLARATION

Case No. ENV-2016-2111-ND

PREPARED FOR:

The City of Los Angeles
Department of City Planning
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OCTOBER 2016

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I. INTRODUCTION

The subject of this Initial Study/Negative Declaration (IS/ND) (i.e., proposed Project) is a proposed ordinance amending Sections 12.04, 12.08, 12.21, 12.21.1, 12.23, and 12.32 S, and adding Sections 12.21.6 to Article 2 and amending Section 13.18 and adding section 13.19 to Article 3 to the City of Los Angeles Municipal Code (LAMC), and the subsequent rezoning of 15 single-family neighborhoods in the Project Area (as defined herein). The new zones include specific development regulations to address size and form in single-family neighborhoods. The proposed Project, by itself, does not propose or authorize any development.

The proposed Project would add 16 variations to the R1 Zone to the LAMC. These subzones are focused on building form, lot coverage, height, placement of bulk, and size (Refer to **Figure 1**). The proposed zones are tailored to meet the varying character and design of single-family neighborhoods throughout the City of Los Angeles (the City). These variations include the addition of the regulations mentioned above, and the creation of a Supplemental Use District to regulate compatible placement of garages in a neighborhood. Furthermore, Section 12.04 of the LAMC would be amended to modify the existing Development Limitation (D-limitation) in the Oaks of Los Feliz to specify “above-ground” basement calculations and building form. The subsequent zone changes (i.e. R1 Variations) would then be applied to selected properties within 15 single-family neighborhoods collectively referred to within this document as “Rezone Areas” (as they are bounded by the proposed Ordinance map). Where the new regulations are silent on a topic the LAMC requirements would remain in place.

The scope of the proposed Project involves two specified areas: (1) all lots zoned “R1”, “RE”, “RA”, “RS”, One-Family Residential in the City of Los Angeles; and (2) all lots zoned “R1” One-Family Residential in the following fifteen neighborhoods: Faircrest Heights, Crestview, Picfair Village, Wilshire Vista, South Hollywood, La Brea Hancock, Larchmont Heights, Oaks of Los Feliz, Lower Council District 5, Inner Council District 5, Beverlywood, Fairfax, Mar Vista/East Venice, Kentwood, and the Pacific Palisades; and lots zoned “RE” Residential Estates in the Oaks of Los Feliz Area.

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

PROJECT INFORMATION

Project Title: New Citywide Zones and Rezoning of Selected Properties in the City of Los Angeles

Project Location: “R1”, “RE”, “RA”, “RS” Zones (One-Family Residential) located in the City of Los Angeles; “R1” Zones in Faircrest Heights (CD 10), Crestview (CD 10), Picfair Village (CD 10), Wilshire Vista (CD 10), South Hollywood (CD 4), La Brea Hancock (CD 4), Larchmont Heights (CD 4), Oaks of Los Feliz (CD 4), Lower Council District 5 (CD 5), Inner Council District 5 (CD

5), Beverlywood (CD 5), Fairfax (CD 5), Mar Vista/ East Venice (CD 11), Kentwood (CD 11), and the Pacific Palisades (CD 11) neighborhoods; and “RE” Zones (Residential Estates) in the Oaks of Los Feliz neighborhood

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring St., Room 667 Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

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

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

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

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

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

The proposed Project is comprised of the following two actions: the Code amendment (creating the R1 Variation Zones) and necessary revising of the Los Angeles Municipal Code (LAMC); and the subsequent rezoning of 15 single-family neighborhoods with the R1 Variation Zones. As such this Initial Study will discuss the two components as different, but connected, actions having separate environmental impacts. It should be noted that the environmental analysis presented in the document includes a comparison between the existing condition and the condition with the proposed Project as required by CEQA. However, the proposed Project itself (i.e., the creation of variations to the R1 Zone and the application of the zone to 15 neighborhoods) would not encourage any new development than what is already anticipated to occur. Said another way, while this environmental document assumes development attributed to the proposed Project to be consistent with the requirements of CEQA, most (if not all) of the development would occur regardless of whether or not the proposed Project were implemented. Creation and application of the new zones are not expected to incentivize any uptick in construction activity Citywide given that the new zones are generally more restrictive than those currently in effect.

Project Location

Code Amendment

The City of Los Angeles encompasses 469 square miles (refer to **Figure 1 City of Los Angeles**). The Project Area for the Code amendment consists of all developed and vacant lots zoned “R1” One-Family Residential, “RA” Suburban, “RE” Residential Estate, and “RS” Suburban within the limits of the City of Los Angeles (i.e., citywide).¹ Specifically, the Code amendment for the new Single-Family Zones can be implemented in R1-zoned properties. The RG District can be applied to all lots zoned R1, RA, RE, RS. The proposed modification to the “D-Limitations” is only permitted for selected properties in the Oaks of Los Feliz zoned currently with a D-Limitation. These areas, although not directly adjacent to each other, are collectively referred to as the “Project Area.”

For planning purposes, the City of Los Angeles is divided into 37 Community Plan Areas (CPA). A Community Plan Zoning Map for each of the 37 Community Plan Areas is included in **Appendix A**.

¹ The R1 variation zones would only affect properties zoned “R1” One-family residential. However, the amendment to allow “RG” Rear Garage placement could be applied to any single-family zone, including “R1”, “RA”, “RE,” and “RS”.

Zone Changes

This component of the project would apply to all developed and vacant lots zoned “R1” One-Family Residential in the 15 single-family areas collectively referred to as “Rezone Areas” within this document (refer to **Figure 2** through **Figure 16**) and all developed and vacant lots zoned “RE” Residential Estate in the Oaks of Los Feliz.

The Project Area consists of 15 single-family neighborhoods within the City of Los Angeles (refer to **Figure 1, Rezone Areas**). The single-family zones of these fifteen areas, although not directly adjacent to each other, total approximately 8.50 square miles and are collectively referred to as the “Rezone Areas” or “Rezone Area.”² Each neighborhood is located within one or more Community Plan Areas (CPA). The Rezone Areas include:

- Beverlywood (approximately 0.39 square miles) in the West LA CPA.
- Crestview (approximately 0.10 square miles) in the West Adams – Baldwin Hills – Leimert CPA, and Wilshire CPA.
- Faircrest Heights (approximately 0.16 square miles) in the West Adams – Baldwin Hills – Leimert CPA.
- Fairfax (approximately 0.13 square miles) in the Hollywood CPA.
- Inner Council District 5 (approximately 0.13 square miles) in the West LA CPA.
- Kentwood (approximately 0.86 square miles) in the Westchester – Playa Del Rey CPA.
- La Brea Hancock (approximately 0.07 square miles) in the Wilshire CPA.
- Larchmont Heights (approximately 0.15 square miles) in the Wilshire CPA.
- Lower Council District 5 (approximately 3.29 square miles) in the Bel Air – Beverly Crest CPA and Westwood CPA.
- Mar Vista/East Venice (approximately 2.04 square miles) in the Palms – Mar Vista – Del Rey CPA and Venice CPA.
- Oaks of Los Feliz (approximately 0.38 square miles) in the Hollywood CPA.
- Pacific Palisades (approximately 0.61 square miles) in the Brentwood – Pacific Palisades CPA.
- Picfair Village (approximately 0.10 square miles) in the Wilshire CPA.
- South Hollywood (approximately 0.02 square miles) in the Hollywood CPA.
- Wilshire Vista (approximately 0.08 square miles) in the Wilshire CPA.

The rezone would apply to all developed and vacant lots zoned “R1” One-Family Residential in all 15 rezone areas, and “RE” Residential Estate in the Oaks of Los Feliz rezone area.

Figure 1 Rezone Areas shows the rezone areas. Additionally, **Table 1, Zoning by Type Within Rezone Area** includes a breakdown of the zoning within all 15 rezone areas. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., “RE” for only the Oaks of Los Feliz; “R1” for all 15 neighborhoods).

² This number was obtained by summing the square feet of all single-family zoned residential lots in each area. Numbers may be slightly off due to rounding.

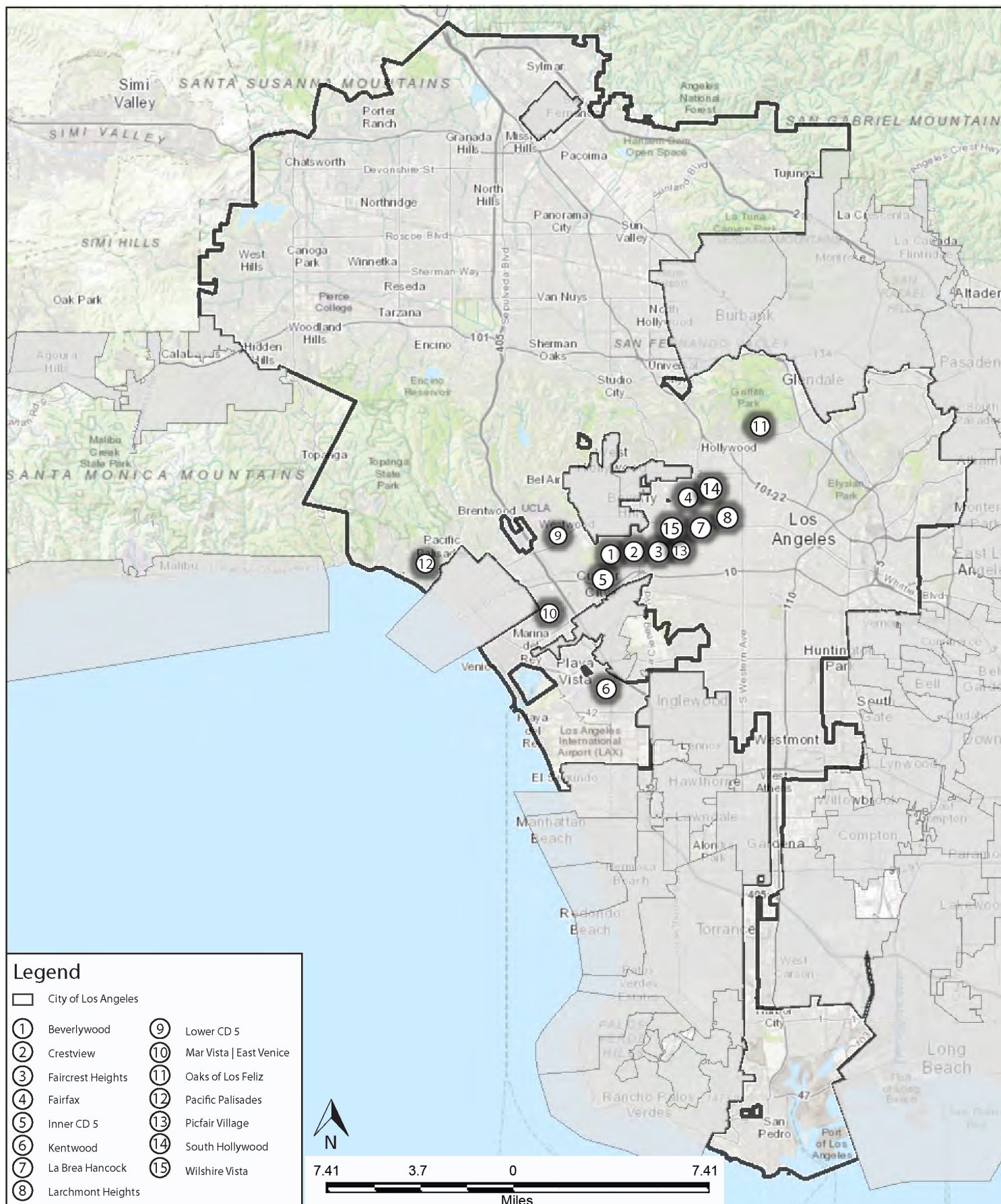
Table 1
Zoning by Type Within Rezone Area

Area	Zoning	Square Feet	Percentage of Area
Beverlywood	Single-Family Residential (R1)	10,751,725	99.5
	Multiple-Family Residential (R3)	24,552	0.2
	Agriculture (A1)	2	0
	Open Space (OS)	33,187	0.3
	Total	10,809,465	100
Crestview	Single-Family Residential (R1)	2,874,731	99.9
	Multiple-Family Residential (R2)	452	0.1
	Total	2,875,183	100
Faircrest Heights	Single-Family Residential (R1)	4,374,666	45.4
	Public Facilities (PF)	899,958	9.3
	Multiple Family Residential (RD 1.5, R2, R3)	2,576,897	26.8
	Manufacturing (CM)	32,086	0.3
	Commercial (C2, C4)	1,746,247	18.2
	Total	9,629,853	100
Fairfax	Single-Family Residential (R1)	3,677,417	72.3
	Multiple-Family Residential (R2, RD1.5)	729,099	14.3
	Commercial (C2, C4)	678,557	13.4
	Total	5,085,072	100
Inner CD 5	Single-Family Residential (R1)	3,581,325	100
	Total	3,581,325	100
Kentwood	Single-Family Residential (R1)	23,886,547	92.5
	Multiple Family Residential (RD 1.5, R2, R3)	327,319	1.3
	Public Facilities (PF)	1,411,604	5.5
	Commercial (C2, C4)	184,182	0.7
	Total	25,809,650	100

Area	Zoning	Square Feet	Percentage of Area
La Brea Hancock	Single-Family Residential (R1)	1,843,664	92.5
	Commercial (C2, C4)	148,768	7.5
	Total	1,992,431	100
Larchmont Heights	Single-Family Residential (R1)	4224503	72.3
	Multiple Family Residential (R2, R3, R4)	851,964	14.6
	Commercial (C1, C2)	766,845	13.1
	Total	5,843,313	100
Lower CD 5	Single-Family Residential (R1)	91,751,115	33.9
	Multiple Family Residential (RD 1.5, R2, R3, R4, R5)	76,860,519	28.4
	Agriculture (A1)	19,707,254	7.3
	Commercial (C1, C2, C4)	31,148,743	11.5
	Manufacturing (M1)	7,220,085	2.7
	Open Space (OS)	11,005,833	4.1
	Parking (P, PB, R4P, R5P)	701,834	0.3
	Public Facilities (PF)	31,806,729	11.7
	Freeway (FWY)	108,551	.1
	Total	270,310,660	100
Mar Vista/East Venice	Single-Family Residential (R1)	56,952,466	71.2
	Multiple Family Residential (RD 1.5, RD 3, R2, R3, R4)	12,241,107	15.3
	Commercial (C1, C2)	2,431,365	3.0
	Manufacturing (M1)	522,115	0.7
	Open Space (OS)	2,152,403	2.7
	Parking (P)	640,222	0.8
	Public Facilities (PF)	5,057,243	6.3
	Total	79,996,918	100

Area	Zoning	Square Feet	Percentage of Area
Pacific Palisades	Single-Family Residential (R1)	17,096,933	99.5
	Multiple-Family Residential (R2, R3)	87,059	0.5
	Commercial (C1, C2)	1	0
	Open Space (OS)	1	0
	Parking (P, R1P)	1	0
	Public Facilities (PF)	1	0
	Total	17,184,009	100
Picfair Village	Single-Family Residential (R1)	2,821,316	46
	Multiple-Family Residential (R2, R3)	2,661,582	43.3
	Commercial (C2, C4)	656,616	10.7
	Total	6,139,514	100
South Hollywood	Single-Family Residential (R1)	557,294	44
	Multiple-Family Residential (R2, RD 1.5)	709,201	56
	Manufacturing (CM, MR1)	1	0
	Total	1,266,495	100
The Oaks of Los Feliz	Single-Family Residential (R1, RE)	10,601,133	100
	Open Space (OS)	18	0
	Total	10,601,150	100
Wilshire Vista	Single-Family Residential (R1)	2,103,455	41.9
	Multiple-Family Residential (R2, R3, RD 1.5)	2,481,371	49.4
	Commercial (C2, C4)	435,568	8.7
	Total	5,020,394	100

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.

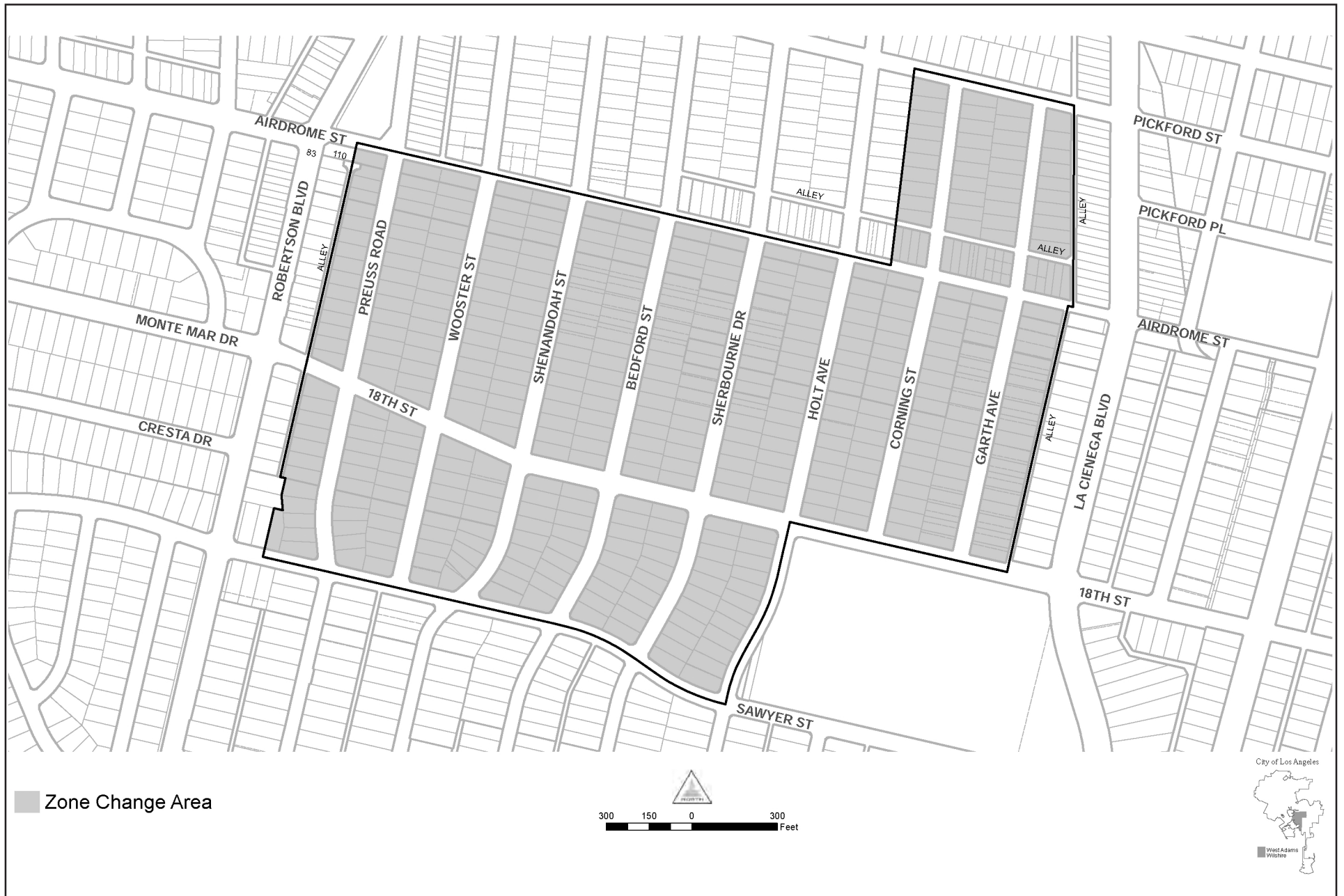


SOURCE: City of Los Angeles, Department of City Planning

FIGURE 1

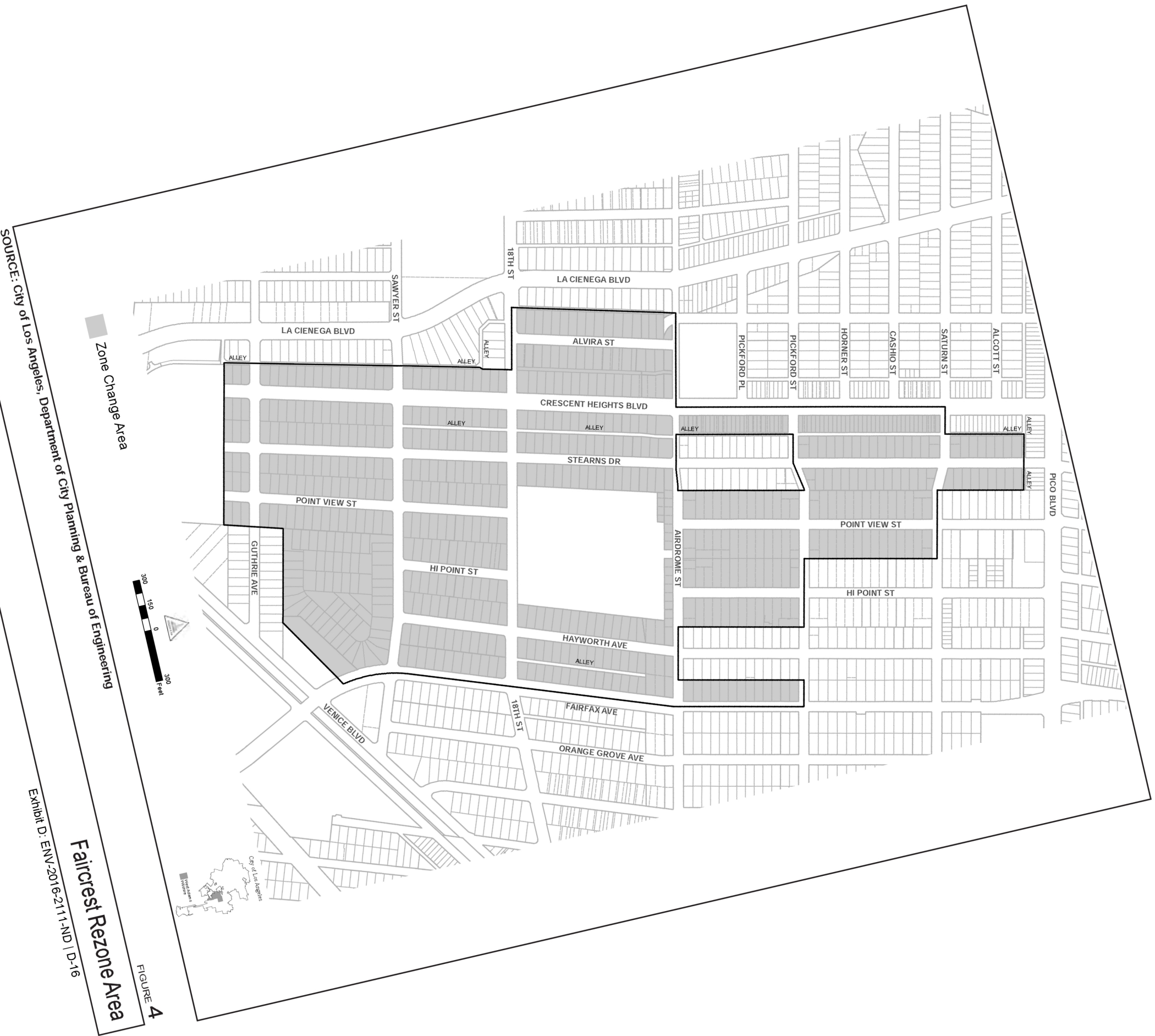


SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

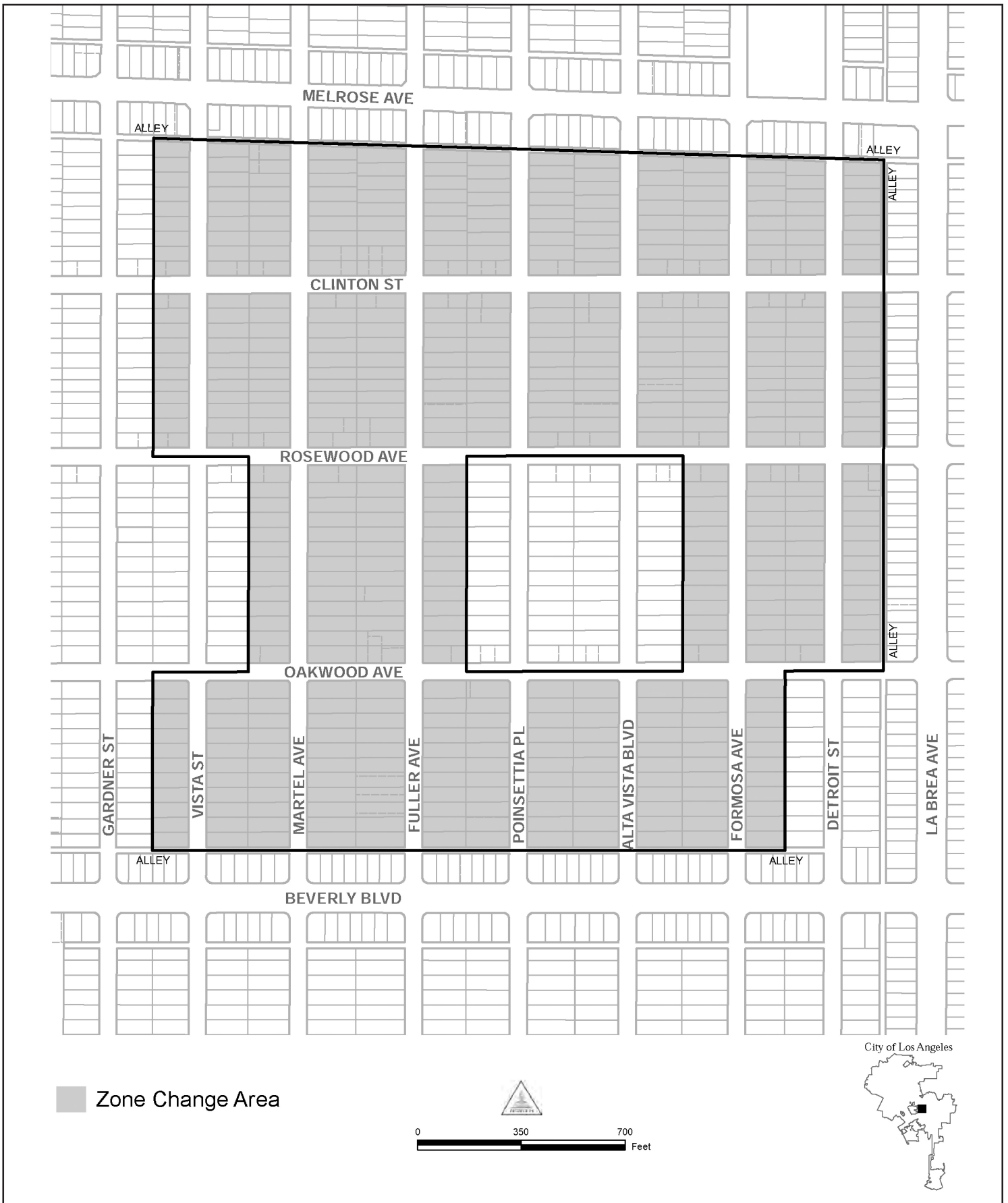
FIGURE 3



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 4
Faircrest Rezone Area

Exhibit D: ENV-2016-2111-ND | D-16



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 5

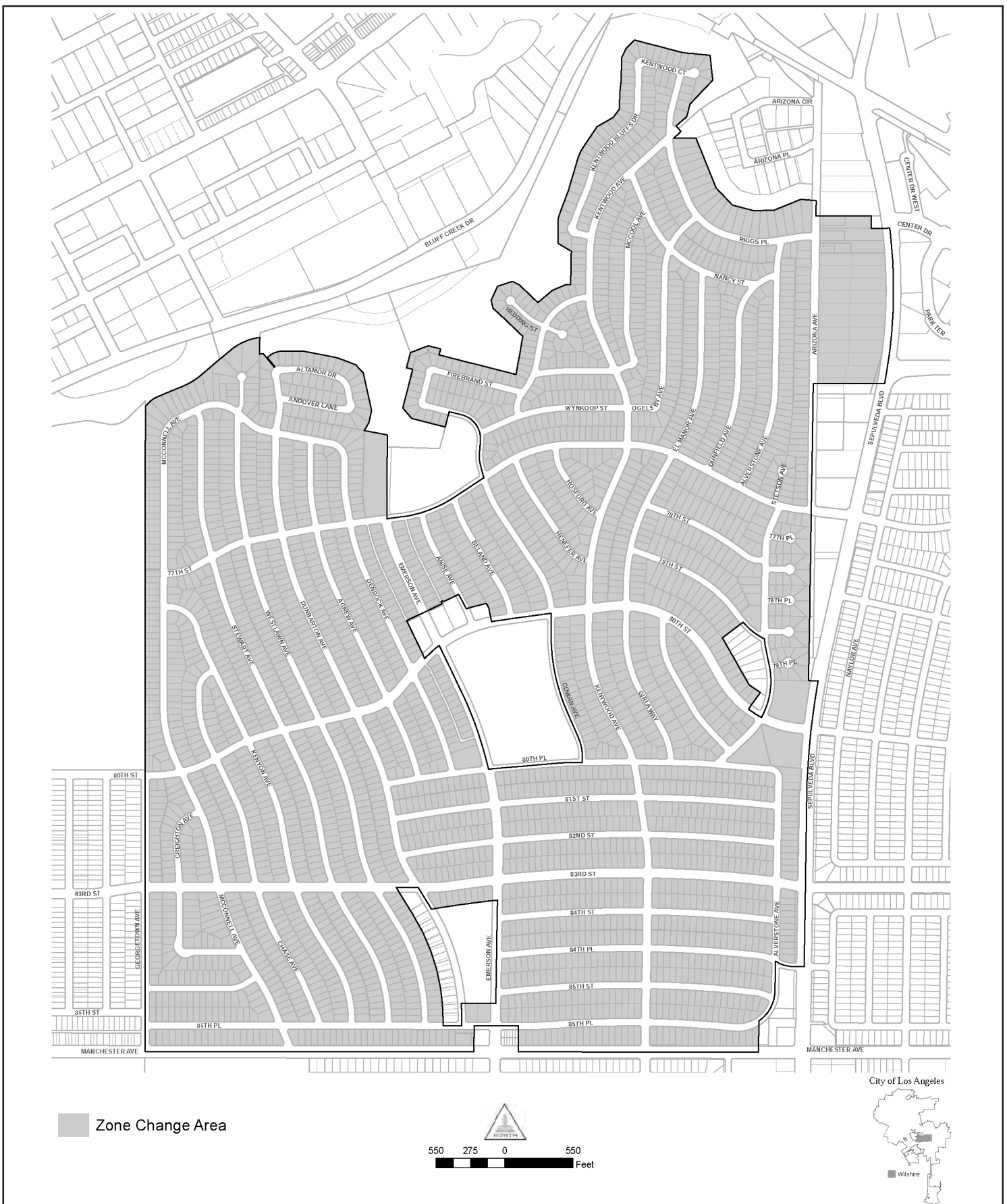


SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

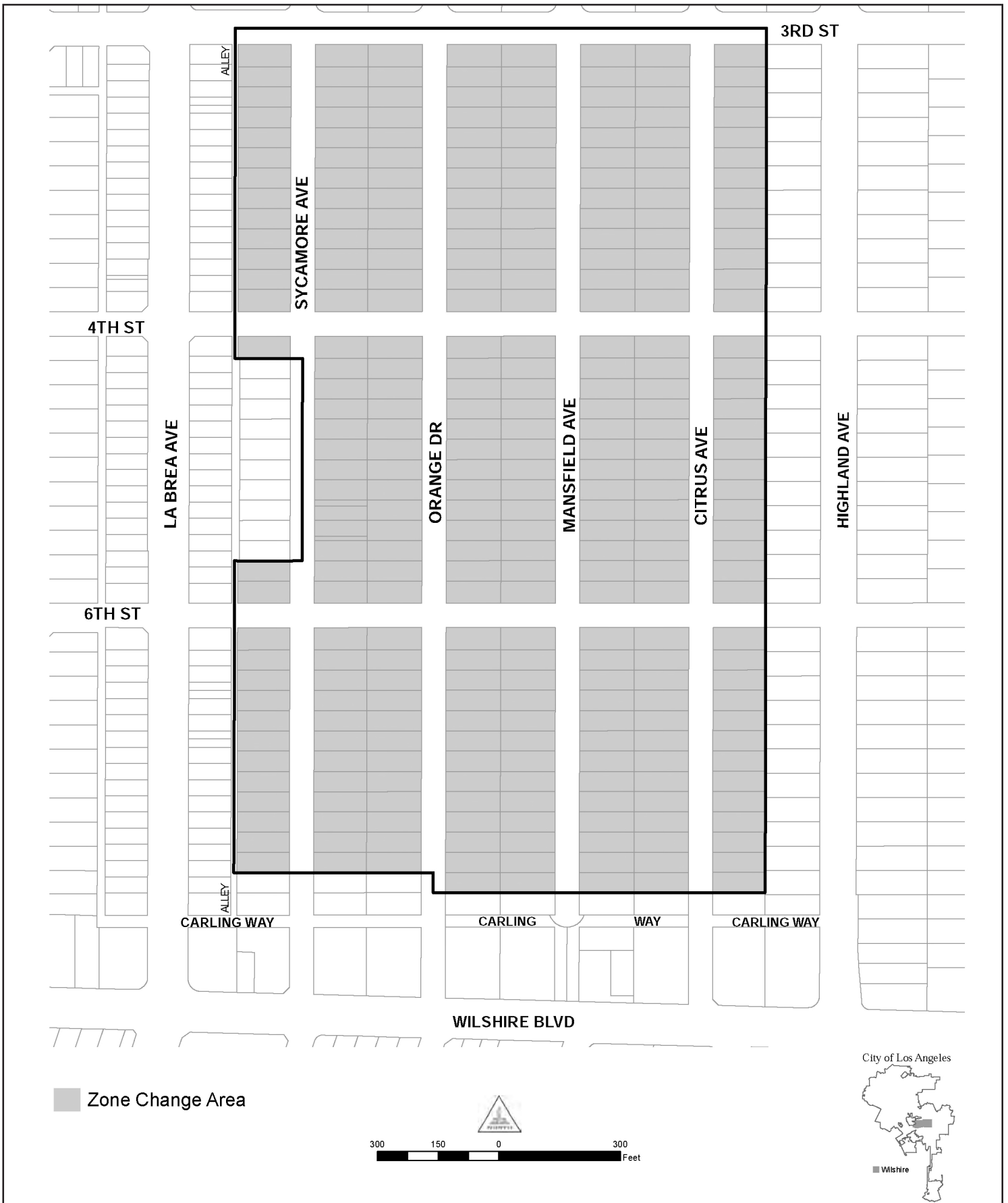
FIGURE 6



Inner Council District 5 Rezone Area

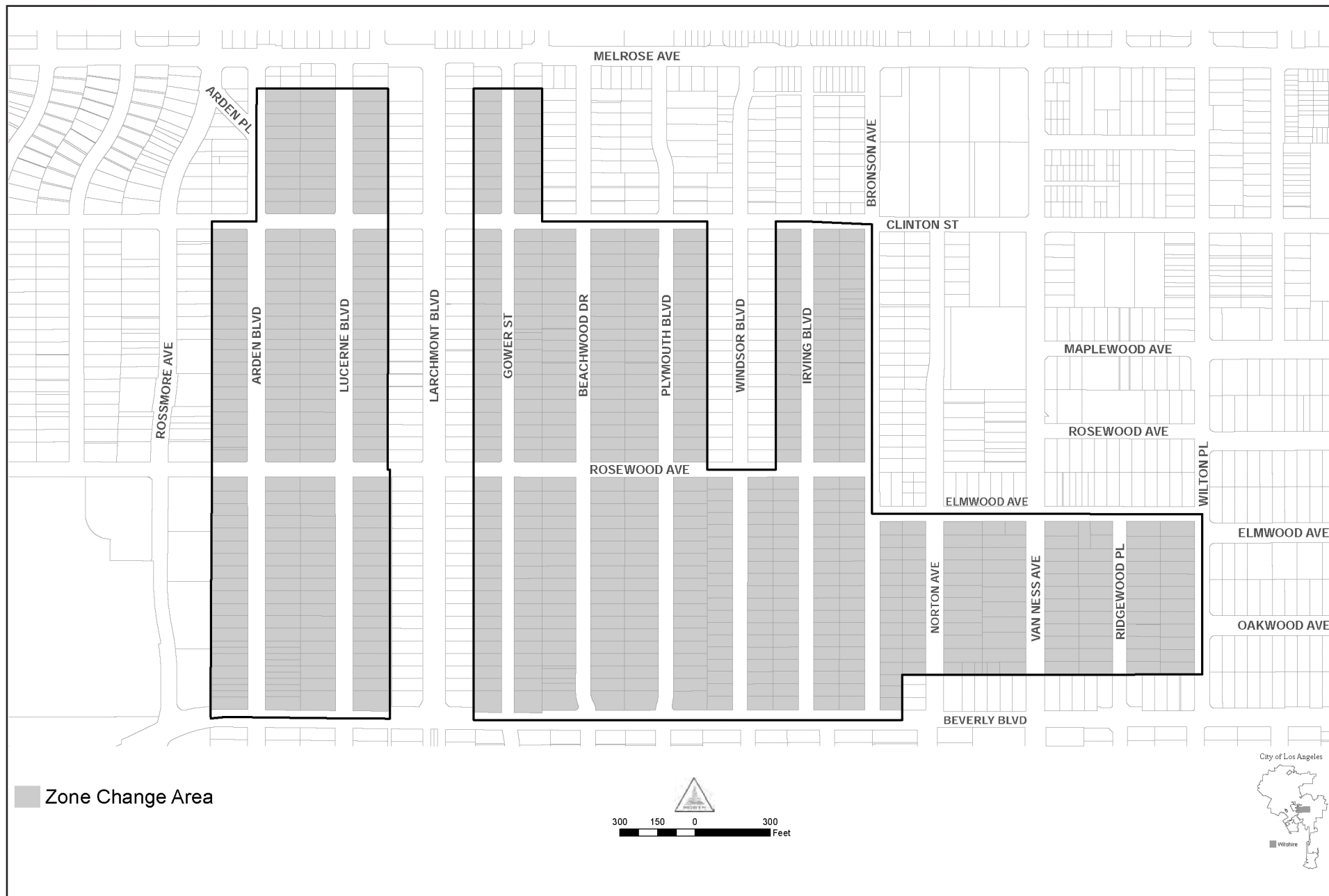


SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 8



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

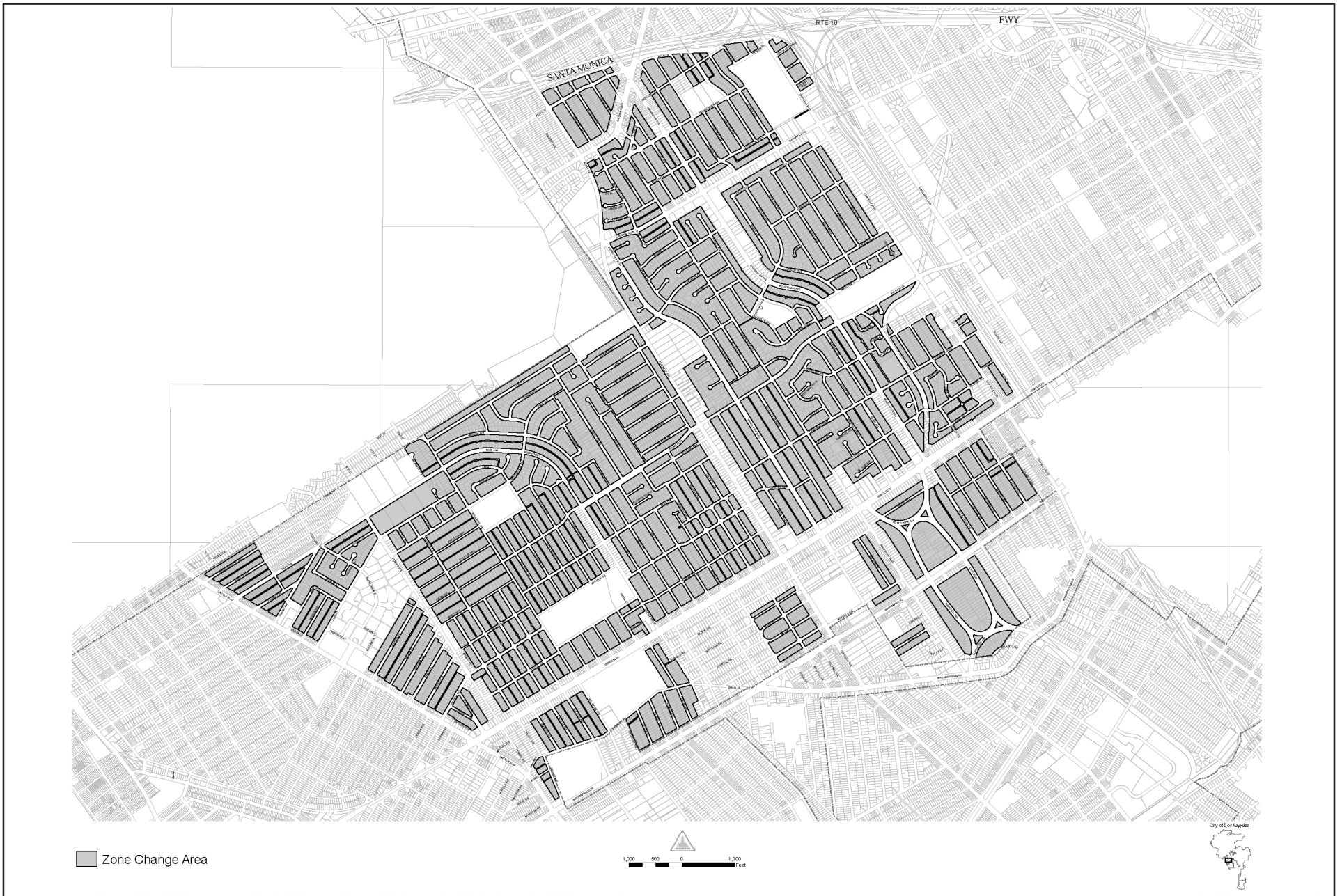
FIGURE 9



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

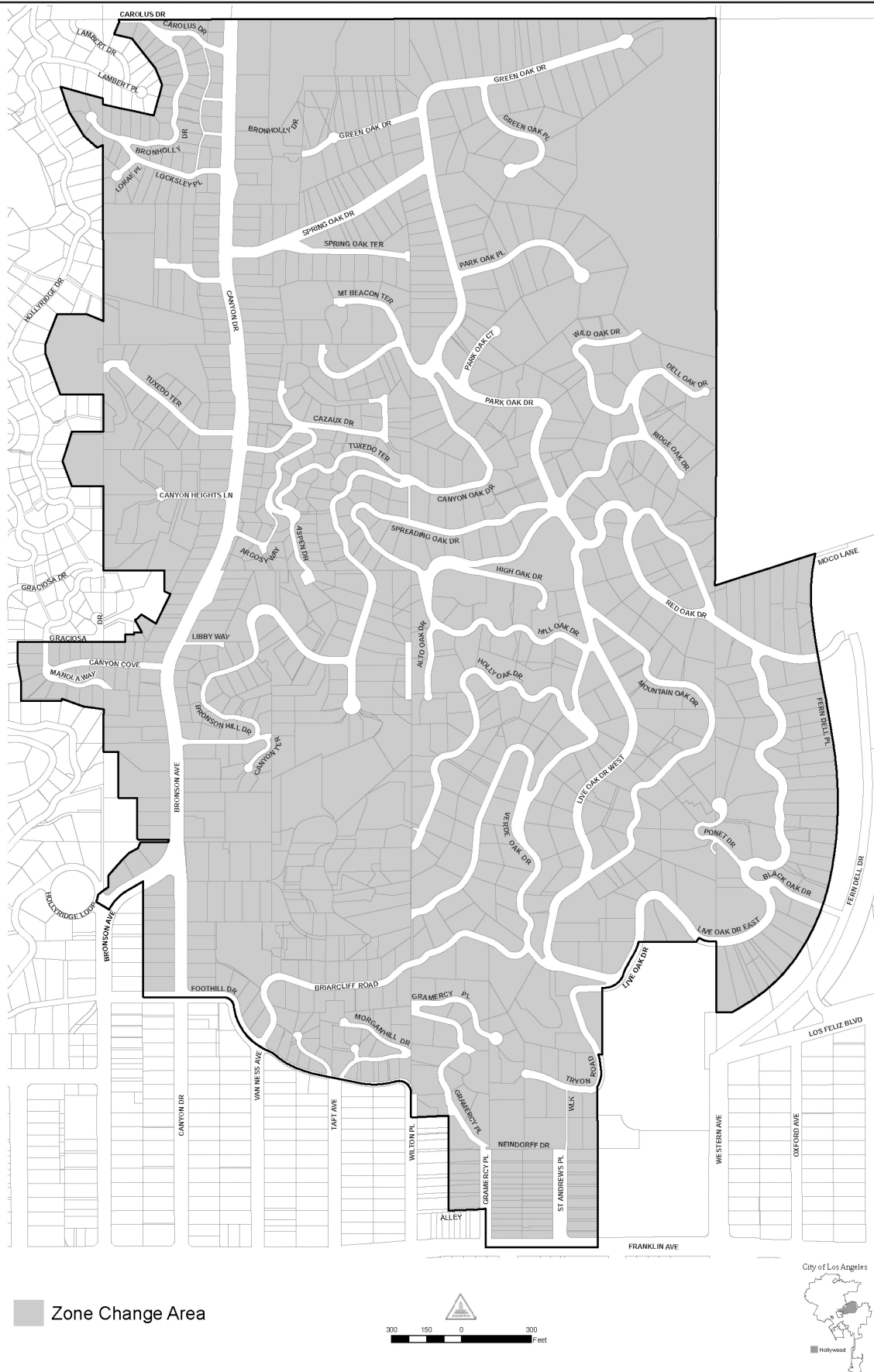
FIGURE 10

Lower Council District 5 Rezone Area



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 11



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 12



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 13



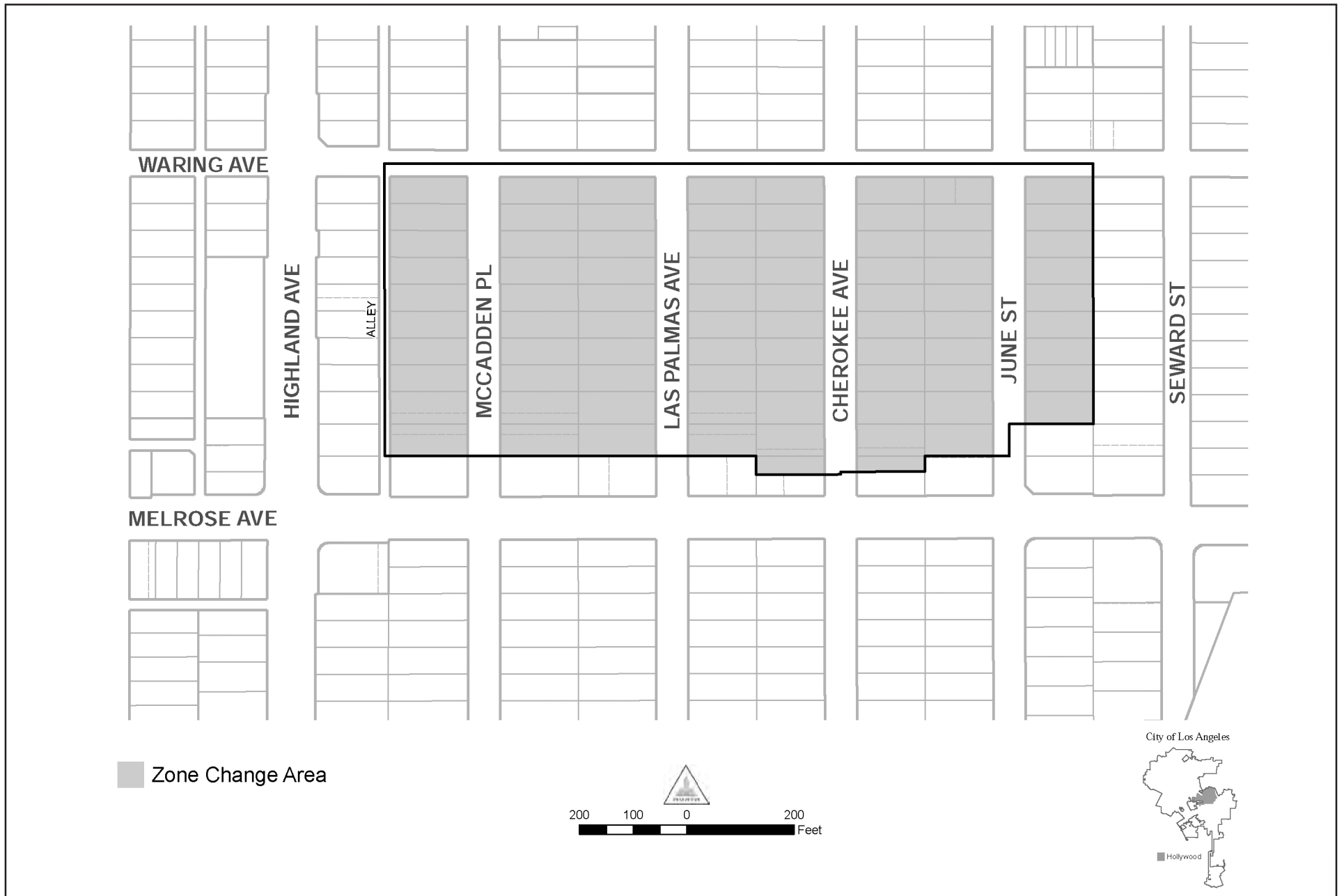
Zone Change Area

FIGURE 14

Picfair Village Rezoning Area

Exhibit D: ENV-2016-2111-ND | D-26

SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 15



SOURCE: City of Los Angeles, Department of City Planning & Bureau of Engineering

FIGURE 16

Baseline (Non-Hillside) Areas

The proposed Project would apply to properties (vacant and developed) zoned for single-family residential use, specifically R1 Zones citywide. Subsequently, the rezone areas of Faircrest Heights, Crestview, Picfair Village, Wilshire Vista, South Hollywood, Larchmont Heights, Oaks of Los Feliz, Lower CD 5, Inner CD 5, Beverlywood, Fairfax, Mar Vista/East Venice, Kentwood, and Pacific Palisades would then be rezoned with the proposed Code amendments.

Hillside Areas

Future development that occurs on lots in designated “Hillside Areas” would also be subject to a new proposed R1 Variation Zone, as well as any other relevant local, state, and federal rules. The new R1H zone could apply in designated Hillside Areas and would provide single-family zoning options that differ from RFA (Residential Floor Area) maximums of the Single-Family Zone Hillside Area Development Standards that currently exist in the Code. All other regulations would be maintained. Currently, Single-Family Hillside Area Developments are governed through LAMC Section 12.21C (**refer to Appendix A**).

Both the Oaks of Los Feliz and Pacific Palisades rezone areas include designated Hillside Areas. The Pacific Palisades R1H1 zone would increase the current building envelope in regards to maximum Residential Floor Area Ratios (RFAR). Under the proposed Project, parcels zoned R1-1 in the designated Hillside Area within the Pacific Palisades would be rezoned R1H1. The R1H1 zone would allow for a minimum FAR of 0.55 and a maximum FAR of 0.65 that is correlated with lot size. Other R1 Hillside Areas of the City would have an RFAR range of .45 - .00. Under the proposed BHO Code Amendment, Hillside Areas zoned R1 have a maximum RFAR of 0.45 and a minimum RFAR of 0 depending on the slope of the lot.

PROPOSED PROJECT

Project Background

The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In 2008 the City Council adopted the 2008 Baseline Mansionization Ordinance (BMO), followed by the 2011 Baseline Hillside Ordinance (BHO). While the BMO and BHO were adopted to restrict out-of-scale single-family developments, out-of-scale single-family units continue to be constructed. The Department of City Planning drafted an amendment to the regulations enacted by the 2008 and 2011 ordinances that is currently pending consideration by the City Council. The City Council also adopted two Interim Control Ordinances (ICOs), in 2015 and 2016 respectively, covering various R1 zoned residential neighborhoods, to temporarily restrict development while the new single-family zones were being developed. The first ICO is set to expire in March 2017 and the second ICO will expire in June 2018. The ICOs could be lifted sooner by the City Council. Excluding the Pacific Palisades Rezone Area, the remaining 14 single-family neighborhoods being considered as part of this project are ICO areas.

The proposed Project will serve as the new tool to address issues related to neighborhood character, scale, and massing in many of these ICO neighborhoods and would be applicable to the Project Area described herein. However, unlike the ICOs, these R1 variations would become part of the LAMC and thus would not expire. The amendment creates zoning alternatives to the R1 Zone (i.e., single-family units) that aim to conserve neighborhood scale and uses the current R1 Zone as the basis for the range of new zones. Given the varying scale and massing of one-family zoned areas of the City, 16 varieties of the R1 Zone are proposed to be created as a way to capture the diversity of neighborhoods. Similarly, the proposed Rear Detached Garage District would serve as a tool to address issues related to neighborhood character and scale, and would be available for all single-family zones (R1, RE, RS, RA). The major components of the proposed Project are described further in the following section.

The total square footage of new construction, demolition, and additions from 2005 to 2015 for each neighborhood is displayed in **Table 2, Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2005 to 2015**. The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in development, a ten-year time frame more accurately represents trends.

As shown in **Table 2**, each of the fifteen rezone areas has experienced a net increase in square footage of development within the single-family zones (i.e., total square footage of new development and/or additions to existing structures). Picfair Village received 40,513 square feet of new single-family development with 93.0 percent being additions. Wilshire Vista received 24,336 square feet of new single family development with 67 percent being additions. Faircrest Heights received 68,604 of new single-family development with 63.4 percent being additions. Crestview received 81,316 square feet of new single-family development with 78 percent in the form of additions. South Hollywood received 100,776 square feet of new single-family development with 84.7 percent in the form of new construction. Larchmont Heights received 134,625 square feet of new single-family development with 71.2 percent in the form of additions. La Brea Hancock received 120,537 square feet of new single-family development with 86.6 percent being new construction. The Oaks of Los Feliz received 60,838 square feet of new single-family development with 64.8 percent in the form of additions. Lower Council District (CD) 5 received 2,243,264 square feet of new single-family development with 66.8 percent in the form of new construction. Inner Council District 5 received 82,613 square feet of new single-family development with 75.3 percent being additions. Beverlywood received 196,793 square feet of new single-family development with 76.7 percent in the form of new construction. Fairfax received 193,897 square feet of new single-family development, 68.7 percent of which is in the form of new construction. Mar Vista/East Venice received 626,656 square feet of new single-family development with 56.1 percent being additions. Kentwood received 148,475 square feet of new development with 75.4 percent in the form of additions. Lastly, Pacific Palisades/Brentwood received 7,328,232 square feet of new single-family development, 73.6 percent in the form of new construction.

As shown in the table, several of the neighborhoods have experienced a large increase in square footage due to additions and new construction. To address these trends, the proposed Project would amend the LAMC to provide variations to the R1 Zone that would include prescriptive regulations for form and size (bulk, height and massing). These new zones are only being proposed for application to the 15 neighborhoods analyzed in this document.

Table 2
Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2005 to 2015

Rezone Area	Size (sq mi)	Demolition (sf)	New Construction (sf)	Additions (sf)	Total New Const. & Additions (sf)
Picfair Village	0.22	4,906	2,820	37,693	40,513
Wilshire Vista	0.18	4,012	8,033	16,303	24,336
Faircrest Heights	0.35	12,802	24,714	43,498	68,604
Crestview	0.10	7,745	17,942	63,374	81,316
South Hollywood	0.05	26,706	85,360	15,416	100,776
Larchmont Heights	0.21	23,377	38,733	95,892	134,625
La Brea Hancock	0.07	54,199	104,435	16,102	120,537
The Oaks of Los Feliz	0.38	6,374	21,411	39,427	60,838
Lower CD 5	9.70	727,355	1,498,441	744,823	2,243,264
Inner CD 5	0.13	35,320	62,187	20,426	82,613
Beverlywood	0.39	63,072	150,879	45,914	196,793
Fairfax	0.18	51,406	133,301	60,596	193,897
Mar Vista/East Venice	2.87	129,311	275,315	351,341	626,656
Kentwood	0.93	6,026	36,581	111,894	148,475
Pacific Palisades	0.62	2,191,190	5,392,837	1,935,395	7,328,232
Total	16.38	648,784	2,139,952	2,078,191	4,233,895

Source: City of Los Angeles Department of City Planning and Department of Building and Safety

Notes: Data for each single-family neighborhood includes only Single-family Dwellings

Proposed Project

The proposed Project is comprised of the following four components: (1) a Code amendment to the City of Los Angeles Municipal Code (LAMC) to create a new range of R1 One-Family Variation Zones to be available throughout the City of Los Angeles (the City); (2) a new Supplemental Use District (SUD) that would require garages to be detached and located at the rear of a property within the SUD; (3) a Zone Change over selected properties within 15 neighborhoods (15 single-family neighborhoods) to one of the new R1 Variation Zones and in some instances, to the new Supplemental Use District; (4) a modification of an existing Development “D” Limitation within the Oaks of Los Feliz. Components (1) and (2) would be implemented within the same Code amendment, while components (3) and (4) comprise

rezoning the 15 single-family neighborhoods in the City. The proposed Project, in and of itself, does not propose or authorize any development. The proposed project would involve the addition of development regulations focused on building form/bulk placement limitations, lot coverage maximums, encroachment plane heights, as well as height and residential floor area regulations. Where the new regulations and zoning are silent on a topic, the existing LAMC regulations and provisions would remain in force.

(1) The proposed Code amendment to the LAMC would establish variations of the R1 Zone that are tailored to meet the varying character of single-family neighborhoods throughout the City. The New R1 Zones include development standards focused on building form and include lot coverage maximums, height, and RFA regulations. The new zones also contain Residential Floor Area Ratios (RFAR) that vary by lot size within each zone. The new zones are classified by building form and include four categories. The “R1V” Variable-Mass Variation allows the location of the second story to vary as to its location above the first floor of the single-family structure. “R1F” Front-Mass Variation requires the second story to be located within the front portion of the single-family structure. “R1R” Rear-Mass Variation requires the second story to be located within the rear portion of the single-family structure. Each of these categories have four zones that vary from “low” to “high.” The variations generally range in RFAR from 0.40 - .30 for the first variation, .45-.35 for the second variation, and 0.70 - .06 for the third variation. These RFAR maximums are labeled 1, 2, 3 respectively. These numerations in addition to the base zone create the new zones R1V1, R1V2, R1V3, R1F1, R1F2, R1F3, R1R1, R1R2, and R1R3. A new zone in each category may also be added to the Code amendment. The new RFAR range that would be added would be .55 - .45.

An additional proposed R1 Variation Zone is “R1H” that can only be applied in designated Hillside Areas. R1H provides single-family zoning options that differ from the RFA maximums of the Single-Family Zone Hillside Area Development Standards that currently exist in the LAMC, but maintains all of the other regulations. Similar to the numeric identifiers in the R1 Variations above, the R1H Variation has three RFAR ranges that are calculated by slope band and labeled 1, 2, and 3. The calculation for slope band is provided in the ordinance included as Appendix

A. A new zone in this category may also be added to the Code amendment. The new RFAR range that would be added would be .55 - .00.

Lastly, the Code Amendment also creates a “RG” Rear Detached Garage Supplemental Use District that can be applied as a suffix to any RA, RE, RS, and R1 Zone (or alternate variations of the R1 Zone set forth by the proposed Project). The intent of the “RG” District is to regulate

compatible placement of garages in neighborhoods where the predominant building pattern includes a house with a detached garage located at the rear of a property. The district mandates that garages be detached from the main building and that it follow the existing regulations for accessory structures in Section 12.21 C.5 and 12.22 C.2 of the Code, which generally requires that accessory structures be located within the rear 50 percent of the lot.

(2) The Project includes a zone change for 15 neighborhoods, as they are bounded by the proposed Ordinance map. The 15 neighborhoods will each receive one of the new zones with the FAR ranges described in Tables 3, 4, 5, and 6 below.

(3) Lastly, the Project proposes changes to the existing D-Limitation in The Oaks of Los Feliz, Ordinance No. 181136, approved by City Council and effective by May 11, 2010. The current Oaks D-Limitation provide for maximum RFA, lot coverage and height. The Project includes modifications to the existing D-limitation within the Oaks of Los Feliz that would require the total RFA to include any or all portions of a new basement that is located above ground. Other modifications include the addition of lot coverage maximums. For lots with an area between 4,000 and 12,000 square feet, lot coverage maximum will be 1,400 square feet and lots in excess of 12,000 square feet will have a lot coverage maximum of 3,600 square feet.

Tables 3 through 6 detail the code amendments specifically. Because the Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones (as shown in Table 3, 4, 5, and 6), the analysis of impacts in this document conservatively assumes a maximum FAR of 0.7 for the entire Project Area.

INCORPORATION BY REFERENCE

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

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

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

Table 3
Major Provisions – R1V, Variable-Mass areas

Purpose					
These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods with an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing with a maximum building envelope that respects the scale of other houses in the vicinity.					
Floor Area Ratio					
	R1V1	R1V New	R1V2	R1V3	Building Coverage
Up to 6,000 SF	.65	.55	.45	.40	50%
6,001 to 7,000 SF	.63	.53	.43	.38	48%
7,001 to 8,000 SF	.61	.51	.41	.36	46%
8,001 to 9,000 SF	.59	.49	.39	.34	44%
9,001 to 10,000 SF	.57	.47	.37	.32	42%
Over 10,000 SF	.55	.45	.35	.30	40%
Mass					
	R1V1	R1V New	R1V2	R1V3	
Total height (max)	30'	30'	28'	20'	
Encroachment Plane height (max)	22'	22'	20'	14'	
Angle of Encroachment Plane (max)	45	45	45	45	

/a/ The Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones (refer to Proposed Project for exact variations). Although the highest variation in FAR (i.e., .65) is limited to R1V1, this analysis will adopt a conservative approach and assume a FAR of 0.7 for the entire Project Area.

Table 4
Major Provisions – R1F , Front-Mass

Purpose					
These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a two-story mass at the front of the lot and a one-story mass at the rear of the lot. The intent of this variation is to allow taller massing at the front of the lot and mandate a shorter massing at the rear of the lot that respects the scale and form of other houses in the vicinity.					
Floor Area Ratio					
	R1F1	R1FNew	R1F2	R1F3	Building Coverage
Up to 6,000 SF	.65	.55	.45	.40	50%
6,001 to 7,000 SF	.63	.53	.43	.38	48%
7,0001 to 8,000 SF	.61	.51	.41	.36	46%
8,001 to 9,000 SF	.59	.49	.39	.34	44%
9,001 to 10,000 SF	.57	.47	.37	.32	42%
Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass					
	R1F1	R1F New	R1F2	R1F3	
Front envelope depth, from front yard setback (min)	Varies	Varies	Varies	Varies	
Total Height (max)	30'	30'	28'	26'	
Encroachment Plane height (max)	22'	22'	20'	18'	
Angle of Encroachment Plane (max)	45	45	45	45	
Rear Mass					
	R1F1	R1F New	R1F2	R1F3	
Rear envelope depth, from rear yard setback (min)	25'	25'	25'	25'	
Total Height (max)	24'	24'	20'	18'	
Encroachment Plane height (max)	16'	16'	14'	14'	
Angle of Encroachment Plane (max)	45	45	45	45	
<i>/a/ The Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones (refer to Proposed Project for exact variations). Although the highest variation in FAR (i.e., .65) is limited to R1F1, this analysis will adopt a conservative approach and assume a FAR of 0.7 for the entire Project Area.</i>					

Table 5
Major Provisions – R1R, Rear-Mass

Purpose					
These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in neighborhoods where the predominate building form includes a one-story mass at the front of the lot and a two-story mass at the rear of the lot. The intent of this variation is to allow shorter massing at the front of the lot and mandate a taller massing at the rear of the lot that respects the scale and form of other houses in the vicinity.					
Floor Area Ratio					
	R1R1	R1R New	R1R2	R1R3	Building Coverage
Up to 6,000 SF	.65	.55	.45	.40	50%
6,001 to 7,000 SF	.63	.53	.43	.38	48%
7,001 to 8,000 SF	.61	.51	.41	.36	46%
8,001 to 9,000 SF	.59	.49	.39	.34	44%
9,001 to 10,000 SF	.57	.47	.37	.32	42%
Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass					
	R1R1	R1R New	R1R2	R1R3	
Front envelope depth, from front yard setback (min)	30'	30'	30'	30'	
Total Height (max)	24'	24'	20'	18'	
Encroachment Plane height (max)	16'	16'	16'	14'	
Angle of Encroachment Plane (max)	45	45	45	45	
Rear Mass					
	R1R1	R1R New	R1R2	R1R3	
Rear envelope depth, from rear yard setback (min)	Varies	Varies	Varies	Varies	
Total Height (max)	30'	30'	28'	26'	
Encroachment Plane height (max)	22'	22'	20'	18'	
Angle of Encroachment Plane (max)	45	45	45	45	
<i>/a/ The Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones (refer to Proposed Project for exact variations). Although the highest variation in FAR (i.e., .65) is limited to R1R1, this analysis will adopt a conservative approach and assume a FAR of 0.7 for the entire Project Area.</i>					

Table 6
Major Provisions – R1H, Hillside Area

Purpose

These zones are intended to address issues of neighborhood character and to facilitate the compatibility of new construction, additions, and alterations to one-family houses in designated Hillside Areas with an existing variety of building forms. The intent of this variation is to allow flexibility in the location of massing within a maximum building envelope that respects the scale of other houses in the vicinity. A new table 12.21 C.10-2b is added to Section 12.21 C.10, summarized below.

Single-Family Zone Hillside Area Residential Floor Area Ratios (FAR)

Slope Bands %	R1H1	R1H New	R1H2	R1H3
0 – 14.99	.65	.55	.45	.40
15 – 29.99	.60	.50	.45	.35
30 – 49.99	.55	.45	.40	.30
45 – 59.99	.50	.40	.35	.25
60 – 99.99	.45	.35	.30	.20
100 +	0	0	0	0

/a/ As shown in the table the Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones. Although the highest variation in FAR (i.e., .65) is limited to R1H1 zones, this analysis will adopt a conservative approach and assume a FAR of 0.7 for the entire Project Area.

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

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 1 – CD 15
PROJECT TITLE: New Citywide Zones and Rezoning of Selected Properties in the City of Los Angeles	ENVIRONMENTAL CASE NO: ENV-2016-2111-ND	
PROJECT LOCATION: The City of Los Angeles encompasses 469 square miles. The Project Area for the Code amendment consists of all developed and vacant lots zoned “R1” One-Family Residential, “RA” Suburban, “RE” Residential Estate, and “RS” Suburban within the limits of the City of Los Angeles (i.e., citywide). Specifically, the Code amendment for the new Single-Family Zones can be implemented in R1-zoned properties. The RG District can be applied to all lots zoned R1, RA, RE, RS. The proposed “D-Limitation” amendment is only permitted for zone change for properties zoned currently with a D-Limitation within the Oaks of Los Feliz. These areas, although not directly adjacent to each other, are collectively referred to as the “Project Area.” This second component of the project (i.e., Zone Changes) would apply to all developed and vacant lots zoned “R1” One-Family Residential in the 15 single-family areas collectively referred to as “Rezone Areas” and all developed and vacant lots zoned “RE” Residential Estate in the Oaks of Los Feliz. The Rezone Areas include selected properties within the following single-family neighborhoods: • Beverlywood • Crestview • Faircrest Heights • Fairfax • Inner Council District 5 • Kentwood • La Brea Hancock • Larchmont Heights • Lower Council District 5 • Mar Vista/East Venice • Oaks of Los Feliz • Pacific Palisades • Picfair Village • South Hollywood • Wilshire Vista		

PROJECT DESCRIPTION:

The proposed Project involves four components: (1) A citywide code amendment to create 16 new zones, (2) a citywide code amendment to create a “RG” Rear Detached Garage Supplemental District, (3) zone changes for 15 targeted communities, and (4) D-Limitation Zone changes in the Oaks of Los Feliz, explained further below.

) The proposed Code amendment to the LAMC would establish 16 variations of the R1 Zone that are tailored to meet the varying character of single-family neighborhoods throughout the City. The New R1 Zones include development standards focused on building form and include lot coverage maximums, height, and RFA regulations. The new zones also contain Residential Floor Area Ratios (RFAR) that vary by lot size within each zone. The new zones are classified by building form and include four categories. The “R1V” Variable-Mass Variation allows the location of the second story to vary as to its location above the first floor of the single-family structure. “R1F” Front-Mass Variation requires the second story to be located within the front portion of the single-family structure. “R1R” Rear-Mass Variation requires the second story to be located within the rear portion of the single-family structure. Each of these categories have four zones that vary from “low” to “high.” The variations generally range in RFAR from 0.40 - .30 for the first variation, .45-.35 for the second variation, and 0.70 - .06 for the third variation. These RFAR maximums are labeled 1, 2, 3 respectively. These numerations in addition to the base zone create the new zones R1V1, R1V2, R1V3, R1F1, R1F2, R1F3, R1R1, R1R2, and R1R3. A new zone in each category may also be added to the Code amendment. The new RFAR range that would be added would be .55 - .45.

An additional proposed R1 Variation Zone is “R1H” that can only be applied in designated Hillside Areas. R1H provides single-family zoning options that differ from the RFA maximums of the Single-Family Zone Hillside Area Development Standards that currently exist in the LAMC, but maintains all of the other regulations. Similar to the numeric identifiers in the R1 Variations above, the R1H Variation has three Residential Floor Area Ratio ranges that are calculated by slope band and labeled 1, 2, and 3. The calculation for slope band are provided in the ordinance included as Appendix A. A new zone in this category may also be added to the Code amendment. The new RFAR range that would be added would be .55 - .00.

(2) The Code Amendment would create a “RG” Rear Detached Garage Supplemental Use District that can be applied as a suffix to any RA, RE, RS, and R1 Zone (or alternate variations of the R1 Zone set forth by the proposed Project). The intent of the “RG” District is to regulate compatible placement of garages in neighborhoods where the predominant building pattern includes a house with a detached garage located at the rear of a property. The district mandates that garages be detached from the main building and that it follow the existing regulations for accessory structures in Section 12.21 C.5 and 12.22 C.2 of the Code, which generally requires that accessory structures be located within the rear 50 percent of the lot.

(3) The Project includes a zone change for 15 neighborhoods, as they are bounded by the proposed Ordinance map. The 15 neighborhoods will each receive one of the new zones with the FAR ranges described in Tables 3, 4, 5, and 6 provided above.

(4) Lastly, the Project proposes changes to the existing D-Limitation to be applied in The Oaks of Los Feliz, Ordinance No. 181136, approved by City Council and effective by May 11, 2010. The current Oaks D-Limitation provides for maximum RFA, lot coverage and height. The Project includes modifications to the existing D-limitation that would require the total RFA to include any or all portions of a new basement that is located above ground. Other modifications include the addition of lot coverage maximums. For lots with an area between 4,000 and 12,000 square feet, lot coverage maximum will be 1,400 square feet and lots in excess of 12,000 square feet will have a lot coverage maximum of 3,600 square feet.

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

PROPONENT NAME Christine Saponara	TITLE City Planner	TELEPHONE NUMBER 213.978.1363
ADDRESS 200 North Spring Street, Suite 667 Policy Division Los Angeles, CA 90012	SIGNATURE (Official)	DATE October 19 , 2016

CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)		
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LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 1 – CD 15	DATE: October 19, 2016
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RESPONSIBLE AGENCY: Department of City Planning
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ENVIRONMENTAL CASE: ENV-2016-2111-ND	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.
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PROJECT DESCRIPTION: A proposed LAMC amendment applicable to single-family zoned properties in the City of Los Angeles and the subsequent rezoning of 15 Interim Control Ordinance neighborhoods.

ENVIRONMENTAL PROJECT DESCRIPTION:

The proposed Project is comprised of the following four components: (1) a Code amendment to the City of Los Angeles Municipal Code (LAMC) to create a new range of R1 One-Family Variation Zones to be available throughout the City of Los Angeles (the City); (2) a new Supplemental Use District (SUD) that would require garages to be detached and located at the rear of a property within the SUD; (3) a Zone Change over selected properties within 15 neighborhoods (15 single-family neighborhoods) to one of the new R1 Variation Zones and in some instances, to the new Supplemental Use District; (4) a modification of an existing Development “D” Limitation within the Oaks of Los Feliz. Components (1) and (2) would be implemented within the same Code amendment, while components (3) and (4) comprise rezoning the 15 single-family neighborhoods in the City. The proposed Project, in and of itself, does not propose or authorize any development. The proposed project would involve the addition of development regulations focused on building form/bulk placement limitations, lot coverage maximums, encroachment plane heights, as well as height and residential floor area regulations. Where the new regulations and zoning are silent on a topic, the existing LAMC regulations and provisions would remain in force.

ENVIRONMENTAL SETTING:

The City of Los Angeles encompasses 469 square miles. The Project Area for the Code amendment consists of all developed and vacant lots zoned “R1” One-Family Residential, “RA” Suburban, “RE” Residential Estate, and “RS” Suburban within the limits of the City of Los Angeles (i.e., citywide). Specifically, the Code amendment for the new Single-Family Zones can be implemented in R1-zoned properties. The RG District can be applied to all lots zoned R1, RA, RE, RS. The proposed “D-Limitations” is only permitted for zone change for properties zoned currently with a D-Limitation within the Oaks of Los Feliz. These areas, although not directly adjacent to each other, are collectively referred to as the “Project Area.”

The second component of the project (i.e., Zone Changes) would apply to all developed and vacant lots zoned “R1” One-Family Residential in the 15 single-family areas collectively referred to as “Rezone Areas” and all developed and vacant lots zoned “RE” Residential Estate in the Oaks of Los Feliz.

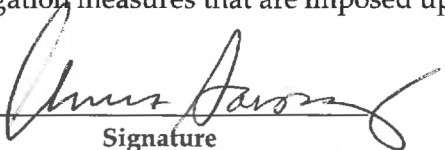
The Rezone Areas include selected properties within the following single-family neighborhoods:

- Beverlywood
- Crestview
- Faircrest Heights
- Fairfax
- Inner Council District 5
- Kentwood
- La Brea Hancock
- Larchmont Heights
- Lower Council District 5

• Mar Vista/East Venice • Oaks of Los Feliz • Pacific Palisades • Picfair Village • South Hollywood • Wilshire Vista		
PROJECT LOCATION:		
• City of Los Angeles • Faircrest Heights • Crestview • Picfair Village • Wilshire Vista • South Hollywood • La Brea Hancock • Mar Vista/East Venice • Larchmont Heights • Oaks of Los Feliz • Lower Council District 5 • Inner Council District 5 • Beverlywood • Fairfax • Kentwood • Pacific Palisades		
COMMUNITY PLAN AREA: Citywide STATUS: ☐ Preliminary ☐ Proposed	AREA PLANNING COMMISSION: Citywide	CERTIFIED NEIGHBORHOOD COUNCIL: Citywide
EXISTING ZONING: R1, RA, RE, RS	LA River Adjacent:	
GENERAL PLAN LAND USE: Single-Family Residential		

Determination (To be completed by Lead Agency)**On the basis of this initial evaluation:**

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

	Christine Saponara	
Signature	<u>City Planner</u>	<u>213-978-1363</u>
	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 Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

Environmental Factors Potentially Affected:

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

☐ AESTHETICS ☐ AGRICULTURE AND FOREST RESOURCES ☐ AIR QUALITY ☐ BIOLOGICAL RESOURCES ☐ CULTURAL RESOURCES ☐ GEOLOGY AND SOILS	☐ GREENHOUSE GAS EMISSIONS ☐ HAZARDS AND HAZARDOUS MATERIALS ☐ HYDROLOGY AND WATER QUALITY ☐ LAND USE AND PLANNING ☐ MINERAL RESOURCES ☐ NOISE	☐ POPULATION AND HOUSING ☐ PUBLIC SERVICES ☐ RECREATION ☐ TRANSPORTATION AND TRAFFIC ☐ UTILITIES ☐ MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

PROPONENT NAME:

City of Los Angeles Department of City Planning

PHONE NUMBER:

(213) 978-1363

APPLICANT ADDRESS:

200 N. Spring St., Suite 667

Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE

October 19, 2016

PROPOSAL NAME (If Applicable):

New Citywide Zones and Rezoning of Selected Properties in the City of Los Angeles

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	☐	☐	☒	☐
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	☐	☐	☒	☐
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	☐	☐	☒	☐
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	☐	☐	☒	☐
II. AGRICULTURE AND FOREST RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	☐	☐	☐	☒
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	☐	☐	☐	☒
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	☐	☐	☐	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	☐	☐	☒	☐
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	☐	☐	☒	☐
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	☐	☐	☒	☐
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY (continued)					
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	☐	☐	☐	☒
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	☐	☐	☐	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	☐	☐	☐	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	☐	☐	☒	☐
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☐	☐	☒	☐
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	☐	☐	☐	☒
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	☐	☐	☒	☐
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	☐	☐	☒	☐
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	☐	☐	☒	☐
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES (continued)					
e.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE THAT IS LISTED ON A LOCAL HISTORICAL REGISTER, OR OTHERWISE DETERMINED BY THE LEAD AGENCY TO BE A TRIBAL CULTURAL RESOURCE?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	☐	☐	☐	☒
ii.	STRONG SEISMIC GROUND SHAKING?	☐	☐	☒	☐
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☒	☐
iv.	LANDSLIDES?	☐	☐	☒	☐
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	☐	☐	☒	☐
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☐	☐	☒	☐
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	☐	☐	☒	☐
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	☐	☐	☒	☐
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (continued)					
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	☐	☐	☒	☐
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	☐	☐	☒	☐
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	☐	☐	☒	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	☐	☐	☐	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	☐	☐	☐	☒
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	☐	☐	☒	☐
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	☐	☐	☒	☐
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	☐	☐	☒	☐
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY (continued)					
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	☐	☐	☒	☐
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	☐	☐	☒	☐
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	☐	☐	☒	☐
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	☐	☐	☒	☐
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	☐	☐	☒	☐
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	☐	☐	☐	☒
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	☐	☐	☒	☐
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	☐	☐	☐	☒
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	☐	☐	☐	☒
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	☐	☐	☐	☒
XI. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	☐	☐	☐	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	☐	☐	☐	☒
XII. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	☐	☐	☒	☐
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE (continued)					
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☐	☒	☐
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☐	☒	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☒	☐
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	☐	☐	☒	☐
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☒	☐
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☒	☐
XIV. PUBLIC SERVICES					
a.	FIRE PROTECTION?	☐	☐	☒	☐
b.	POLICE PROTECTION?	☐	☐	☒	☐
c.	SCHOOLS?	☐	☐	☒	☐
d.	PARKS?	☐	☐	☒	☐
e.	OTHER PUBLIC FACILITIES?	☐	☐	☒	☐
XV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR 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?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	☐	☐	☒	☐
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	☐	☐	☐	☒
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	☐	☐	☐	☒
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	☐	☐	☐	☒
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	☐	☐	☒	☐
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	☐	☐	☐	☒
XVII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	☐	☐	☒	☐
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	☐	☐	☒	☐
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	☐	☐	☒	☐
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES (continued)					
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	☐	☐	☒	☐
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	☐	☐	☒	☐
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	☐	☐	☒	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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

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

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

ADDITIONAL INFORMATION:

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

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

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

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

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

PROPOSER NAME: Christine Saponara	TITLE: City Planner	TELEPHONE NO: 213.978.1363	DATE: October 19, 2016
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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

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

The Code amendment encompasses a range of variations to single-family zones that have a different maximum building envelope than the current R1 zones (refer to **Proposed Project** for exact variations). Although the highest variation in FAR proposed is 0.65, this analysis will adopt a conservative approach and assume a FAR of 0.7 for the entire Project Area.

IMPACT ANALYSIS

1. AESTHETICS

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

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

Code Amendment

Less Than Significant Impact. The Project Area includes all developed and vacant lots zoned R1, RA, RE, and RS citywide.³

In general, these sites are developed with single-family uses. It is expected that development will continue to occur in the Project Area, and that development could include demolition, new construction, and additions to single-family zoned properties. In general, the type of development (single-family units) would not block views or vistas, as the proposed Project would set height maximums and restrictive lot coverage amounts which could prevent visual obstruction and degradation. Further, due to the

³ The Code Amendment for the new Single-Family Zones can only be implemented in current R1-zoned properties. The RG district can be applied to all lots zoned R1, RA, RE, RS. The D limitation is only permitted for zone change for properties zoned currently with a D limitation along with some other properties not-zoned with a D.

developed nature of these areas, public views of scenic vistas are intermittent and would continue to be so even after adoption of the proposed Project. Many of the views and vistas available to the public can be seen from the main corridors; any new development that occurs pursuant to the proposed Project would occur in the single-family zones and would most likely be screened from view by the existing (higher scale) development along these commercial corridors.

Portions of the Project Area are located in areas where the potential for scenic views does exist, such as hillside areas. However, the type and relatively small magnitude of development (e.g., single-family units) permitted under the proposed Project would not result in significant impacts to publicly available views of scenic vistas.

Site planning minimizes adverse impacts to the existing environment by considering the proper placement and orientation of structures, open space, roadways, etc. on an individual site. Further, several neighborhoods in the City have adopted HPOZs or specific plans in place to assure the massing, placement, form, spatial elements, and overall quality of a building's design are consistent with the area's visual character and would not impact public scenic views.

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

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

Zone Changes

Less Than Significant Impact.

The Project Area consists of fifteen (15) single-family residential neighborhoods located in the City and includes all developed and vacant lots zoned R1 (single-family residential) and in the Oaks of Los Feliz properties zoned RE and R1. These 15 areas, although not directly adjacent to each other, comprise the 8.5 square mile Project Area. In general the Project Area is largely urbanized (excluding hillside portions of the Oaks of Los Feliz and Pacific-Palisades), with developed and built-out single-family residential neighborhoods, commercial corridors, and public facilities such as retail uses, restaurants, and park and recreation facilities.

It is expected that development will continue to occur in the Project Area, and that development could include demolition, new construction, and additions to single-family units. Thirteen (13) of the 15 single-family Project Areas (e.g., all areas excluding Oaks of

Los Feliz and Pacific Palisades) are generally built-out and in areas characterized by relatively flat topography. In general, the type of development (single-family residential) would not block views or vistas as they would generally be no more than 30' tall. Further, due to the developed nature of these areas, public views of scenic vistas are intermittent and would continue to be so even after adoption of the proposed Project. Further, many of the views and vistas available to the public can be seen from the main corridors; any new development that occurs pursuant to the proposed Project would occur in the single-family zones and may already be screened from view by the existing development on the commercial corridors that is higher scale in areas like Sherman Oaks .

The Pacific Palisades rezone area and Oaks of Los Feliz rezone area are located within the Santa Monica Mountains, where the potential for scenic views does exist. However, the type and relatively small magnitude of development (e.g., single-family units) permitted under the proposed Project would not result in significant impacts to publicly available views of the Santa Monica Mountains. In addition, individual projects located along these hillside areas would be required to abide by the design standards, environmental protection measures, grading limits, and building standards included in the coding amendment as specified in R1H1 (Pacific Palisades), "D" development limitations (Oaks of Los Feliz), and to the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**). All development (e.g., demolition, additions, new construction) of single-family units that occurs pursuant to the proposed Project would be required to abide by the provisions included in the Code amendments and all applicable regulations included in the respective communities plan and the LAMC Chapter 1, Planning and Zoning Code, that address preservation of publicly available scenic vistas.

The Pacific Palisades rezone area, as currently proposed, would be the only of the 15 neighborhoods to receive the R1V1 and R1H1 Zone, that allows for a larger scale of houses. . The maximum size of house would be dependent on the location of the lot (i.e., designated Hillside Area or flat) but would not exceed 0.70 RFAR. While the height could exceed the current allowable height for some lots it is not expected that any public views would be blocked as only residential lots would be affected. Therefore, the proposed Project would not block or otherwise impede an existing public view of a scenic vista. Impacts would be less than significant and no further analysis is required.

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

Code Amendment

Less Than Significant Impact. Currently, the only portion of a scenic highway officially designated by the California Department of Transportation (Caltrans) within the City of Los Angeles is a six mile portion of the Pasadena Freeway (also known as the Arroyo

Seco Historic Parkway) from milepost 25.7 to 31.9.⁴ While portions of roadways located adjacent to the Project Area are Designated Scenic Highways, none of the designated roadways are located in the Project Area (e.g., single-family zoned lots). While development of single-family lots may occur adjacent to an existing scenic highway (i.e., Arroyo Seco Historic Parkway) such development would not be out of scale or character with the surrounding area to damage scenic resources (as is the purpose of this project). As such, the proposed Project would not damage a scenic resource in a state scenic highway.

Scenic protection provisions are contained in the Community Plans where applicable.. The R1 Variation Zones aim to regulate scale and massing of single-family neighborhoods to be compatible with the prevalent housing forms of the neighborhood where applied by regulating height, size, lot coverage, and placement of bulk. Thus, compliance with existing regulations and implementation of the proposed Project would not result in significant impacts to surrounding visual resources since appropriately scaled and compatible building form is the intent of the proposed Project. Impacts would be less than significant. No further analysis is required.

Zone Changes

Less Than Significant Impact. In general the Project Area is largely urbanized (excluding hillside portions of the Oaks of Los Feliz and Pacific-Palisades rezone areas), with developed and built-out single-family residential neighborhoods, commercial corridors, and public facilities such as retail uses, restaurants, and park and recreation facilities.

The Project Area is not located along or near a state scenic highway. Therefore no impact would occur.

No further analysis is required.

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

Code Amendment

Less Than Significant Impact. The Project Area (i.e., "R1", "RE", "RA", "RS" zones) is primarily developed with single-family units. The visual character of the Project Area generally consists of one- to two-story single-family residences.

The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. It is important to note that the Project Area consists only of single-family zoned parcels. The amendments aim to

⁴ State of California Department of Transportation, California Scenic Highway Mapping System, <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/ScenicHwys.html>, accessed February 23, 2016.

make the construction of and additions to single-family units in single-family zones more compatible in scale and massing to the surrounding units. The amendments also regulate building form in single-family lots designated as “Hillside Areas.”

Therefore, the proposed Project may result in beneficial environmental effects related to visual character by having more compatible form and design guidelines for single-family residential development (including additions and new construction) in the Project Area.

Impacts to the Project Area’s visual character would be less than significant. No further analysis is required.

Zone Changes

Less Than Significant Impact. In general the Project Area is largely urbanized (excluding hillside portions of the Oaks of Los Feliz and Pacific-Palisades area), and developed with single-family uses. The visual character of the Project Area consists of one- to two-story single-family residences.

As shown in **Table 2**, a substantial amount of new development including demolition of existing single-family units and additions to existing single-family units, has occurred throughout the Project Area. As some recent single-family construction is considered to be out of scale with surrounding single-family units, the proposed Project includes specific requirements tailored to the each of the 15 neighborhoods (including Hillside Areas of Pacific Palisades and the Oaks of Los Feliz) related to building form and size. The proposed Project, by itself, does not propose or authorize any development, and it is important to note that the zone changes only apply to properties zoned for single-family use.

The proposed Project would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks (i.e., visual character) compatible with the existing single-family units thereby maintaining the character and visual quality of the existing area. Development that occurs on lots in designated “Hillside Areas” would also be subject to these zoning changes (i.e. R1H zoning and D-limitations), and applicable provisions included in the City’s “Hillside” Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**). Therefore, the proposed Project would result in beneficial environmental effects related to visual character by having compatible form and design guidelines for single-family residential development (including additions and new construction) in these residential areas. The zoning changes would ensure new single-family development is consistent with the overall scale and character of each neighborhood in the Project Area.

In the case of the current R1 zones of the Pacific Palisades, the maximum FAR variation would be applied to single-family zoned lots. . The R1V1 and R1H1 would be applied solely to the Pacific Palisades region under the proposed Project, which would

effectively create an area that may allow larger massing and building form. As such, compatibility and scale would not be compromised.

Impacts to the Project Area's visual character would be less than significant. No further analysis is required.

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

Less than Significant Impact. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The Project would result in a less than significant impact in terms of light or glare production.

Code Amendment and Zone Changes

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

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

2. AGRICULTURE AND FOREST RESOURCES

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

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Code Amendment and Zone Changes

No Impact. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category.⁵ According to the City General Plan, the state geologist has identified several parcels, located in the City, that are categorized as significant farmland.⁶ While several parcels in the City are zoned for agricultural use, the proposed Project would only apply to single-family lots zoned R1, RA, RE, and RS and would not apply to sites zoned for agricultural use. Therefore, implementation of the proposed Project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required

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

Code Amendment and Zone Changes

No Impact. As discussed in **Section 2(a)** above, only a small amount of land in the Project Area is zoned for agricultural use. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. The proposed Project applies only to properties zoned for single-family residential use. Accordingly, the Project Area does not contain any lands covered by a Williamson Act contract.

⁵ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2014 Important Farmland Map, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>, accessed May 31, 2016.

⁶ City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed May 31, 2016.

Therefore, the proposed Project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur and no further analysis is required.

- 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))?**

Code Amendment and Zone Changes

No Impact. The Project Area consists of all vacant and developed lots zoned R1, RA, RE, and RS, citywide. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production.⁷ Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.

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

Code Amendment and Zone Changes

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

There is no forest land or timberland in the Project Area or in the project vicinity and future development would not cause a loss of forest land or timberland. No impacts would occur and no further analysis is required.

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

Code Amendment and Zone Changes

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

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

⁷ City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed May 31, 2016.

3. AIR QUALITY

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

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

Code Amendment and Zone Changes

Less Than Significant Impact. The Project Area is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted a 2012 AQMP that focuses on achieving clean air standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles.⁸ The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. (The 2016 RTP/SCS, adopted on April 7, 2016 accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040).⁹

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

Consistency with the assumptions in the AQMP is established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The 2012 AQMP based its assumptions on growth forecasts contained in the SCAG's 2012 RTP/SCS.¹⁰ The 2012 RTP/SCS is based on growth assumptions through 2035 developed by each of the cities and counties in the SCAG region.

The proposed Project is a Code amendment to the LAMC that would apply specific requirements related to building form and massing to single-family-zoned properties in

⁸ SCAG adopted the 2016 RTP/SCS on April 7, 2016, however the AQMP has not been updated with the local growth forecasts included in the 2016 RTP/SCS.

⁹ The SCAQMD has not adopted the 2016 AQMP, therefore, the 2012 AQMP is used for this analysis.

¹⁰ South Coast Air Quality Management District, 2012, 2012 Air Quality Management Plan.

the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

As discussed in **Section 13(a), Population and Housing** below, an increase in population is expected to occur in the lifetime of the proposed project. However, the City of Los Angeles and SCAG has accounted for this ambient growth within existing plans, and the proposed Project would not jeopardize attainment of air quality goals. Implementation of the Project would result in a less than significant impact to the implementation of applicable air quality plans, and no further analysis is necessary.

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

Less Than Significant Impact. Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO) volatile organic compounds (VOC), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards have been established for them at the federal (National Ambient Air Quality Standards (NAAQS)) and state level (California Ambient Air Quality Standards (CAAQS)). The SoCAB is currently in nonattainment for the one-hour and eight-hour ozone (O₃), PM₁₀, PM_{2.5}, and Pb.¹¹

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

Code Amendment

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

The majority of development anticipated to occur would be expected to occur on lots currently developed with single-family units, although some new construction is expected due to the presence of vacant lots. Development would generate temporary construction-related pollutant emissions that contribute to the concentrations of ozone, PM₁₀, and PM_{2.5} and could exceed SCAQMD thresholds.

¹¹ 2016 NAAQS and CAAQS Attainment Status for SCAB, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2>, accessed May 4, 2016.

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

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Replace ground cover in disturbed areas as quickly as possible
- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content.
- Water active grading sites at least twice daily during construction activities.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code/
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the sites each trip.
- Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

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

anticipated growth and development in the City. Thus, impacts from construction emissions would be less than significant and no further analysis would be necessary.

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

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

Zone Changes

Less Than Significant Impact.

The majority of development anticipated to occur from Project implementation would be expected to occur on lots currently developed with single-family units, although some new construction is expected. Development would generate temporary construction-related pollutant emissions that contribute to the concentrations of ozone, PM10, and PM2.5 and could exceed SCAQMD thresholds. While the details of individual future projects are not known at this time, the total square footage of new construction, demolition, additions, and rehab from 2005 to 2015 for each neighborhood

(refer to **Section II, Project Description, Table 2**) was used to project the amount of future development that could occur in the Project Area.¹²

Short-term air pollutant emissions would occur during site preparation and construction activities associated with the proposed Project. Construction activities have the potential to generate fugitive dust, stationary-source emissions, and mobile-source emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, type of machinery in use, and for fugitive dust, the prevailing weather conditions.

Construction emissions were modeled using CalEEMod, a land use and construction model used to calculate emissions generated from construction and operation of new development projects. Where Project specific information was not available, model default values provided by CalEEMod were used. Construction activities were assumed to occur on an annual basis based on the square footage of new construction or addition that has occurred annually (i.e., trend).

Estimated maximum air pollutant emission rates for construction activities in the SoCAB are shown in **Table 7, Estimated Construction Emissions for Future Development – South Coast Air Basin**. Emission rates for PM10 and PM2.5 include both vehicle exhaust and fugitive dust emissions. Values for PM10 and PM2.5 reflect the practice of watering the construction area as recommended by the SCAQMD.

Table 7
Estimated Construction Emissions for Future Development – South Coast Air Basin

Construction Year	Maximum Emissions in Pounds per Day					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
2016	1.09	10.31	7.26	.01	1.11	0.71
2017	1.42	11.90	8.52	.01	0.88	0.77
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Source: Impact Sciences Inc., (2016) Emissions calculations are provided in **Appendix D**

Note: totals are an annual average over a 12 month period (ex: August 2016-August 2017) and therefore are generally representative of emissions that could occur annually.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

As shown in **Table 7**, above, the proposed Project would not exceed any of the SCAQMD significance thresholds for air quality emissions during construction. It should also be noted it is expected that a small number of vacant lots would be

¹² The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten year time frame more accurately represents current and past trends.

developed annually and therefore the numbers presented here would likely vary from year to year as development ebbs and flows in the City. Further, the proposed Project is essentially a design guideline and would not necessarily incentivize growth upon its implementation. Future individual projects would be required to implement dust control measures consistent with SCAQMD Rule 403 (Fugitive Dust) during the construction phases of new project development. The actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the dust generation source. These actions are found above in **Section 3(b)**.

Therefore, impacts would be less than significant, and no mitigation is required.

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

While development of vacant lots in the 15 areas would result in an increase in operational emissions (i.e., an increase in vehicle trips), due a number of unknown variables including the size of each single-family unit as well the actual number of vacant sites that could be developed after project implementation, projecting the volume of operational emissions would be speculative at this time. Further, any new development that would occur would be more energy efficient than existing single-family residential units due to code requirements, thereby reducing potential emissions. As a result, any increase in operational emissions would be minimal. Thus, impacts from operational activities would be less than significant and no further analysis is required.

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

Code Amendment

Less Than Significant Impact. A significant impact would occur if implementation of the proposed Project resulted in a cumulative net increase in any criteria pollutant above the SCAQMD significance threshold.

As described above, the proposed Project does not include any development nor does it propose any new development. Due to the programmatic nature of this document, and the number of variables related to development of single-family zones, emissions associated with the proposed Project cannot be accurately estimated. As described above, the proposed Project would not directly result in any development and the single-family zones are currently included in existing plans for the City (i.e., Community Plans, AQMD). Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality. Impacts would be less than significant and no further analysis is required.

Zone Changes

Less Than Significant Impact.

The SCAQMD CEQA Guidelines state that SCAQMD emissions thresholds were developed such that emissions from an individual project that exceed the threshold would be cumulatively considerable. As emissions from future development would be below the threshold for all pollutants, cumulative emissions would not be substantially increased. Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality. No impact would occur and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Code Amendment and Zone Changes

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

During construction, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited scale and the short duration of future construction activities on single-residential zoned lots, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Development that occurs pursuant to the proposed Project would not include any sources of risk to sensitive receptors during operation. The surrounding land uses are primarily residential and commercial, with no substantial sources of toxic air contaminants. Consequently, future development would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

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

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

Code Amendment and Zone Changes

Less Than Significant Impact. Potential sources that may emit odors during the construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to individual sites. Development that occurs pursuant to the proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity would be required to comply with SCAQMD Rule 402.¹³ A less than significant impact relative to an odor nuisance would occur during construction activities associated with future development.

According to the SCAQMD *California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.¹⁴ The proposed Project, by itself, would not authorize or propose any development. Further, development that occurs pursuant to the proposed Project would include single-family units and not any of the odor-producing uses listed above; odors associated with project operation would be limited to on-site waste generation and disposal. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, the implementations of the proposed Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required.

¹³ SCAQMD Rule 402 states the following “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

¹⁴ South Coast Air Quality Management District, CEQA Air Quality Handbook; <http://www.aqmd.gov/ceqa/hdbk.html>, December 11, 2015.

4. BIOLOGICAL RESOURCES

Would the project:

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

Code Amendment and Zone Changes

No Impact. Habitats are natural and/or artificial environments that support the survival of wild animals and native plants. Five habitat types have been identified by the City.¹⁵ These habitat types include Inland habitats, Significant Ecological Areas (SEA), Wildlife Corridors, Ocean, and Coastal Wetlands.

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

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

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

¹⁵ City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnpln/consvelt.pdf>, accessed May 31, 2016.

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

Code Amendment and Zone Changes

No Impact. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would only be permitted on vacant and developed single-family zoned parcels. Thus, the proposed Project would not result in direct impacts to biological resources, including riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service (refer to **Section 4(a)** above), within the Project Area or in the surrounding area. Therefore, no impacts would occur and no further analysis is required.

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

Code Amendment and Zone Changes

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. 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.

- 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?**

Code Amendment and Zone Changes

Less Than Significant Impact. No wildlife corridors or native wildlife nursery sites are located in the Project Area. Bodies of water in which fish are present are located in areas surrounding the Project Area (e.g., the Pacific Ocean), however all development that would occur pursuant to the proposed Project would only be permitted on vacant and

developed single-family zoned parcels. Thus, impacts to migratory fish or wildlife species would be less than significant.

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

Development that occurs pursuant to the proposed Project would occur on lots zoned for single-family use and would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required.

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

Code Amendment and Zone Changes

Less Than Significant Impact. The City's Protected Tree Ordinance No. 177,404 (Chapter IV, Article 6 of the Los Angeles Municipal Code), defines protected trees as:

Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:

Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa),

Southern California Black Walnut (Juglans californica var. californica),

Western Sycamore (Platanus racemosa), and

California Bay (Umbellularia californica).

A number of trees are located along parkways and on private property within the Project Area that meet the requirements of the City's Protected Tree Ordinance and thus are protected trees. Development of single-family zoned parcels that occurs pursuant to the proposed Project would be required to comply with the City's Protected Tree

Ordinance. Additionally, in non-hillside areas and in the R1 Zone only, the proposed Project includes limits on the width of driveways at front property lines in order to minimize the need for street tree removal and to promote retention of street trees.

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

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

Code Amendment and Zone Changes

No Impact.

The City has not adopted a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans applicable to the proposed Project at this time. Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan. There are no SEAs within the vicinity of the 15 rezone areas.¹⁶ Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted habitat conservation plan. No impacts would occur and no further analysis is required.

¹⁶ City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed August 17, 2016.

5. CULTURAL RESOURCES

Would the project:

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

A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.¹⁷ Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Code Amendment

Less Than Significant Impact.

Under the City's Cultural Heritage Ordinance local buildings and sites that meet the criteria for designation can be declared "Historic-Cultural Monuments" by the City Council after recommendation from the Cultural Heritage Commission. Any person can nominate a building or site for designation and the property owner does not need to give consent. The majority of Historic-Cultural Monuments are single-family houses. Currently, the City has designated over 1,123 Historic-Cultural Monuments.¹⁸ In addition, the City has adopted 30 Historic Preservation Overlay Zones (HPOZs) for various single-family, multi-family, and commercial neighborhoods citywide.¹⁹ **Table 8, City of Los Angeles Adopted HPOZs**, provides a list of the adopted HPOZs, and the applicable Community Plan Area.

¹⁷ California Public Resources Code Section 21084.1

¹⁸ Department of City Planning, Office of Historic Resources, City of Los Angeles, Historic-Cultural Monument list as of June 1, 2016.

¹⁹ Department of City Planning Office of Historic Preservation, <http://preservation.lacity.org/>, accessed April 28, 2016.

Table 8
City of Los Angeles Adopted HPOZs

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

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

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

SurveyLA and the Historic Places LA websites.²⁰ Not all data is currently available due to the on-going nature of the survey.

In addition to the approximately 1,123 Historic-Cultural Monuments and 30 HPOZs, there are 302 individual resources and districts on the National Register of Historic Places and 13 National Historic Landmarks located in the City.²¹

The proposed Code amendment would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the City of Los Angeles (the City). These zones regulate lot coverage maximums, height, placement of bulk, and a size. The proposed Project would also create a new Supplemental Use District that mandates garages be detached from the main building and located at the rear of a property as part of the Code amendment. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. In addition, future projects would be subject to all federal, state, and local regulations regarding the protection and preservation of historic resources. Impacts to historic resources and the locally designated Historic-Cultural Monuments would be less than significant and no further analysis is required.

Zone Changes

Less Than Significant Impact.

To determine the number of historic resources located in the Project Area, the City's Geographic Information Systems, Graphics, and Demographics Division queried the City's historic resources data. The query revealed that one historic resource is located in the Faircrest Heights neighborhood, one historic resource is located in the Fairfax neighborhood, 14 historic resources are located in Lower CD 5, and one in the Wilshire Vista neighborhood. Lots surrounding the properties with historic resources are mainly developed with single-family units or educational facilities.

A significant impact would occur if the proposed Project would substantially alter the environmental context of, or remove identified historical resources. The proposed Project would rezone fifteen neighborhoods with new R1 Variation Zones, D-Limitations, and/or rear garage districts that apply specific requirements related to form and building size. The proposed Project, by itself, does not propose or authorize any development. Some single-family dwellings are considered a historic resource or may be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register as listed above. These properties would be listed on the City's SurveyLA website which serves to inventory Los Angeles' significant historic

²⁰ SurveyLA website; <http://preservation.lacity.org/survey> HistoricPlacesLA website: <http://preservation.lacity.org/survey/historic-places-la>

²¹ HistoricPlacesLA, Los Angeles Historic Resources Inventory, Los Angeles Historic Cultural Monument, June 1, 2016.

resources. Should a property be listed on this list, all applicable federal, state, and City regulations regarding the protection and preservation of historic resources shall be followed prior to the issuance of a demolition or building permit. Impacts would be less than significant, and no further analysis is necessary.

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

Code Amendment and Zone Changes

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

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.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction personnel shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant, and no further analysis is necessary.

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

Code Amendment and Zone Changes

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

The vast majority of these lots within the Project Areas are developed and, as a result, any earthwork that would occur would be expected to be minimal. In designated "Hillside Areas," it is possible that development involving earth movement could occur.

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

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

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

Code Amendment and Zone Changes

Less Than Significant Impact.

In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, it requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis is required.

- e) **Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?**

Code Amendment and Zone Changes

Less Than Significant Impact.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Tribes known to have resources in this area, on April 21, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On April 28, 2016, one tribal response was received from the Fernandeño Tatavian Band of Mission Indians who requested the estimated cubic yards of soil disturbance for the project. That information was provided to them on April 29, 2016.

6. GEOLOGY AND SOILS

Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Code Amendment and Zone Changes

Less Than Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. As shown in **Figure 17, Alquist-Priolo Earthquake Fault Zones and Geological Faults in the Project Area**, there are several Alquist-Priolo Fault Zones, as well as Fault Rupture Study Areas located throughout the City. Ground ruptures could occur in various neighborhoods, including Pacific Palisades, Lower CD 5, Crestview, and Beverlywood.

Future development (e.g., new construction and/or additions) that occurs pursuant to the proposed Project would be subject to all federal, state, and local regulations regarding land use siting and fault rupture, including the national Uniform Building Code, the California Building Code (CBC), the City of Los Angeles Uniform Building Code (UBC) seismic standards, and applicable City ordinances relating to seismic retrofitting and structure evaluation prior to completion of construction. Therefore, while the project area would be subject to ground shaking during future seismic events, (as most structures within Southern California are) through the incorporation of proper engineering measures in accordance with existing regulations, and building codes, risks to life and property would be minimized.

Impacts related to the rupture of a known earthquake fault would be less than significant with conformance to the existing federal, state, and local regulations. No further analysis is required.

ii) Strong seismic ground shaking?***Code Amendment and Zone Changes***

Less Than Significant Impact. The Project Area is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes from one of the several faults (refer to **Figure 17**) that traverses the Project Area.

The proposed Project applies specific requirements related to form and massing to single-family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. All development would be required to comply with all relevant CBC²² and City of Los Angeles UBC seismic standards, and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. In addition, development that occurs on hillside lots designated as “Hillside Areas,” in the Project Area, would be subject to the City’s “Hillside” Development regulations and the new R1H hillside zoning. These include specific requirements regarding setbacks, maximum RFA, verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21. Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

²² The CBC is published every three years, with supplements published in intervening years. The building regulations and standards have the same force of law, and take effect 180 days after the publication unless otherwise noted. The California Building Standards Commission’s mission is to produce sensible and usable state building standards.

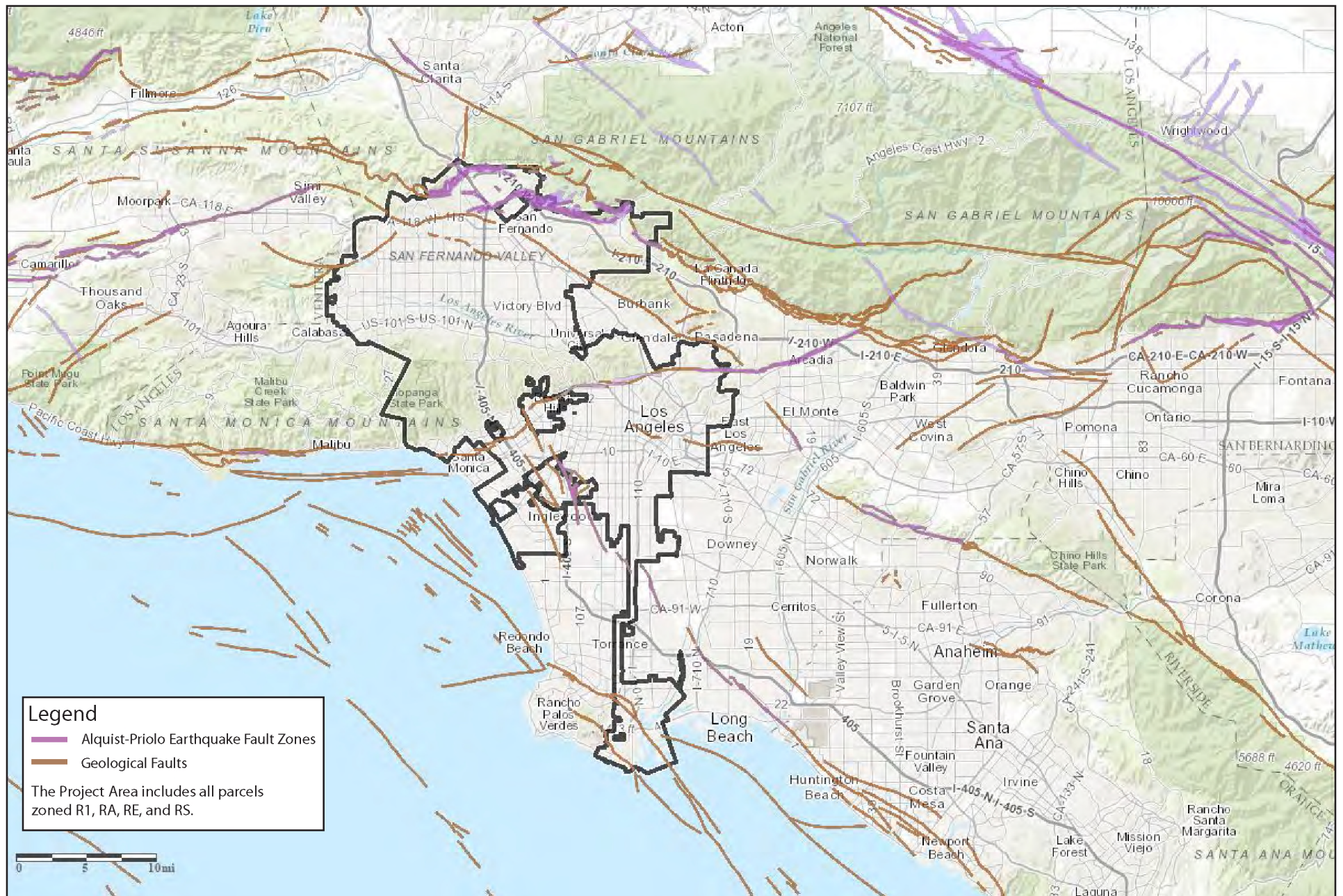


FIGURE 17

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

Zone Changes

Less Than Significant Impact. The Project Area is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes on the Santa Monica, Newport-Inglewood, Hollywood, Malibu Coast, or Anacapa-Dume Faults.

The proposed Project is the application of a zoning amendment to 15 neighborhoods in the City that applies specific requirements related to building form and massing. The proposed Project, by itself, does not propose or authorize any development. All development would be required to comply with all relevant California Building Code (CBC)²³ and the City of Los Angeles Uniform Building Code (UBC) seismic standards, and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. In addition, development that occurs on lots in designated “Hillside Areas,” in the Pacific Palisades and Oaks of Los Feliz area, would be subject to the additional “Hillside” Development regulations, including specific requirements regarding setback requirements, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21. Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

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

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

Code Amendment

Less Than Significant Impact. As shown in **Figure 18, Liquefaction and Landslide Zones in the Project Area**, portions of the San Fernando Valley, San Pedro, Northeast Los Angeles, West Los Angeles, and South Los Angeles, are susceptible to liquefaction,²⁴ and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. The proposed Project by itself does not propose or authorize any development and would not authorize or expand any new or existing land uses. As discussed under **Section 6(a)(i)** above, development that occurs pursuant to the proposed Project would be required to comply with current seismic design provision of the CBC and City's UBC seismic standards, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required.

Zone Changes

Portions of Pacific Palisades, Mar Vista/East Venice, Oaks of Los Feliz, South Hollywood, Beverlywood, Lower CD 5, Picfair Village, and Fairfax are susceptible to liquefaction ²⁵ and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. The proposed Project by itself does not propose or authorize any development. Development that occurs pursuant to the proposed Project would be required to comply with current seismic design provision of the CBC and City's Building Code, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required.

iv) Landslides?

Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low shear strength, and increased water pressure. As shown in **Figure 18**, portions of the San Fernando Valley, the Pacific Palisades, Brentwood, Northeast Los Angeles, and Westchester/Playa Del Rey could be affected by landslides.

Code Amendment

Less Than Significant Impact. A number of the single-family zoned lots located in the City are susceptible to bedrock landslides and small shallow surface

²⁴ City of Los Angeles NavigateLA website, <http://navigate.lacity.org/navigate/>, accessed June 9, 2016.

²⁵ City of Los Angeles General Plan, Safety Element, Exhibit B Areas Susceptible to Liquefaction in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed April 29, 2016.

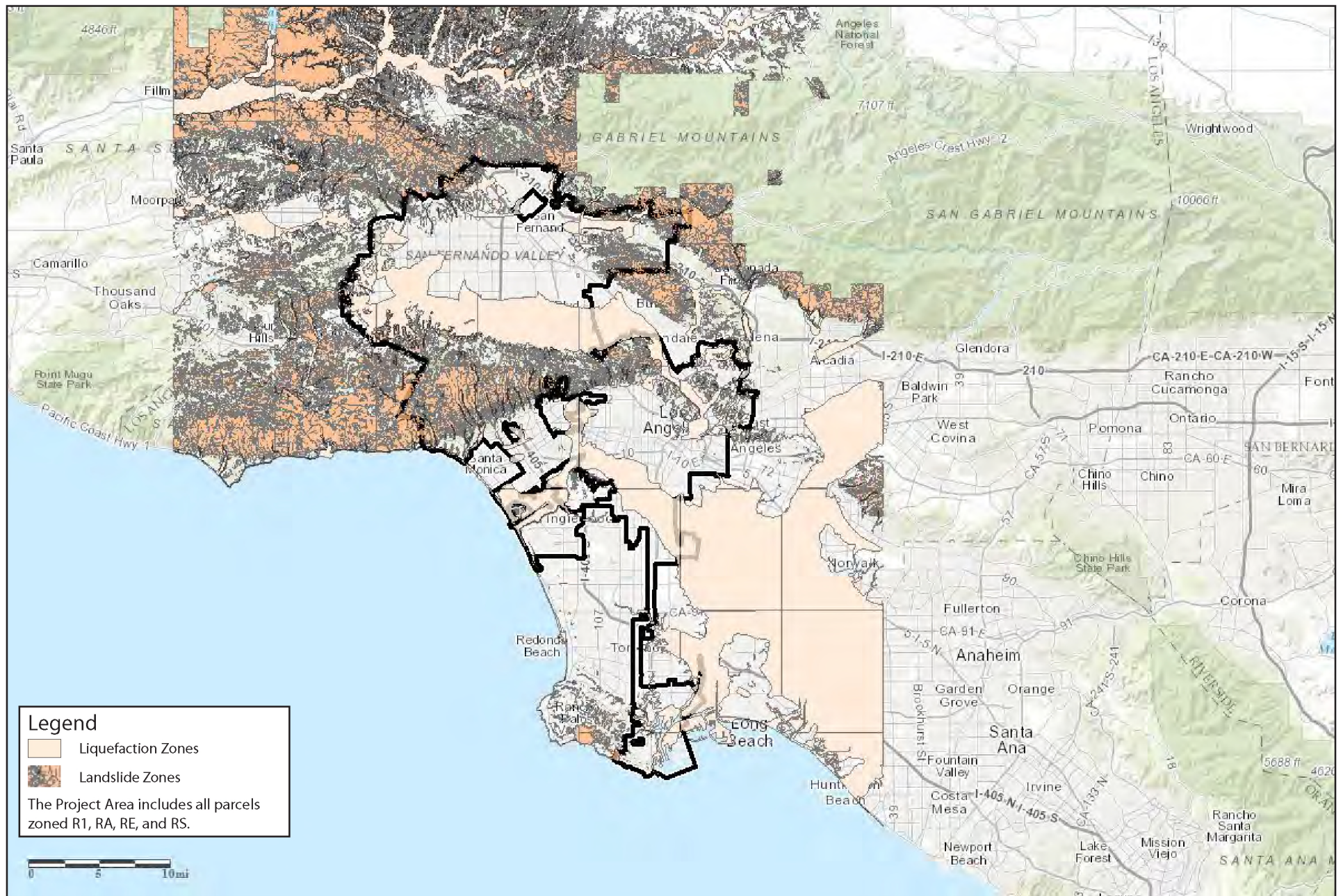
landslides.²⁶ Development pursuant to the proposed Project would be required to comply with the all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development on hillside lots designated in "Hillside Areas." If deemed necessary by Department of Building and Safety, individual project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures would ensure that the proposed Project would not create substantial geologic risk due to landslides. Impacts would be less than significant and no further analysis is required.

Zone Changes

Less Than Significant Impact. A number of the single-family zoned lots located in the Pacific Palisades region, the Oaks of Los Feliz, Lower CD 5, Inner CD 5, and Beverlywood are susceptible to bedrock landslides and small shallow surface landslides.²⁷ Development would be required to comply with the all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development of lots in designated "Hillside Areas." In addition, if deemed necessary by Department of Building and Safety, project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures would ensure that the proposed Project would not create substantial geologic risk due to landslides. Impacts would be less than significant and no further analysis is required.

²⁶ City of Los Angeles NavigateLA website, <http://navigate.lacity.org/navigate/>, accessed June 9, 2016.

²⁷ City of Los Angeles General Plan, Safety Element, Exhibit C Landslide Inventory & Hillside Areas in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 29, 2016.



SOURCE: NavigateLA

FIGURE 18

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

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

Code Amendment

Less Than Significant Impact. The Project Area is comprised of vacant and developed lots zoned R1, RA, RE, and RS in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development of single-family zoned parcels located on hillside lots designated as “Hillside Areas” would be subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City’s Low Impact Development (LID) Ordinance (LAMC Ordinance No. 181,899).²⁸

LID is a stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. Thus, the proposed Project would not result in substantial erosion or loss of topsoil. Impacts would be less than significant and no further analysis is required.

Zone Changes**Less Than Significant Impact.**

The Project Area is comprised of vacant and developed lots zoned R1 and RE in fifteen neighborhood areas of the City of Los Angeles listed in **Proposed Project**. The proposed Project, by itself, does not propose or authorize any development. However, as described in **Section II Project Description**, development is expected to occur in two ways: 1) new development of single-family homes on existing vacant lots and 2) additions to existing structures. Development of single-family units located on lots in designated “Hillside Areas” (i.e., Pacific Palisades the Oaks of Los Feliz rezone areas) would be subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City’s LID Ordinance (LAMC Ordinance No. 181899). Thus, the proposed Project would not result in substantial erosion or loss of topsoil. Impacts would be less than significant and no further analysis is required.

²⁸ The City’s LID Ordinance became effective in May 2012. The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources. Website: <http://www.lastormwater.org/green-la/low-impact-development/> accessed 08/15/2016.

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

Code Amendment and Zone Changes

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

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

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

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

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

Code Amendment and Zone Changes

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

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

Code Amendment and Zone Changes

No Impact. The Project Area is currently served by the City of Los Angeles wastewater (sewer) system (refer to **Section 17 (a-b), Utilities and Service Systems**). It is expected that existing development connects to the sewer system and all new development would connect to existing sewers mainlines and service lines, which are located in the

surrounding roadways. Thus, future development would not require the use of septic systems. Therefore, no impact would occur and no further analysis is required.

7. GREENHOUSE GAS EMISSIONS

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

GHGs trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO₂, denoted as CO₂e.

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO₂ is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

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

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

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

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a “life-cycle” analysis is required. In addition to quantification where appropriate, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis.²⁹

Although GHG emissions can be quantified, CARB, SCAQMD and the City of Los Angeles, have yet to adopt project-level numerical significance thresholds for GHG emissions that would be applicable to the Project.³⁰

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

Per CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.³¹ To qualify, such a plan or program must be specified in law or adopted by

²⁹ See generally Section 15130(f)

³⁰ The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2, accessed August 16, 2016.

³¹ 14 CCR § 15064(h)(3).

the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.³² Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions.”³³ Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.³⁴

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

The proposed Project includes (1) a citywide Code amendment, and (2) the application of the code amendment to 15 specific neighborhoods. The proposed Project, by itself, does not propose or authorize any development.

³² 14 CCR § 15064(h)(3).

³³ 14 CCR § 15064(h)(3).

³⁴ See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB’s GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD “determined that GHG emissions increases that are covered under ARB’s Cap-and-Trade regulation cannot constitute significant increases under CEQA...” Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO₂e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration for Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

Code Amendment

Less Than Significant Impact.

It is expected that development will occur in the single-family zones pursuant to the rezoning application. Such development would result in the generation of GHG emissions. During construction, future development would directly contribute to climate change through its contribution of the GHGs from the exhaust of construction equipment and construction workers' vehicles. The manufacture of construction materials used by future development would indirectly contribute to climate change (upstream emission source). Upstream emissions are emissions that are generated during the manufacture of products used for construction (e.g., cement, steel, and transport of materials to the region). The upstream GHG emissions for the proposed Project, which may also include perfluorocarbons and sulfur hexafluoride, are not estimated in this impact analysis because they are not within the control of the City and the lack of data precludes their quantification without speculation.

The primary GHG emissions during construction are CO₂, CH₄, and N₂O. These emissions are the result of fuel combustion by construction equipment and motor vehicles. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of future development. Because detailed information regarding construction phasing and scheduling is not available for future projects citywide, it would be speculative to project the GHG construction emissions of future projects. As discussed below, future development that occurs pursuant to the proposed Project would be consistent with the adopted plans and regulations in place to reduce GHG emissions. Thus, impacts associated with construction GHG emissions would be less than significant.

Zone Change

Less Than Significant Impact.

The primary GHG emissions during construction are CO₂, CH₄, and N₂O. These emissions are the result of fuel combustion by construction equipment and motor vehicles. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of future development. The CalEEMod software was used to estimate the construction-related CO₂ emissions using the same assumptions described in **Section 3, Air Quality**, for the construction portion of the air quality analysis. Because detailed information regarding construction phasing and scheduling was not available for future projects, the total square footage of new construction, demolition, additions, and rehab from 2005 to 2015 for each neighborhood

was used as a proxy to determine the amount of future development that could occur on an annual basis.³⁵

Site preparation, building construction, asphalt paving, and architectural coating activities were assumed to annually. In reality, construction activity would occur in spurts as individual projects are designed in detail, approved, and constructed. However, while the year-to-year construction-related GHG emissions would vary, the total construction-related GHG emissions should generally and reasonably reflect the full extent of development.

Table 9, Estimated GHG Construction Emissions for Projected Future Development Pursuant to the Proposed Project, shows a summary of total estimated GHG emissions from future construction activities associated with the proposed Project. The construction emissions of GHGs were estimated using the CalEEMod model. As shown in **Table 9**, the estimated construction related GHG emissions are 382.25 MTCO₂e.

Once operational, the Project would result in GHG emissions, primarily as a result of fuel combustion from building heating systems and motor vehicles. Direct emissions of CO₂ emitted from operation of the Project include area source emissions and mobile source emissions. As discussed above, a number of variables including the size of each single-family unit, the location (e.g., located on a vacant lot in a designated “Hillside Area” compared to a level vacant lot), and the timing of future individual projects are not known at this time. Thus, it would be speculative to estimate any increase in operational emissions derived from future development that occurs pursuant to the proposed Project. It is unlikely that all vacant lots would be developed immediately after the zoning application (which would essentially be a design guideline triggered by a building permit); and, it is not possible to reasonably estimate how many of those lots may be developed. For that reason, the GHG analysis assumes the same level of development that has occurred over the past 10 years (averaged) will continue to occur on an annual basis. Further, it is not expected that the proposed Project would “incentive” growth in any material way, and more likely, any development that occurs will be based on other factors such as market conditions.

In part, some of the lots are in designated “Hillside Areas” of the Pacific Palisades and Oaks of Los Feliz, where factors such as engineering practices limit the feasibility of building on them. A review of each of development (i.e., addition, demolition, or construction) would be necessary to determine if such lots are “buildable.” As such, any number chosen (i.e., 10 percent or 90 percent) to represent the number of lots that will be developed would be arbitrary. Some of the lots are located in urbanized areas which may result in fewer emissions compared to lots in designated “Hillside Areas” (based on

³⁵ The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten year time frame more accurately represents the current and past trends.

a reduced need for vehicle trips). Further, assuming all of the lots are developed to present a “worst-case” would not accurately describe the Project.

In addition, new homes would be constructed to the latest standards (i.e., Title 24, Los Angeles Green Building Ordinance) and would be energy efficient resulting in less energy use compared to existing homes. Likewise, additions to homes that may add square footage would be expected to upgrade HVAC systems to be more efficient. Some of the new construction could occur in areas with transit which would reduce trips. As new R1 Zones and the BMO/BHO regulations would ensure the additions and new construction would not be substantially larger than the existing homes, any increase in energy use for heating/cooling would be minimal.

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

Table 9
Estimated Construction GHG Emissions

Year	Project Emissions (Metric Tons CO₂e/year)
Annual GHG Emissions (construction)	382.25
Total GHG Emissions	382.25
Amortized GHG Emissions¹	12.8

Source: Impact Sciences, Inc., (2016). Emissions calculations are provided in **Appendix D**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

¹ Amortized GHG emissions are calculated by dividing the total construction GHG emissions over a recommended project lifetime of 30 years.

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

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

Less than Significant.

Code Amendment and Zone Change

Consistency with Plans

At the federal level, in 2007, the US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency* (127 S. Ct. 1436) that greenhouses gases are pollutants

under the federal Clean Air Act, and therefore, the US Environmental Protection Agency has the responsibility to regulate greenhouse gases.

In response to concern regarding GHGs and global climate change, the state passed AB 32 also known as the California Global Warming Solutions Act of 2006. AB 32 (Health and Safety Code Section 38500 et. seq) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. In addition, SB 375 passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategy that reduce vehicle miles travelled. In accordance with SB 375, SCAG prepared and adopted the 2016 RTP/SCS with the primary goal of enhancing sustainability by increasing mobility through various public transit options, increasing the number and variety of housing options to meet the demands of the growing population, creating more compact communities while decreasing urban sprawl, and ensuring people are able to live closer to work, school, and recreation uses. Additionally, the 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. Development that occurs pursuant to the proposed Project would be consistent with the following land use policies included in the 2016 RTP/SCS:³⁶

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

Pursuant to the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the City adopted a Climate Action Plan (CAP) in 2007 with the goal of reducing the City's GHG emissions to 35 percent below the 1990 levels by the year 2030. The CAP details steps for City departments and agencies to reduce GHG emissions and create a more sustainable environment.³⁷ The proposed Project would not prohibit the implementation of City policies and objectives included in the City's CAP.

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

³⁶ SCAG 2016 RTP/SCS, p. 75.

³⁷ City of Los Angeles 2007 Climate Action Plan, http://environmentla.org/pdf/greenla_cap_2007.pdf, accessed May 4, 2016.

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

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

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;
- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Enhanced refrigerant management;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15 percent of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping; and
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to stormdrain systems.
- Provision of electric vehicle charging stations in the parking structure; 5% of total spaces will be designated for low emitting, fuel efficient and carpool/van pool vehicles.

Development (e.g., additions and new construction) that occurs pursuant to the proposed Project would be subject to the measures included in the Los Angeles Green Building Code. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that development that occurs pursuant to the proposed Project's GHG emissions would actually cause a measurable increase in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions associated with future development that occurs pursuant to Project implementation would not likely cause a direct physical change in the environment. Consistency with GHG reduction strategies is an important priority, and reasonable reduction efforts should be taken. As shown in **Table 10, Consistency with Applicable Greenhouse Gas Reduction Strategies**, future development would be consistent with GHG reduction measures from other applicable plans.

Table 10
Consistency with Applicable Greenhouse Gas Reduction Strategies

Source	Category/Description	Consistency Analysis
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from 2012 through 2016. Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020	Consistent. The proposed Project would not conflict with implementation of the vehicle emissions standards.
Executive Order S-3-05	Establishes the following GHG emission reduction targets: - By 2010 reduce GHG emissions to 2000 levels - By 2020 reduce GHG emissions to 1990 levels - By 2050 reduce GHG emissions to 80 percent below 1990 levels	Consistent. The proposed Project would not prohibit the state from reaching these targets.
SB 1368	Establishes an emissions performance standard for power plants within the State of California.	Consistent. The proposed Project would not conflict with implementation of the emissions standards for power plants.
SB 375	Supports the state's climate actions goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under SB375 the California Air Resources Board set regional targets for GHG emissions reductions from passenger vehicle use.	Consistent. The proposed Project would not conflict with the implementation of passenger vehicle emission reduction measures.
Executive Order B-30-15	Establishes a state GHG reduction target of 40 percent below 1990 levels by 2030.	Consistent. The proposed Project would not prohibit the state from reaching the 2030 GHG reduction target.
Low Carbon Fuel Standard	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	Consistent. The proposed Project would not conflict with implementation of the transportation fuel standards.
California Green Building Code Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	Consistent. The Project would comply with the Title 24 Building Standards Code as required by the City's Green Building Code (Ordinance No. 181,480).
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	Consistent. The proposed Project would not conflict with implementation of designated public parking spaces for carpool or alternative fuel vehicles.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	Consistent. The proposed Project would not conflict with installation of short-term and long-term bicycle parking when required by the City.
	Stormwater Pollution Prevention Plan (SWPPP) required.	Consistent. Development that occurs pursuant to the proposed Project would not disturb one acre of land (SWPPP requirement). The proposed Project would comply with the Los Angeles Green Building Code (LAGBC) that requires future development that disturb less than one

Source	Category/Description	Consistency Analysis
		acre of land and is not part of a larger common plan of development which in total disturbs one acre or more, to manage storm water drainage during construction by implementing one or more of the following measures (LAGBC, Article 9, Division 4, 99.04.106.2):
		- Retention basins of sufficient size shall be utilized to retain storm water on the site; - Where stormwater is conveyed to a public drainage system, collection point, gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle or other method approved by the City
		Compliance with the City's stormwater management ordinance.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	Consistent. Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	Consistent. Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements (Article 9, Division 4, 99.04.304.1.1)
	Requires a minimum of 50% recycle or reuse of non-hazardous construction and demolition debris.	Consistent. Development that occurs pursuant to the proposed Project would exceed this requirement and recycle or reuse 65 percent of non-hazardous construction and demolition debris.
Climate Action Team	Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	Consistent. Development that occurs pursuant to the proposed Project would exceed this requirement as part of its compliance with the City's requirements.
	Plant five million trees in urban areas by 2020 to effect climate change emission reductions.	Consistent. The proposed Project would not conflict with the planting of trees in public spaces.
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	Consistent. Development that occurs pursuant to the proposed Project would be required to comply with LAGBC Article 9, Division 4, 99.04.303.1, which requires a reduction of the overall water use of potable water within a single-family unit by at least 20%.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new	Consistent. The proposed Project would comply with the Title 24 Building Standards Code.

Source	Category/Description	Consistency Analysis
	standards are currently in development.	
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	Consistent. Development that occurs pursuant to the proposed Project would not conflict with strategies that integrate transportation and land-use decisions.
	Reduce energy use in private buildings.	Consistent. Development that occurs pursuant to the proposed Project would comply with the Title 24 Building Standards Code.

Source: Impact Sciences, 2016.

Thus, the proposed Project would comply with all applicable plans, policies, and programs adopted for the purpose of reducing GHG emissions. The net increase in GHG emissions, direct and indirect, would be consistent with applicable greenhouse gas reduction strategies. Impacts would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Code Amendments and Zone Changes

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

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

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

Code Amendment and Zone Change

Less Than Significant Impact. Refer to **Section 8 (a)**, above.

A majority of the existing single-family units citywide and in the 15 Rezone Areas were built prior to 1978 and may contain lead-based paint (LBP) and/or asbestos containing materials (ACMs). If not properly abated, the demolition of these structures could

accidentally release hazardous materials, and as such, could create a public health risk. Development of single-family zoned parcels that occurs pursuant to the proposed Project would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and renovation activities. California Code of Regulations (CCR) Title 8, Section 1532 et seq. requires that all LBPs be abated and removed by a licensed lead contractor. Further, as stated above, development that occurs within the Project Area would be required to comply with existing local, state, and federal regulations to mitigate potential hazardous conditions on individual project sites. Thus, future development activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no further analysis is required.

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

Code Amendment and Zone Change

Less Than Significant Impact.

A number of schools (public and private) are located within and adjacent to the Project Area and may be located next to properties zoned R1 that undergo development. As discussed in **Section 8(a)** above, development that occurs pursuant to the proposed Project would involve the use of those hazardous materials that are typically necessary for development of single-family zoned parcels (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction activities would involve routine transport, use, and disposal of these types of hazardous materials. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. As the proposed Project only applies to single-family zoned parcels, development would not result in land uses (e.g., dry cleaners, gas stations, automobile repair stations) that emit hazardous emissions. Materials that would be used for facility upkeep would include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. If used inappropriately, these materials could be considered hazardous.

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

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

Code Amendment

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.³⁸

A significant impact may occur if an individual project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. A review of the EnviroStor website shows that clean-up sites³⁹ and permitted sites⁴⁰ are located throughout the City. In addition, the GeoTracker website displays the locations of Leaking Underground Storage Tanks (LUST) Cleanup sites, Cleanup Program sites, Land Disposal sites, Military sites, Water Discharge Requirement sites, Permitted Underground Storage Tank Facilities, and Oil and Gas Monitoring located throughout the City and in a number of cases in close proximity to the Project Area.

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

³⁸ These lists include, but are not limited to, the 'EnviroStor' (<http://www.envirostor.dtsc.ca.gov/public/>) and 'GeoTracker' (<http://geotracker.waterboards.ca.gov/>) lists maintained by the DTSC and the SWRCB, respectively.

³⁹ Cleanup sites include: federal Superfund sites, State Response sites, Voluntary Cleanup sites, Evaluation sites, School Investigations, Military Evaluations, Tiered Permits, and Corrective Action sites.

⁴⁰ Permitted sites include: operating sites, post-closure sites, and non-operating sites.

Zone Changes

Less Than Significant Impact. A review of the Envirostor website showed that there are no environmental cleanup sites⁴¹ and/or permitted facilities⁴² in the Project Area.⁴³ Several clean-up sites are located within the vicinity of Pacific Palisades including a Mobil Gas Station and the Pacific Palisades Village. However, none of the lots zoned for single-family use in these areas contain any environmental clean-up sites. According to the SWRCB's GeoTracker website several Leaking Underground Storage Tanks (LUSTs), Permitted Underground Storage Tanks, and Cleanup Program Sites are located throughout the Project Area, a majority of which are located along commercial corridors, not in areas zoned for single-family development. In addition, it should be noted that several Permitted Underground Storage Tanks are located beneath gas stations and public facilities (e.g., fire stations and schools). However, none of the lots zoned for single-family use are located on a list of hazardous material sites. Therefore, it is considered unlikely that any impact would occur related to causing a significant risk to the public. The proposed Project does not include any expansion of single-family uses, only the specifications of building form and massing requirements. Further, any new development would be required to comply with existing regulations related to hazardous materials.

Further, compliance with state and local laws and regulations as described above would ensure impacts would be less than significant. No further analysis is required.

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

Code Amendment

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

⁴¹ Environmental cleanup sites can include: Superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, etc. A full list of the types of cleanup sites is included on the website.

⁴² Permitted sites are categorized as operating, post-closure, or non-operating.

⁴³ DTSC Envirostor website, <http://www.envirostor.dtsc.ca.gov/public/>.

Zone Changes

No Impact. The Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. Therefore, no impact would result in a safety hazard for people residing or working within an airport land use plan would occur. No further analysis is required.

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

No Impact. See response to **Section 8(e)**, above. No further analysis is required.

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

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

Code Amendment

Less Than Significant Impact. The Project Area is largely developed with single-family neighborhoods and includes City designated disaster routes.⁴⁴ Implementation of the proposed Project would not require or result in modifications to any of the roadways that would impact emergency traffic. The proposed Project does not propose or authorize development, would not authorize or expand any new or existing land uses, and would not make changes to existing policies, programs, or regulations that address emergency response. The regulations would be triggered by application for a building permit for a project. Individual projects that occur pursuant to the proposed Project would be reviewed by the LAFD and LAPD to ensure new development conforms to all applicable regulations (including those applicable to construction related traffic) that address emergency response and access, including the LAFD Fire Code requirements.

Therefore, the proposed Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant and no further analysis is required.

⁴⁴ City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles.

Zone Changes

Less Than Significant Impact. The proposed Project is the application of a Code amendment to 15 neighborhoods in the City that applies specific requirements related to building form and massing in single-family zoned lots. The proposed Project does not propose or authorize development, would not authorize or expand any new or existing land uses, and would not make changes to existing policies, programs, or regulations that address emergency response. The regulations would be triggered by application for a building permit for a “project” (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). “Projects” (as defined above) that occur pursuant to the proposed Project would be reviewed by the LAFD and LAPD to ensure new development conforms to all applicable regulations (including those applicable to construction related traffic) that address emergency response and access, including the LAFD Fire Code requirements.

Therefore, the proposed Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency’s emergency evacuation plan. Impacts would be less than significant and no further analysis is required.

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

Code Amendment

Less Than Significant Impact. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older “Mountain Fire District” and “Buffer Zone.” As shown in **Figure 19, Very High Fire Hazard Severity Zones in the Project Area**, the Very High Fire Hazard Severity Zone comprises most of the hilly and mountainous regions of the City. It includes portions of the following communities: Baldwin Hills, Bel Air Estates, Beverly Glen, Brentwood, Castellammare, Chatsworth, Eagle Rock, East Los Angeles, Echo Park, El Sereno, Encino, Glassell Park, Granada Hills, Hollywood, Lake View Terrace Los Angeles, Los Feliz, Montecito Heights, Monterey Hills, Mount Olympus, Mount Washington, Pacific Palisades, Pacoima, Palisades Highland, Porter Ranch, San Pedro, Shadow Hills, Sherman Oaks, Silver Lake, Studio City, Sunland, Sun Valley, Sylmar, Tarzana, Tujunga, West Hills, Westwood, Woodland Hills.⁴⁵

The proposed Project is a Code amendment to the LAMC that would establish variations to single-family zoned properties (R1, RA, RE, RS) which would detail specific requirements related to building form and massing. The proposed Project, by itself, does not propose or authorize any development, would not authorize or expand any new or

⁴⁵ City of Los Angeles Fire Department Website, Fire Zone webpage, <http://www.lafd.org/fire-prevention/brush/fire-zone>, accessed August 17, 2016.

existing land uses, and would not make changes to existing policies, programs, or regulations that address wildfire risk.

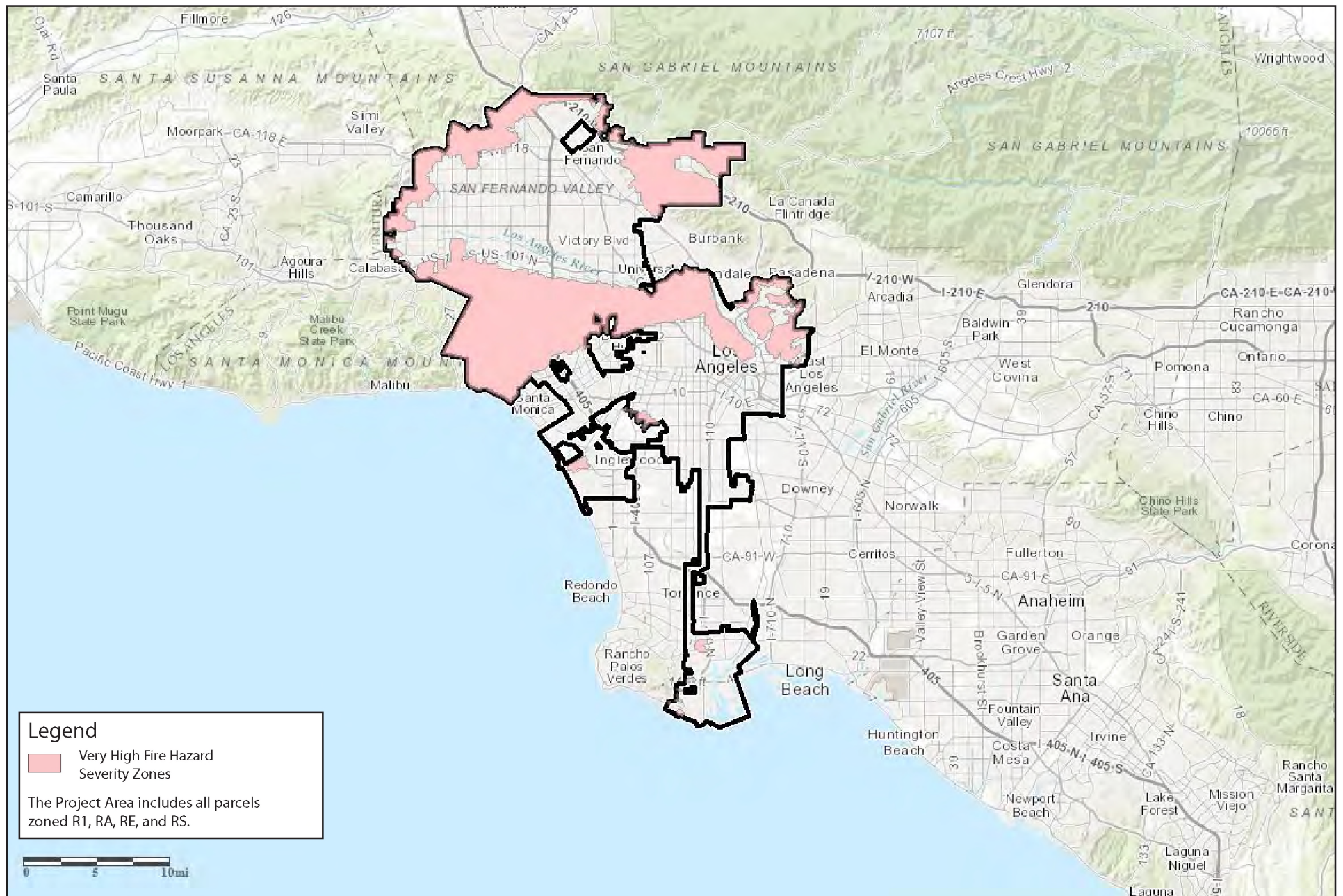
Prior to the issuance of any building permits for a project, (defined above), the project would be reviewed by the LAFD to ensure new development (specifically located in a Very High Fire Hazard Severity Zone, as identified by the LAFD) is designed and constructed in conformance with all applicable LAFD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

Zone Changes

Less Than Significant Impact. The Pacific Palisades, the Oaks of Los Feliz, and Lower Council District 5 neighborhoods are located in a City designated Wildfire Hazard Areas, specifically the Mountain Fire District and Fire Buffer Zone.⁴⁶ The proposed Project would rezone fifteen neighborhoods with new R1 Variation Zones, D-limitations, and/or rear garage districts that apply specific requirements related to form and building size. The proposed Project, by itself, does not propose or authorize any development and would not make changes to existing policies, programs, or regulations that address wildfire risk.

Prior to the issuance of any building permits for a “project,” development (e.g., demolition, addition to, new construction) of single-family units that occur pursuant to the proposed Project would be reviewed by the LAFD to ensure new development (specifically located in a City-designated Wildfire Hazard Area) is designed and constructed in conformance with all applicable LAFD Fire Code policies applicable to wildfire protection. This would include project features such the installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, potential impacts from wildland fires would be less than significant. No further analysis is required.

⁴⁶ City of Los Angeles General Plan, Safety Element, Exhibit D Selected Wildfire Hazard Areas in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpn/saftyelt.pdf>, accessed August 17, 2016.



SOURCE: NavigateLA

FIGURE 19

9. HYDROLOGY AND WATER QUALITY

Would the project:

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

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

Code Amendment and Zone Change

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

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

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

⁴⁸ The LID Ordinance was adopted in September 2011.

⁴⁹ The Master Plan was adopted in April 2009.

describes BMPs required by the City for stormwater quality management, and discusses related plans for water quality that are implemented within the Los Angeles region.

Development that occurs pursuant to the proposed Project and within the Project Area would not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the proposed Project would result in a less than significant impact to water quality and waste discharge and no further analysis is required.

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

A significant impact would occur if the proposed Project substantially depleted groundwater or interfered with groundwater recharge.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from four primary sources, including water supplied by the Metropolitan Water District (MWD) (57 percent; Bay Delta 48 percent, Colorado River 9 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (29 percent), local groundwater (12 percent), and recycled water (2 percent).⁵⁰ Based on the City's Urban Water Management Plan (UWMP),⁵¹ in 2011-2014 the LADWP has an average water demand of 566,990 acre-feet⁵² per year. Over the last five years, groundwater, largely from the San Fernando Basin (SFB) has provided approximately 12 percent of the total water supply for Los Angeles. Groundwater levels in the City are maintained through an active process via spreading grounds and recharge basins found primarily in the San Fernando Valley.

Code Amendment

Less Than Significant Impact. The majority of lots within the Project Area are developed with single-family residences that would not be expected to substantially change surface area on the lot, in part due to the proposed Project. As described in the Project Description, the proposed Project would establish varying R1 development standards, result in modification to RFA calculations, and limit total height and massing

⁵⁰ Los Angeles Department of Water and Power - Water: Facts and Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=18i8d8hpzl_21&_afzLoop=430938015435485, access August 25, 2016.

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

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

of single-family units. As a result of these modified provision, it is expected that the overall maximum “by right” development size would be reduced in most cases.

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

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

Zone Changes

Less Than Significant Impact.

The Pacific Palisades area that is proposed to be rezoned with the variations to increase maximum FAR would, by and large, be isolated within very defined and segmented boundaries of the neighborhood. The proposed rezone areas (i.e., single-family lots in the Pacific Palisades area) are primarily developed, and any development that would occur pursuant to the zone changes would have minimal impact to overall groundwater supplies compared to existing conditions.

In addition, compliance with LID requirements describe above would ensure development of vacant lots would not significantly interfere with groundwater recharge. Further, development (e.g., demolition, addition to, and new construction) of single-family units that would occur pursuant to the proposed Project would not excavate soils to a depth that would impact the groundwater table. Groundwater recharge in the Project Area would continue to be negligible, similar to existing conditions.

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

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

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

Code Amendment and Zone Changes**Less than Significant.**

As discussed in **Section 9(a)** above, development that occurs pursuant to the proposed Project would be required to comply with all federal, state, and local regulations regarding stormwater runoff, including the City's LID Ordinance (during operation), BMPs included in the Master Plan, and the City's "Hillside" Development regulations. Compliance with these regulatory measures would reduce the amount of surface water runoff leaving the Project Area after a storm event. The LID Ordinance would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ -inch of rainfall in a 24-hour period. Therefore, development that occurs pursuant to the proposed Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is required.

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

Code Amendment and Zone Change

Less Than Significant Impact. As discussed in **Section 9(c)** above, development that occurs pursuant to the proposed Project is not anticipated to substantially change the drainage pattern of the Project Area. Further, future development would be required to comply with the BMPs included in the LID Ordinance and Master Plan and would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. Future development would be confined to lots zoned for single-family use and would not alter any watercourse. As such, impacts would be less than significant and no further analysis is required.

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

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

Code Amendment and Zone Change

Less Than Significant Impact. The proposed Code amendment would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the City. These variations include regulation of building form and mass, and the creation of a Supplemental Use District to regulate compatible placement of garages in a neighborhood. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. Development that occurs pursuant to the proposed Project would consist only of new development of single-family homes on vacant lots and additions to existing single-family units.

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

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

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

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

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. 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 construction nor a potential source of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur, and no further analysis is necessary.

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?

The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk.

Code Amendment

Less Than Significant Impact. As shown in **Figure 20, Special Flood Hazard Areas in the Project Area**, portions of the Project Area are within and identified 100 and 500-Year floodplain.^{53,54} A majority of the Project Area is in an area of minimal flood risk (Zone X) and is not located within a 100-Year or 500-Year flood zone, as mapped by FEMA.

To minimize impacts to properties located in areas prone to flooding, mudflow, and coastal inundation, the City adopted the 1980 Flood Hazard Management Specific Plan and amended it in 1988 (Ordinance No. 163,913).⁵⁵ The amendment requires properties that are located in areas prone to flooding, mudflow, and/or coastal inundation to undergo additional permit review and implement mitigation measures (as necessary),

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

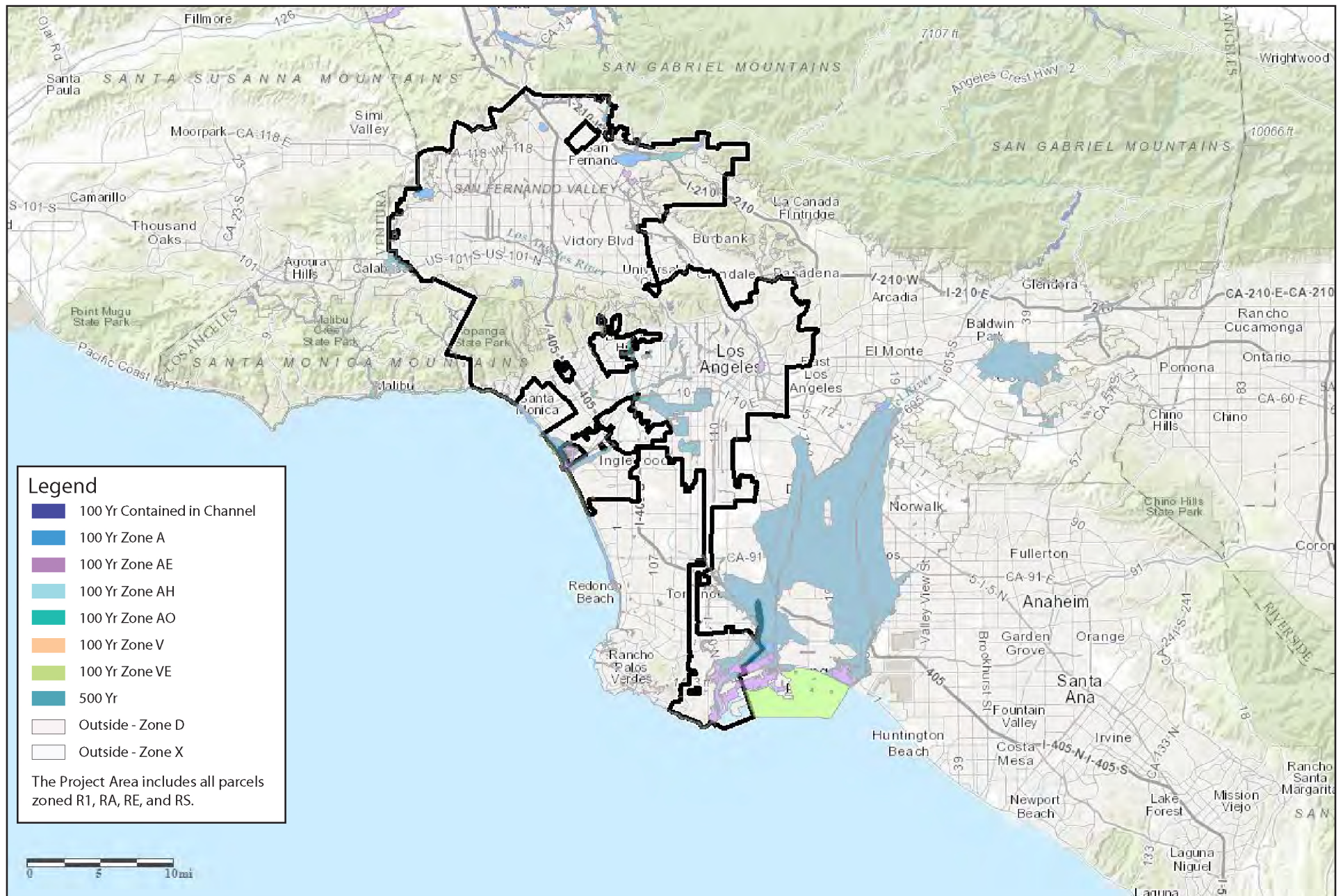
⁵⁴ A 500-Year flood is a flood which results from a severe rainstorm with a probability of occur once every 500 years.

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

including additional structure reinforcement, increase base elevation (compared to existing regulations), anchoring, and installation of protective barriers. Therefore, future development that occurs pursuant to the proposed Project and is located in areas subject to flooding would be required to comply with the Flood Hazard Management Plan and Ordinance No. 163,913, impacts would be less than significant and no further analysis is required.

Zone Changes

Less Than Significant Impact. The proposed Project would rezone 15 neighborhoods with new R1 Variation Zones, D-limitations, and/or rear garage districts that apply specific requirements related to form and building size that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The Project Area is comprised of 15 single-family residential neighborhoods and is limited to those lots zoned R1 and RE. **Table 11, Project Area Flood Risk**, lists the flood zones for each of the 15 rezone areas.



SOURCE: NavigateLA

FIGURE 20

Table 11
Project Area Flood Risk

Rezone Area	FEMA Flood Zone	Flood Zone Definitions
Beverlywood	Zone X	Zone X: Areas determined to be outside the 500-year floodplain and outside the 1% and 0.2% annual chance floodplain Zone AH: An area inundated by 1% annual chance flooding, for which no base flood elevations have been determined. Zone AO: Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain)' average depths determined. Zone D: An area of undetermined but possible flood hazards.
Crestview	Zone X	
Faircrest Heights	Zone X	
Fairfax	Zone X	
Inner CD 5	Zone X	
Kentwood	Zone X	
La Brea Hancock	Zone X	
Larchmont Heights	Zone X	
Lower CD 5	Zone X, Zone AO, Zone AH, Zone D	
Mar Vista/East Venice	Zone X	
Oaks of Los Feliz	Zone X	
Pacific Palisades	Zone X	
Picfair Village	Zone X	
South Hollywood	Zone X	
Wilshire Vista	Zone X	

Source: Federal Emergency Management Agency 2016.

A majority of the Project Area is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.⁵⁶ Portions of Inner CD 5 is located in an AH and AO Zone, an area subject to flooding. However, the existing lots zoned single-family are largely developed.

⁵⁶ As per FEMA Flood Insurance Rate Map No., 06037C1595F, 06037C1605F, 06037C1760F, 06037C1585F, 06037C1590F and effective as of 09/26/2008, accessed May 4, 2016. The map can be accessed by following the directions provided through this portal: <https://msc.fema.gov/portal>.

To minimize impacts to properties located in areas prone to flooding, mudflow, and coastal inundation, the City adopted the 1980 Flood Hazard Management Specific Plan and amended it in 1988 (Ordinance No. 163,913).⁵⁷ The amendment requires properties that are located in areas prone to flooding, mudflow, and/or coastal inundation to undergo additional permit review and implement mitigation measures (as necessary), including additional structure reinforcement, increase base elevation (compared to existing regulations), anchoring, and installation of protective barriers. Therefore, as future development that occurs pursuant to the proposed Project and is located in areas that is subject to flooding would be required to comply with the Flood Hazard Management Plan and Ordinance No. 163,913, impacts would be less than significant and no further analysis is required.

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

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

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

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

Code Amendment

Less Than Significant Impact. Seiches can occur in areas adjacent to water storage facilities. Inundation from a seiche can occur if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. LADWP regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. In addition, the LADWP monitors dams and reservoirs during storm events and implements mitigation measures to prevent potential overflow.⁵⁸ As shown in **Figure 21, Inundation and Tsunami Hazard Areas in the Project Area**, portions of the Project Area are subject to flooding as a result of inundation from water storage facilities. Monitoring of the water storage facilities by LADWP would ensure impacts related to potential inundation from the failure of a levee or dam would be less than significant. No further analysis is necessary.

⁵⁷ City of Los Angeles General Plan Safety Element, p. II-15, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed May 16, 2016.

⁵⁸ City of Los Angeles General Plan Safety Element, p. II-16.

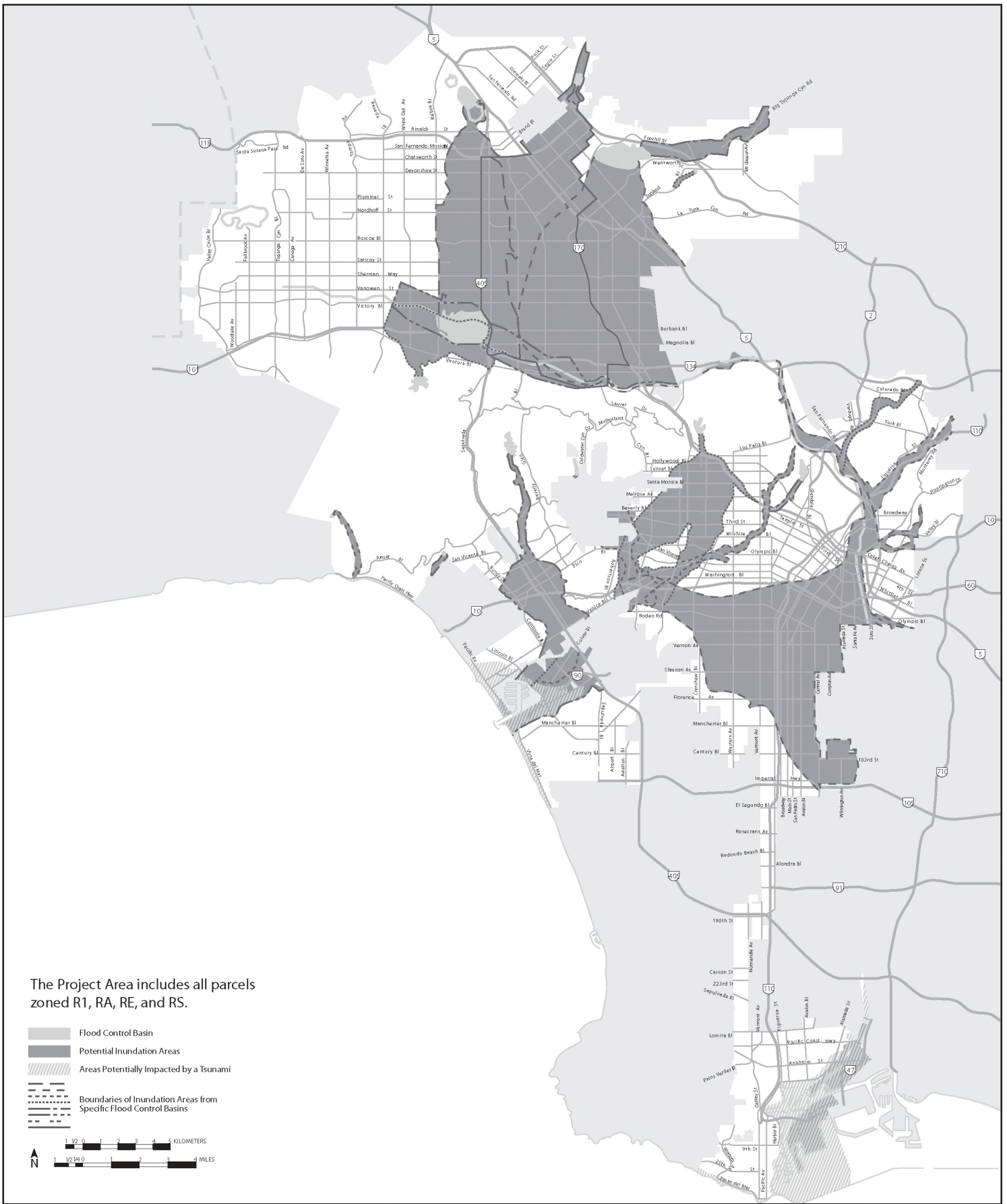
Zone Changes

Less Than Significant Impact.

According to the safety element of the City's General Plan, portions of the Project Area are in potential inundation areas, as well as tsunamis. These areas include the Pacific Palisades, Kentwood, Lower CD 5, Inner CD 5, South Hollywood, Crestview, Faircrest Heights, Fairfax, La Brea Hancock, Larchmont Village, Mar Vista/East Venice Picfair Village, the Oaks of Los Feliz, and Wilshire Vista.⁵⁹

As described above, LADWP regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. Monitoring of the water storage facilities by the DWP would ensure impacts related to potential inundation from the failure of a levee or dam is less than significant.

⁵⁹ City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access August 17, 2016.



SOURCE: City of Los Angeles General Plan Safety Element

FIGURE 21

Inundation and Tsunami Hazard Areas in the Project Area

j) Inundation by seiche, tsunami, or mudflow?

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

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

Code Amendment and Zone Change

Less Than Significant Impact. As shown in **Figure 21**, portions of the Project Area located along the coast are susceptible to tsunamis including the neighborhoods of Mar Vista/East Venice and Kentwood.⁶⁰

The City Flood Hazard Specific Plan sets forth design criteria for development in coastal zones, including increased base building elevations. The Army Corps is responsible for constructing and maintaining the breakwaters which are designed to mitigate damaging wave action, particularly in the harbor area. The Harbor Department works cooperatively with the Army Corps relative to maintenance and protection of the breakwater facilities. Along with the fire and police departments, it participates in the federal tsunami alert program to warn potentially affected properties and harbor tenants of tsunami threats and to advise them concerning protective response actions. Thus, impacts from tsunamis would be less than significant in this regard.⁶¹

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

⁶⁰ City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas.

⁶¹ City of Los Angeles Safety Element, p. 11-16.

10. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

Code Amendment

No Impact. The adoption of the proposed Project would establish new zoning variations citywide to provide additional regulations for form and massing. The major components of the proposed Project are further described in **Section II, Project Description**. As such, the proposed Project would have a beneficial effect on established communities. There would be no impact and no further analysis is required.

Zone Changes

No Impact. The proposed Project is limited to the single-family zones within the Project Area. Any new development that may occur would be limited to single-family development (new construction or additions). As shown in **Table 2**, each of the fifteen single-family areas has experienced a net increase in square footage of development within the single-family zones (i.e., total square footage of new development and/or additions to existing structures). The adoption of the zoning amendments for the Project Area would create a set of regulations for the form that these additions could take within the single-family zones in these neighborhoods. For example, the proposed zone changes would establish provisions for maximum FAR for new constructions and additions as well as regulations for height, bulk, and mass. Further, the zone changes itself includes form and design guidelines, such as garage placement, that aim to ensure new development are compatible with the surrounding community. As such, the proposed Project would have a beneficial effect on established communities. There would be no impact and no further analysis is required.

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

Code Amendment

No Impact.

The proposed Code amendment would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the City. These variations include regulation of building form and mass, and the creation of a Supplemental Use District to regulate compatible placement of garages in a neighborhood. Thus, the new zones would only be subsets of the existing R1 Zone and would offer more detailed regulations to avoid/mitigate out-of-scale developments

in existing neighborhoods. The proposed Project would have a beneficial effect on established communities and have no impact on local zoning ordinances.

The City has adopted 37 Community Plans that include goals and land use policies to guide the physical development of specific City neighborhoods. DCP has set general goals that are incorporated into each Community Plan. These goals include:⁶²

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

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

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

- **Goal 3B:** Preservation of the City's stable single-family residential neighborhoods
- **Objective 3.5:** Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
- **3.5.2:** Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.

Thus, development (e.g., demolition, additions to new construction) of single-family units that occur pursuant to the proposed Project would not conflict with applicable

⁶² City of Los Angeles Department of City Planning website, <http://cityplanning.lacity.org/>, accessed June 14, 2016.

land use policies, zoning standards, or local, state, or federal policies. No impacts would occur and no further analysis is required.

Zone Changes

No Impact. The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In 2008 the City Council adopted the 2008 Baseline Mansionization Ordinance (BMO), followed by the 2011 Baseline Hillside Ordinance (BHO) and the updated BMO/BHO currently under consideration by the City Council.⁶³ The City Council has adopted ICOs covering 15 neighborhoods. That ICOs established temporary development standards to ensure that new single-family developments are compatible with the scale of the existing single-family neighborhoods in which they occur. The ICOs are effective until March 2017.

The proposed Project would rezone the 15 single-family neighborhoods (i.e., rezone areas), along with the Pacific Palisades Rezone Area, with new R1 Variation Zones, D-Limitations, and/or Rear Garage Districts that apply specific requirements related to form and building size that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

The City of Los Angeles has adopted 37 Community Plans to guide the physical development of neighborhoods by establishing the goals and policies for land use. Each Community Plan provides the relevant neighborhoods with specific policies and implementation strategies necessary to achieve the General Plan objectives. **Table 12** lists the affected Rezone area and associated Community Plan(s).

Table 12 CPAs in Project Area

Rezone Area	CPA
Beverlywood	West Los Angeles
Crestview	West Adams – Baldwin Hills – Leimert; Wilshire
Faircrest Heights	West Adams – Baldwin Hills – Leimert; Wilshire
Fairfax	Hollywood
Inner CD 5	West Los Angeles
Kentwood	Westchester – Playa Del Rey
La Brea Hancock	Wilshire
Larchmont Heights	Wilshire
Lower CD 5	Bel Air – Beverly Crest; Westwood
Mar Vista/East Venice	Palms – Mar Vista – Del Rey; Venice
Oaks of Los Feliz	Hollywood
Pacific Palisades	Brentwood – Pacific Palisades

⁶³ BMO/BHO is expected to go to City Council in September 2016.

Rezone Area	CPA
Picfair Village	Wilshire
South Hollywood	Hollywood
Wilshire Vista	Wilshire

The goals, policies, objectives, and programs included in the ten Community Plan Areas were adopted to meet the existing and future needs of the Community Plan Areas through 2010; the City is currently working to ensure all Community Plans are updated in a timely manner.

The proposed Project would be consistent with the goals and objectives set forth in the ten Community Plans for residential uses, including:

Bel Air – Beverly Crest

- All areas within Bel Air-Beverly Crest should be subject to improved design standards to ensure compatibility of new development with the scenic character of the Community.
- Wherever feasible, front yard setback requirements should not be waived in new residential developments.
- The Plan proposes that the low-density residential characteristics of Bel Air - Beverly Crest be preserved, and that predominately single-family residential neighborhoods be protected from adjacent uses of other types by landscaping and other buffering devices commensurate with other Plan proposals

Brentwood – Pacific Palisades

- The City should promote neighborhood conservation, particularly in existing single-family neighborhoods, as well as in areas with existing multiple-family residences
- To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.
- Preserve existing views in hillside areas
- Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.
- Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.

Hollywood

- Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.
- The intensity of residential land use in this Plan shall be limited in accordance with the steepness of the topography of the various parts of the area, and the suitability of the geology of the area for development

Palms – Mar Vista – Del Rey

- Protect the quality of residential environment and the appearance of communities with attention to site and building design
- Protect existing single-family residential neighborhoods from new out-of scale development and other incompatible uses
- To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Venice

- Protect the quality of the residential environment and the appearance of communities with attention to site and building design
- Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.
- Promote the preservation of existing single-family and multi-family neighborhoods.
- To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

West Adams – Baldwin Hills – Leimert

- To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.
- To preserve and enhance neighborhoods with a distinctive and significant historical character

West Los Angeles Community Plan

- Protect existing single-family residential neighborhoods from new out-of scale development and other incompatible uses.

- Promote neighborhood preservation in all residential neighborhoods

Westchester – Playa Del Rey

- Protect existing stable single-family and low density residential neighborhoods such as Kentwood
- The City should neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multiple family residences
- Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods
- Protect established residential neighborhoods from incompatible use to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses

Westwood

- Protect existing single-family residential neighborhoods from new out-of scale development and other incompatible uses.
- Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community
- To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Wilshire Community Plan

- Preserving and enhancing the positive characteristics of exiting uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

In addition to the Community Plans the General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plans and citywide elements. The proposed Project would be consistent with the goals, objectives and policies included in the Framework Element and applicable to single-family uses. In addition, the proposed Project would implement the goals, objectives, and policies included in the Framework Element by applying specific requirements related to form and building size to single-family-zoned properties in the

Project Area. These goals, objectives and policies are listed below. **Chapter 3 Land Use: Single-family Residential**

- **Goal 3B:** Preservation of the City's stable single-family residential neighborhoods
- **Objective 3.5:** Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provide that it is compatible with and maintains the scale and character of existing development.
- **3.5.2:** Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.

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

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

No Impact. As previously stated in **Section 4, Biological Resources**, both Project Areas for components (1) and (2) are not located within the confines of a Habitat Conservation Plan, Natural Community Conservation Plan, or SEA. Therefore, the proposed Project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and no further analysis is required.

11. MINERAL RESOURCES

Would the project:

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

Code Amendment

No Impact. Portions of the San Fernando Valley as well as portions of the area immediately adjacent to the Ventura Freeway (State Route 134), the Golden State Freeway (Interstate-5), and the Harbor Freeway (State Route 110) are designated as Mineral Resource Zone-2 (MRZ-2).⁶⁴ According to the Surface Mining and Reclamation Act, MRZs-2 are areas where significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.⁶⁵ In addition, a number of areas throughout the Project Area are zoned for oil drilling use.

As the Project Area is limited to those areas zoned for single-family use, there are no identified mineral and/or oil resources within the Project Area. Future development associated with the proposed Project would be limited to single-family use and would not involve any new oil or mineral extraction activities, nor would it involve expansion of land uses. Therefore, implementation of the proposed Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

Zone Changes

No Impact. Portions of the Mid-Wilshire area, Mid-City area, Westchester area, Venice area, Pacific Palisades area, and Westwood area are designated as oil drilling districts or State Designated Oil Fields.⁶⁶ However, the Project Area is limited to those areas zoned for single-family use thus, there are no oil drilling sites in the Project Area.

Development of single-family units that occurs pursuant to the proposed Project would be limited to lots zoned for single-family development, a majority of which have been previously developed.⁶⁷ Further, future development would not involve any new oil or mineral extraction activities. Therefore, implementation of the proposed Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

⁶⁴ City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed June 3, 2016.

⁶⁵ Department of Conservation, SMARA Statutes and Associated Regulations, <http://www.conservation.ca.gov/omr/lawsandregulations>, accessed June 3, 2016.

⁶⁶ City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed May 2, 2016.

⁶⁷ According to the Los Angeles County Office of the Assessor there are 301 vacant lots in the Project Area.

- 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?**

Code Amendment and Zone Changes

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

12. NOISE

Would the project would result in:

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

Citywide noise regulations are included in the Chapter XI, Noise Regulation (Ordinance No. 144,331) of the LAMC. Chapter XI, Section 11.03 sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RA, RE, and RS zones) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. (Compliance with this standard is only required where “technically feasible”).⁶⁸ Construction activities are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM through 8:00 AM on Saturday and any time on Sunday. As shown in **Table 13, City of Los Angeles Guidelines for Noise Compatible Land Use**, a CNEL value of 65 dB(A) is the upper limit of what is considered a “conditionally acceptable” noise environment for single-family uses.

⁶⁸ In accordance with the City of Los Angeles Noise Ordinance “technically feasible” means that mitigation (e.g., mufflers, shields, sound barriers, and/or other noise reduction devices or techniques) can be used to ensure compliance with the City’s Noise Ordinance.

Table 13
City of Los Angeles Guidelines for Noise Compatible Land Use

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

Source: City of Los Angeles General Plan, Noise Element Exhibit 1, <http://planning.lacity.org/cwd/gnlpln/NoiseElt.pdf>, accessed May 2, 2016
 Notes:

A-Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation

C-Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N-Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U-Clearly unacceptable. New construction or development generally should not be undertaken.

Code Amendment and Zone Change

Less Than Significant Impact. The primary source of noise in the Project Area is vehicle traffic and noise related to construction activity. Development that occurs pursuant to the proposed Project would generate noise primarily from off-road equipment with internal combustion engines, mechanical functions, power tools, and contact with ground surfaces. The US EPA has compiled data on the noise-generating characteristics of specific types of construction equipment. Noise levels can range from approximately 68 dB(A) to noise levels in excess of 99 dB(A) when measured at 50 feet. However, these noise levels diminish rapidly with distance at a rate of approximately 6.0 to 7.5 dB(A) per doubling of distance. For example, assuming an acoustically “hard” site, a noise level of 68 dB(A) measured at 50 feet from the noise source to the receptor would reduce to 62 dB(A) at 100 feet from the source, and further reduce by another 6.0 dB(A) to 56 dB(A) at 200 feet from the source. As shown in **Table 14, Noise Level Attenuation Over Distance**, a noise level of 99 dB(A) measured at 50 feet would be reduced to approximately 74.5 dB(A) at 1,000 feet for a hard site.

Project related construction noise may 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. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.

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

Table 14
Noise Level Attenuation Over Distance

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

Source: Impact Sciences, Inc. 2016.

Operation activities would have the potential to increase noise levels in the vicinity of the Project Area where vacant lots are developed with new single-family units. On-site operational activities, such as outdoor use of open space and stationary sources, including mechanical systems, would increase the area's ambient noise level.⁶⁹ Construction and operational activities on individual sites would be required to comply with the regulations included in Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from operational noise would remain less than significant. No further analysis is required.

⁶⁹ As there would be no change to the land use type (i.e., single-family units) the number of vehicle trips (during operation) in the project area is not expected to increase and thus noise levels would not be impacted.

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

Code Amendment and Zone Change

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

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on structures located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Groundborne vibration from construction activities rarely reach the levels that damage structures. The Federal Transit Administration (FTA)⁷⁰ and Caltrans⁷¹ have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for construction equipment pieces anticipated to be used during single-family construction activities are listed in **Table 15, Vibration Levels for Construction Equipment**. The primary and most intensive vibration source associated with future development would be the use of large bulldozers and loaded haul trucks. These types of equipment can create intense noise that can result in ground vibrations. Bulldozers would be used to move dirt and materials around at individual project sites. As indicated in **Table 15** loaded trucks and large bulldozers are capable of producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the FTA threshold of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts to off-site sensitive receptors.

⁷⁰ According to FTA guidelines, the vibration threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec peak particle velocity (PPV) and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings.

⁷¹ For continuous (or steady-state) vibrations, Caltrans considers the architectural damage risk level to be 0.1 PPV for fragile buildings, 0.25 PPV for historic buildings, 0.3 PPV for older residences, and 0.5 PPV for new residences. For long-term exposure to continuous vibration, Caltrans identifies a threshold for strong human perception at 0.10 PPV and 0.04 PPV as a threshold for distinct human perception.

Table 15
Vibration Levels for Construction Equipment

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

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

All mechanical (e.g., Heating Ventilating and Air Conditioning (HVAC) equipment) and other on-site operational point sources associated with single-family uses would not produce any perceptible vibration. While there are no FHWA standards for traffic-related vibrations, off-site vibration from motor vehicles and any occasional light, medium, or heavy-duty trucks traveling to and from the individual project sites would not be perceptible along roadways of travel.⁷² Thus, vibration impacts would be less than significant and no further analysis is necessary.

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

Code Amendment and Zone Change

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

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

As discussed in **Section 12(a)**, above, the proposed Project, by itself, does not propose or authorize development. The majority of the lots in the Project Area are currently developed with single-family uses that generate noise (primarily from vehicle trips). It is not anticipated that a substantial increase in noise would occur as these lots are expected to remain in their current use. Further, development that occurs pursuant to the proposed Project would be required to comply with Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from noise (generated during construction and operation of development pursuant to the proposed Project) would not result in a permanent increase in ambient noise levels in the Project Area. Impacts would be less than significant and no further analysis is required.

⁷² US Department of Transportation, Federal Transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

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

Code Amendment and Zone Change

Less Than Significant Impact. As discussed in **Section 12(a)**, above, the proposed Project, by itself does not propose or authorize development. Typical construction activities associated with development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project has the potential to result in a substantial temporary or periodic increase in ambient noise levels. However, the construction activities would only be permitted during daytime hours (e.g., Monday through Friday 7:00 AM to 9:00 PM and Saturday 8:00 AM to 6:00 PM). Compliance with this regulation and the additional regulations included in the LAMC (Chapter XI, Noise Regulations, Section 11.03) would ensure any increase in ambient noise levels in the Project Area would not result in a significant impact. No further analysis is required.

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

Code Amendment and Zone Change

Less Than Significant Impact. As discussed in **Section 8(e-f), Hazards and Hazardous Materials**, three airports are located in the Project Area: LAX, Van Nuys Airport, and Whiteman Airport. Portions of the Project Area are located within the boundaries of an airport land use plan area and/or within two miles of one of the three airports. The proposed Project, by itself, does not authorize or propose any development. The majority of the lots in the Project Area are currently developed with single-family uses that already experience noise if proximate to the airports. Development that occurs pursuant to the proposed Project would consist of demolishing, additions to, and construction of single-family units. Future projects (defined above) constructed within the boundaries of an airport land use plan and/or within two miles of an airport, would not expose people residing in the project area to excessive noise levels. A less than significant impact would occur and no further analysis is required.

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

Code Amendment and Zone Change

No Impact. As previously stated in **Section 8(e-f), Hazards and Hazardous Materials**, there are no private airstrips within the vicinity of the Project Area.⁷³ Therefore, no impact would occur and no further analysis is required.

⁷³ LAX, Van Nuys Airport, and Whiteman Airport are categorized as public airports.

13. POPULATION AND HOUSING

Would the project:

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

Code Amendment and Zone Change

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

The Project Area is largely developed with single-family units. Development is expected to occur in the form of additions (which would not increase population) and new construction. New construction on vacant lots would likely introduce new population. However, it should be noted that it is unlikely that all of the existing vacant lots that are zoned single-family within the City or the 15 rezone areas would be developed, as some of the lots are located on hillsides where development may not be feasible. The minimal change in population would be consistent with the growth forecasts included in the 2016 SCAG RTP/SCS, as well as with regional and local growth policies, including the City's General Plan Framework Element. Any increase in population would occur over several years as individual projects are approved and then implemented. Further, as these lots are zoned for single-family use, it is reasonable to assume they are planned for as single-family use and, as such, included in population estimates. Thus, the proposed Project would not induce population growth in the Project Area (either directly or indirectly). Impacts would be less than significant and no further analysis is required.

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

Code Amendment and Zone Change

Less Than Significant Impact. Development that occurs pursuant to the proposed Project would primarily consist of new construction on vacant lots (or where an existing home is demolished and reconstructed) and additions to existing single-family units. The proposed Project is limited to single-family zoned properties within the Project Area and as such, the proposed Project would not displace existing housing or require the construction of replacement housing elsewhere.

In specific areas of the City, such as Venice, where applicants have sought to develop larger-scale homes on multi-family parcels which has displaced multi-family residents and further contributed to housing shortages in a community with limited housing supply. However, these events are highly incidental, and, by definition would not occur on lots zoned R-1 as they would occur on lots zoned for multi-family use. While

the construction of single-family homes lots on multi-family zoned parcels would, in effect, circumvent the building form limited of the proposed project (by not occurring on an R1 Zone), they are unlikely to be wide-spread and are speculative at this point. Any redevelopment of multi-family units would need to undergo separate environmental review and adhere to all applicable City regulations involving zone changes and permitting. As such, these occurrences are expected to be minimal.

Impacts would be less than significant and no further analysis is required.

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

Code Amendment and Zone Change

Less Than Significant Impact. See response to **Section 13(b)**, above.

No impact would occur and no further analysis is required.

13. PUBLIC SERVICES

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

i) **Fire protection?**

Code Amendment

Less Than Significant Impact. A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional fire and emergency services. The LAFD is responsible for providing fire protection and emergency medical services to the Project Area. As discussed in **Section 13(a), Population and Housing** above, future development of vacant lots (zoned for single-family units) that occurs pursuant to the proposed Project could result in a population increase as the lots are developed.

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

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

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

Zone Changes

Less Than Significant Impact.

As discussed in **Section 13(a), Population and Housing** above, future development of the vacant lots that occurs pursuant to the proposed Project could result in a minimal population increase as vacant lots are developed over time. **Table 16, LAFD Fire Stations Serving the Project Area**, provides the LAFD Fire stations closest to each of the fifteen rezone areas. As the projected population increase would be minimal and would occur gradually, these stations would continue to be able to serve the Project Area and would not require additional staffing.

Table 16
LAFD Fire Stations Serving the Project Area

Rezone Area	LAFD Fire Station	Approximate Distance from the Project Area ^{1,2}
Beverlywood	Fire Station No. 58	1 mile
Crestview	Fire Station No. 58	0.5 mile
Faircrest Heights	Fire Station No. 68	2.5 miles
Fairfax	Fire Station No. 61	1 mile
Inner CD 5	Fire Station No. 43	1.5 miles
Kentwood	Fire Station No. 5	1 mile
La Brea Hancock	Fire Station No. 61	0.5 mile
Larchmont Heights	Fire Station No. 52	1 mile
Lower CD 5	Fire Station No. 37	1.5 mile
Mar Vista/East Venice	Fire Station No. 62	1.5 mile
Oaks of Los Feliz	Fire Station No. 76	2.5 Mile
Pacific Palisades	Fire Station No. 69	1 Mile
Picfair Village	Fire Station No. 68	1 mile
South Hollywood	Fire Station No. 27	1 mile
Wilshire Vista	Fire Station No. 58	1 mile

Notes: ¹ Distances were rounded to the nearest whole number.

² Approximate distances represent the distance from the nearest LAFD Station to the center of the Project Area.

Source: Google Earth, 2016.

Site plans would be reviewed and approved by the LAFD prior to the issuance of building permits for a “project,” (as defined above) and would be required to incorporate all applicable provisions of the LAMC Fire Code, including, but not limited to, installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, development that occurs pursuant to the proposed Project would not result in a noticeable increase in calls for fire protection and/or emergency medical services. Impacts to fire and emergency services would be less than significant. No further analysis is required.

ii) Police protection?

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional police protection services. The LAPD is responsible for providing police protection services to the City. The LAPD consists of 9,000 sworn officers and operates 25 stations throughout the Project Area.

Code Amendment**Less Than Significant Impact.**

As discussed above under **Section 14(a)**, as well as in **Section 13(a) Population and Housing**, development of vacant lots (zoned for single-family units) that occurs pursuant to the proposed Project, could result in a minimal population increase.

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

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

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

Zone Changes

Less Than Significant Impact. As discussed above under **Section 14(a)**, as well as in **Section 13(a) Population and Housing**, development of the vacant lots that occurs pursuant to the proposed Project, would result in a minimal population increase and would occur gradually over time. **Table 17, LAPD Police Stations Serving the Project Area**, provides the LAPD Stations closest to each of the five areas. The increase in the Project Area's population would not significantly impact the existing LAPD Stations serving the Project Area. Thus, these stations would continue to be able to serve the Project Area and would not require additional staffing

Table 17
LAPD Police Stations Serving the Project Area

Rezone Area	LAPD Station	Approximate Distance from the Project Area ^{1,2}
Beverlywood	West LA Community Police Station	4.5 miles
Crestview	West LA Community Police Station	5.5 miles
Faircrest Heights	Wilshire Community Police Station	2 miles
Fairfax	Hollywood Community Police Station	2 miles
Inner CD 5	West LA Community Police Station	4 miles
Kentwood	Pacific Community Police Station	4 miles
La Brea Hancock	Wilshire Community Police Station	2 miles
Larchmont Heights	Olympic Community Police Station	3.5 miles
Lower CD 5	West LA Community Police Station	3 miles
Mar Vista/East Venice	Pacific Community Police Station	2.5 miles
Oaks of Los Feliz	Hollywood Community Police Station	2.5 miles
Pacific Palisades	West LA Community Police Station	5.5 miles
Picfair Village	Wilshire Community Police Station	1 mile
South Hollywood	Wilshire Community Police Station	3 miles
Wilshire Vista	Wilshire Community Police Station	1 mile

Source: Google Earth, 2016.

Notes: ¹ Distances were rounded to the nearest 0.5 mile.

² Approximate distances represent the distance from the nearest LAPD Station to the center of the Project Area.

Prior to the issuance of building permits for a “project,” (as defined above) the LAPD will be consulted to determine if construction activities occurring on individual project sites would require additional police resources. Thus, development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would not result in an increase in calls for police protection services. Impacts to police services would be less than significant. No further analysis is required.

iii) Schools?

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for additional educational facilities. The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD).

Code Amendment and Zone Change

Less Than Significant Impact. While much of the development (new construction and additions) is expected to occur on lots that are currently developed, development of vacant single-family zoned parcels could occur as well. New development on vacant lots would result in a population increase and could result in an increase in student populations at local schools. Existing regulations, including the Leroy Greene School Facilities Act of 1998, Assembly Bill 2926, and Senate Bill 50 afford school districts the

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

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

While much of the development (new construction and additions) is expected to occur on lots that are currently developed, some new development (i.e., development on vacant lots) could occur as well. New development on vacant lots would result in a population increase and could result in an increase in student populations at local schools. However, it should be noted that it is unlikely that all of the existing vacant lots that are zoned single-family within the City would induce substantial growth, as any increase in population would occur several years as individual projects are approved and implemented within the 15 areas.

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

iv) Parks?

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate an additional demand for recreation and park services. The City of Los Angeles Department of Recreation and Parks operates and maintains over 16,000 acres of parkland, hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks throughout the Project Area.⁷⁴

Code Amendment and Zone Change

Less Than Significant Impact.

In compliance with the State Quimby Act, the City has established the Subdivision Fees Trust (LAMC Section 17.12) and the Zone Change Park Fee (LAMC Section 12.33). These fees are collected when individual residential projects require a subdivision or zone change as a condition of approval. While future development that occurs pursuant to the proposed Project could increase the population in the Project Area, development of single-family zoned parcels would be consistent with the City's General Plan Framework Element, and individual Community Plans, the City's strategy for long-term growth.

⁷⁴ City of Los Angeles Department of Recreation and Parks, <http://www.laparks.org/>, accessed June 3, 2016.

Further, while it is possible that new development of single-family homes on existing vacant lots could increase population and use of neighborhood parks, any increase that would occur over pursuant to the project would be minimal. Thus, implementation of the proposed Project would not lead to an increase in the usage of recreation and park facilities in the surrounding community, or a need for additional recreation and park facilities. Impacts on park and recreation facilities would be less than significant and no further analysis is required.

v) Other Public Facilities?

Code Amendment and Zone Change

Less Than Significant Impact. A significant impact would occur if the proposed Project includes substantial population growth that would generate an additional demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Area. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services. Los Angeles. LAPL provides services at the Central Library, eight Regional Branch Libraries and 64 Community Branch Libraries.

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

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

14. RECREATION

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

Less Than Significant Impact.

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate an additional demand for recreation and park services. The City of Los Angeles Department of Recreation and Parks operates and maintains over 16,000 acres of parkland, hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks throughout the Project Area.

In compliance with the State Quimby Act, the City has established the Subdivision Fees Trust (LAMC Section 17.12) and the Zone Change Park Fee (LAMC Section 12.33). These fees are collected when individual residential projects require a subdivision or zone change as a condition of approval. While future development that occurs pursuant to the proposed Project could increase the population in the Project Area, development of single-family zoned parcels would be consistent with the City's General Plan Framework Element, and individual Community Plans, the City's strategy for long-term growth.

Further, while it is possible that new development of single-family homes on existing vacant lots could increase population and use of neighborhood parks, any increase that would occur over pursuant to the project would be minimal. Thus, implementation of the proposed Project would not lead to an increase in the usage of recreation and park facilities in the surrounding community, or a need for additional recreation and park facilities. Impacts on park and recreation facilities would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate an additional demand for recreation and park services. The City of Los Angeles Department of Recreation and Parks operates and maintains over 16,000 acres of parkland, hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks throughout the Project Area.

In compliance with the State Quimby Act, the City has established the Subdivision Fees Trust (LAMC Section 17.12) and the Zone Change Park Fee (LAMC Section 12.33). These fees are collected when individual residential projects require a subdivision or zone change as a condition of approval. While future development that occurs pursuant to the proposed Project could increase the population in the Project Area, development of single-family zoned parcels would be consistent with the City's General Plan Framework Element, and individual Community Plans, the City's strategy for long-term growth.

Further, while it is possible that new development of single-family homes on existing vacant lots could increase population and use of neighborhood parks, any increase that would occur over pursuant to the project would be minimal. Thus, implementation of the proposed Project would not lead to an increase in the usage of recreation and park facilities in the surrounding community, or a need for additional recreation and park facilities. Impacts on park and recreation facilities would be less than significant and no further analysis is required.

16. TRANSPORTATION AND TRAFFIC

Would the project:

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

Code Amendment and Zone Change

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

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

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

Code Amendment and Zone Change

No Impact. The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. The CMP Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be examined if a project will add 50 or more trips during either the AM or PM weekday peak hours. Traffic volumes in conjunction with development (e.g., demolition, addition to, new construction) of single-family zoned parcels that occur pursuant to the proposed Project would be minimal and would not meet the CMP TIA Guidelines requiring intersection monitoring. No impact would occur and no further analysis is required.

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

Code Amendment and Zone Change

No Impact. As previously stated in **Section 8, Hazards and Hazardous Materials**, three airports are located in the Project Area: LAX, Van Nuys Airport, and Whiteman Airport. Portions of the Project Area are located within the boundaries of an airport land use plan area and/or within two miles of one of the three airports listed above. The proposed Project, by itself, does not authorize or propose any development. Development that occurs pursuant to the proposed Project would consist of additions to and construction of new single-family units in the Project Area. Future “projects” (defined above) would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location. No impact would occur and no further analysis is required.

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

Code Amendment and Zone Change

No Impact. The proposed Project would not result in changes being made to the local roadways or impede public access on any public right-of-way. No impacts would occur and no further analysis is required.

e) **Result in inadequate emergency access?**

Code Amendment and Zone Change

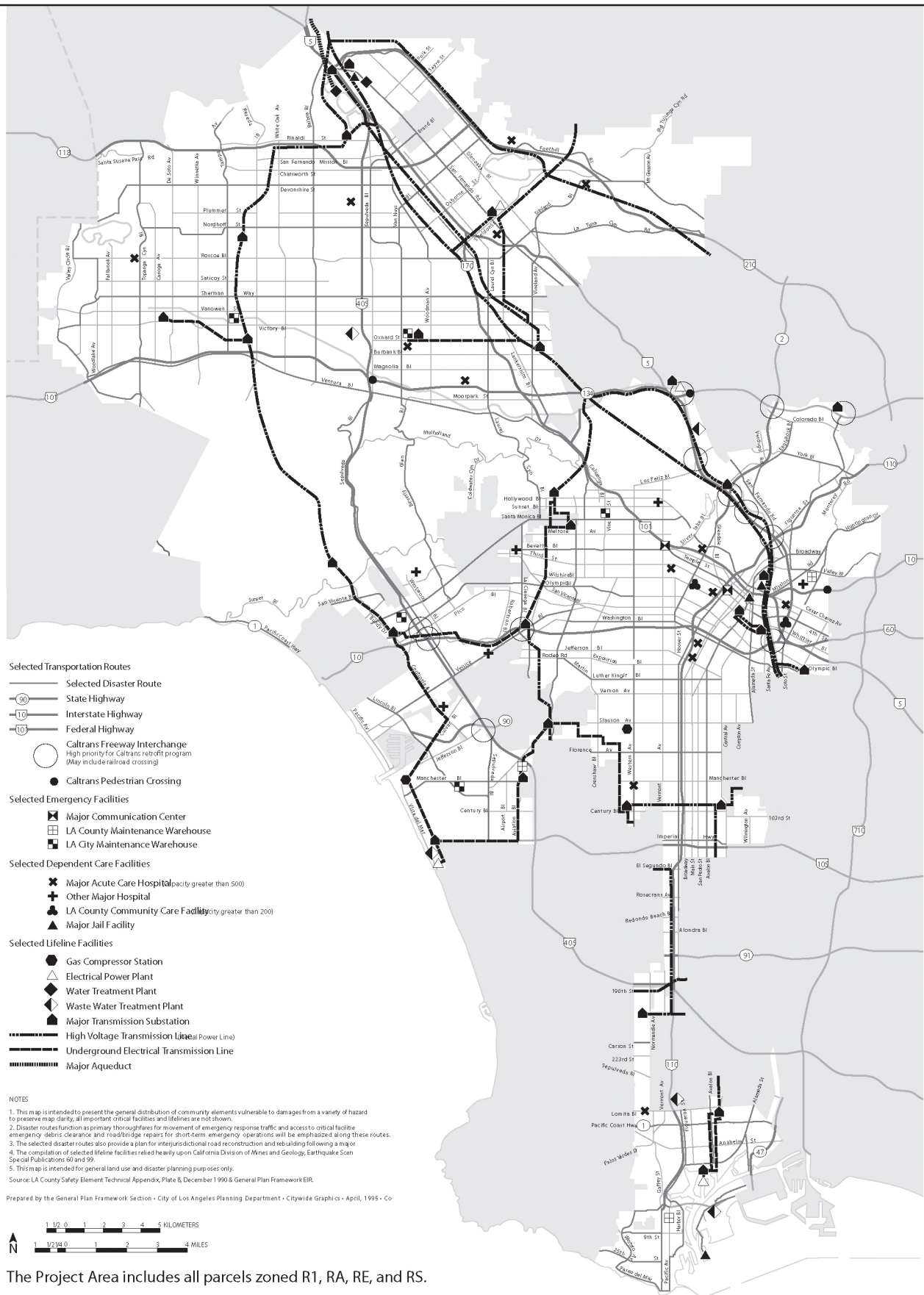
Less Than Significant Impact. As discussed above in **Section 8(g), Hazardous and Hazardous Materials**, the City has designated disaster routes throughout the Project Area (refer to **Figure 22, Critical Facilities and Lifeline Systems in the Project Area**). Construction of future “projects” could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to access standards to allow adequate emergency access. Compliance with access standards, including the City’s DBS Haul Route Monitoring Program would reduce potential impacts on roadways designated as haul routes and emergency response services during construction of future projects.

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

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

Code Amendment and Zone Change

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



SOURCE: City of Los Angeles General Plan Safety Element

FIGURE 22

Critical Facilities and Lifeline Systems in the Project Area

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Code Amendment and Zone Change

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

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

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

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

Code Amendment and Zone Change

Less Than Significant Impact. See response to **Section 17(a)** above for impacts regarding wastewater.

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

As described in the Project Description, the majority of the single-family zoned parcels are developed. Further, the LADWP has an ongoing program of facility replacement and upgrades to meet the anticipated water demands based upon the City's adopted General Plan Framework Element. The LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances.

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

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

Code Amendment and Zone Change

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

As described in **Section 9(e), Hydrology and Water Quality**, development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would not result in a significant increase in individual site runoff or changes to the local drainage patterns. Runoff from individual project sites would continue to be collected on the individual site and directed towards existing storm drains in the vicinity. In addition, future development that occurs within the Project Area would be required to comply with existing local, state, and federal regulations to mitigate potential stormwater impacts.

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

- Retention basins of sufficient size shall be utilized to retain stormwater on the site;

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

Additionally, all future project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with City grading regulations, construction impacts related to stormwater discharge would be less than significant, and no further analysis of this issue is required.

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

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

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

Code Amendment and Zone Change

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

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

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

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

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;
- a proposed mixed-use project that includes one or more of the previously listed projects; or
- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

The proposed Project would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the Project Area and rezone 15 single-family neighborhoods with the new zones. These variations include regulation of building form and mass, and the creation of a Supplemental Use District to regulate compatible placement of garages in a neighborhood. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses. The proposed Project would provide more prescriptive development standard, mainly resulting in the reduction of the overall size of homes of new construction. The reduction in home sizes is thereby expected to reduce overall water usage. Where additions will occur, these would be built to modern standards and more likely be more water and energy efficient.

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

The California Urban Management Planning Act requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (afy) of water to prepare an UWMP. When preparing an UWMP and projecting the area's future water demand, water agencies must consider demographic factors including expected population and housing growth. The 2015 UWMP prepared by LADWP includes estimates of past, current, and projected probable and recycled water use, identifies conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. According to LADWP, there are adequate supplies available to serve City needs through 2040.⁷⁵

Water supply to the Project Area is provided by the LADWP. As discussed in **Section 17(b)** above, the LADWP continuously upgrades water infrastructure and facilities to ensure the City's anticipated water demands can be met. In addition, as required by the California Urban Management Planning Act, the LADWP releases an updated UWMP every five years. The main goal of the UWMP is to forecast future water demands and water supplies under average and dry year conditions; identify future water supply projects such as recycled water; provide a summary of water conservation BMPs; and provide a single and multi-dry year management strategy.⁷⁶ When projecting water demand the LADWP considers demographics, socioeconomics, conservation regulations, historical weather patterns, and non-revenue water (e.g., the difference between total water consumption and billed water use).⁷⁷ Thus, compliance with existing water regulations (e.g., preparation of an UWMP) and programs (continuous monitoring and upgrades of existing facilities and infrastructure) would result in a less than significant impact to the City's existing water supply. No further analysis is required.

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

Less than Significant Impact. See Response 17(a) above.

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

⁷⁵ City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R.

⁷⁶ City of Los Angeles Department of Water and Power, *Draft 2015 UWMP*, February 2016.

⁷⁷ City of Los Angeles Department of Water and Power, *Draft 2015 UWMP*, February 2016.

Code Amendment and Zone Change**Less Than Significant Impact.**

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

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

A majority of the City's solid waste is disposed of in the Sunshine Canyon Landfill;⁷⁸ however, depending on with whom the hauler has contracts, the waste could be sent to Chiquita Canyon, Simi Valley, or any of a number of other sites. **Table 18, Los Angeles County Disposal Facilities Used by the City of Los Angeles (2014)**, includes the County's disposal facilities where non-recyclable solid waste generated by the City was disposed of in 2014.

⁷⁸ City of Los Angeles, 2013 Zero Waste Progress Report, http://www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf, accessed May 5, 2016.

Table 18
Los Angeles County Disposal Facilities Used By the City of Los Angeles (2014)

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

Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report.

Notes: Total does not include inert waste or solid waste that was exported to facilities outside of Los Angeles County.

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

The County identifies landfill capacity in 15 year planning periods, the most recent of which ends in 2027.⁷⁹ Recent landfill expansion approvals and proposal for expansion at existing County landfills indicate that solid waste disposal facilities and other waste management options will be available beyond this date as new facilities and technologies are created to meet demand. Further, the County completes annual reviews of solid waste demand and existing capacity (of each facility) in each subsequent annual report, to ensure the solid waste generated in the County can be properly disposed of at existing solid waste facilities. Thus, sufficient capacity remains at the existing solid waste facilities (as shown in **Table 18**), necessary to accommodate the solid waste generated during operation of the proposed Project. Impacts would be less than significant and no further analysis is required.

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

Code Amendment and Zone Change

No Impact. A significant impact may occur if a project (defined above) would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling

⁷⁹ County of Los Angeles Department of Public Works, Los Angeles County Integrated Waste Management Plan 2012 Annual Report.

legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated Resource Plan (SWIRP) with goals of moving toward zero waste by 2030. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70 percent of the solid waste generated in the City by 2013, diverting 90 percent by 2025, and becoming a zero waste city by 2030. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by AB 939.⁸⁰

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

⁸⁰ City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

Less Than Significant Impact. Based on the proceeding discussions, no significant impacts were identified related to the proposed Project for the 17 environmental factors analyzed above. Currently, a proposed Code amendment to the 2008 Baseline Mansionization Ordinance (BMO) and the 2011 Baseline Hillside Ordinance (BHO) is undergoing similar environmental review that could be viewed in connection to the proposed Project.

The proposed Code amendment to the BHO/BMO specifically amends the existing BMO and BHO to establish more stringent development standards for properties zoned R1, modify RFA calculations, adjust grading provisions for single-family lots located in designated “Hillside Areas,” eliminate the “Green Building Option” bonus for properties zoned RA, RE, and RS, and eliminate all bonuses in the R1 zones that currently permit additional RFA in exchange for the inclusion of particular building features.

As mentioned throughout, the proposed Code amendment would establish variations of the existing R1 Zone that are tailored to meet the varying character and design of single-family neighborhoods throughout the City. These zones regulate lot coverage maximums, height, placement of bulk, and size. The proposed Project would also create a new Supplemental Use District that mandates garages to be detached from the main building and located at the rear of a property. The proposed Project, by itself, does not propose or authorize any development and would not authorize or expand any new or existing land uses.

The proposed Code amendment to the BMO/BHO (i.e. Related Project) would further apply specific requirements related to form and massing to single-family zoned properties in the area. The Related Project applies specific requirements related to form and process, triggered by an application for a building and/or grading permit in any single family zoned lot (RA, RE, RS, R1). The combination of the proposed Project and the Related Project is not expected to incentivize any new construction; rather, these projects together would in effect address concerns of perceived out-of-scale construction in single-family neighborhoods and help regulate form in residential zones. It is also important to note that no significant impacts were identified for the Related Project.

Thus the proposed Project in combination with Related Projects would not result in a cumulatively considerable effect.

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

Less Than Significant Impact. As identified throughout the analysis, the proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant.

V. PREPARERS OF THE INITIAL STUDY

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VI. ACRONYMS

Acre-Feet Per Year	AFY
Air Quality Management Plan	AQMP
Asbestos Containing Material	ACM
Assembly Bill 32	AB 32
Baseline Hillside Ordinance	BHO
Baseline Mansionization Ordinance	BMO
Best Management Practices	BMP
California Air Pollution Control Officers Association	CAPCOA
California Air Resources Board	CARB
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Code of Regulations	CCR
California Department of Transportation	Caltrans
Carbon Dioxide	CO ₂
California Environmental Quality Act	CEQA
California Geological Survey	CGS
California Integrated Waste Management Act	AB 939
California Water Code	CWC
Carbon Monoxide	CO
Climate Action Plan	CAP
Coarse Inhalable Particular Material	PM10
Congestion Management Program	CMP
Department of Building and Safety	DBS
Department of Toxic Substances Control	DTSC
Emergency Operation Center	EOC
Equivalent Mass of CO ₂	CO ₂ e
Federal Emergency Management Agency	FEMA
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fine Inhalable Particular Material	PM2.5
Flood Insurance Rate Maps	FIRM
Floor Area Ratio	FAR
Greenhouse Gas	GHG
Heating Ventilating and Air Conditioning	HVAC
Historic Preservation Overlay Zone	HPOZ
Hydrofluorocarbon	HFC
Initial Study	IS
Interim Control Ordinance	ICO
Lead	Pb
Lead Based Paint	LBP
Los Angeles Department of Water and Power	LADWP

Los Angeles Fire Department	LAFD
Los Angeles International Airport	LAX
Los Angeles Municipal Code	LAMC
Los Angeles Police Department	LAPD
Los Angeles Public Library	LAPL
Los Angeles Unified School District	LAUSD
Low Impact Development	LID
Methane	CH ₄
Metropolitan Water District	MWD
Migratory Bird Treaty Act	MBTA
Most Likely Descendant	MLD
National Ambient Air Quality Standards	NAAQS
National Pollution Discharge Elimination System	NPDES
Native American Heritage Commission	NAHC
Negative Declaration	ND
Nitrogen Dioxide	NO ₂
Nitrogen Oxide	NO _x
Nitrous Oxide	N ₂ O
Office of Historic Resources	OHR
Office of Planning and Research	OPR
Ozone	O ₃
Peak Particle Velocity	PPV
Perfluorocarbons	PFC
Residential Floor Area	RFA
Regional Transportation Plan/Sustainable Communities Strategy	RTP/SCS
Regional Water Quality Control Board	RWQCB
San Fernando Basin	SFB
Senate Bill 375	SB 375
Special Flood hazard Areas	SFHA
Solid Waste Integrated Resource Plan	SWIRP
State Water Resources Control Board	SWRCB
Sulfur Hexafluoride	SF ₆
Toxic Air Contaminants	TAC
Traffic Impact Analysis	TIA
Urban Water Management Plan	UWMP
Uniform Building Code	UBC
Southern California Association of Governments	SCAG
South Coast Air Basin	(SoCAB)
South Coast Air Quality Management District	SCAQMD
Sulfur Dioxide	SO ₂
Volatile Organic Compounds	VOC
Watershed Protection Divisions	WPD

CITY OF LOS ANGELES
CALIFORNIA

HOLLY L. WOLCOTT
City Clerk

GREGORY R. ALLISON
Executive Office

When making inquiries relative to
this matter, please refer to the
Council File No.



ERIC GARCETTI
MAYOR

Office of the
CITY CLERK

Council and Public Services
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Los Angeles, CA 90012
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SHANNON HOPPE
Division Manager

www.cityclerk.lacity.org

November 5, 2014

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File Nos. 14-0656, 14-0519, 14-1135, 14-0625, 14-0343, 14-0344, 14-1262, at its meeting held November 4, 2014.

City Clerk
wrq

#6

11/4/14

File No. 14-0656, 14-0519, 14-1135, 14-0625, 14-0343, 14-0344, 14-1262

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to proposed amendments to the Baseline Mansionization Ordinance (BMO) and the Department of City Planning's Neighborhood Conservation Initiative.

Recommendations for Council action, as initiated by Motions (Koretz - Bonin), (LaBonge - O'Farrell), (Krekorian - Wesson), and (Koretz - O'Farrell):

1. ESTABLISH an Interim Control Ordinance (ICO) for:

<u>Area</u>	<u>Council District</u>
Sunset Square	4
Carthay Square	5
Holmby - Westwood	5
Oxford Square	10
El Sereno - Berkshire Craftsman District	14
South Hollywood	4
La Brea Hancock Neighborhood	4
North Beverly Grove	5
The Oaks	4
Valley Village	2
Faircrest Heights Neighborhood	10
Old Granada Hills Neighborhood	12
Larchmont Village	4
Miracle Mile	4

2. INCLUDE in the Valley Village ICO the following condition:

The ICO in Valley Village should not allow any new building permits for new single family homes and major remodels unless the plans comply with the limitations in Ordinance No. 182048 also known as the Studio City Residential Floor Area.

3. AMEND the BMO to address the items below that were outlined in Motion (Koretz - Bonin), attached to Council file No. 14-0656:

Green Bonus Provisions
Design Bonuses
Floor Area Ratio (FAR) and R1 (Single Family) Zones
FAR Exemptions

4. ESTABLISH new single family zones for:

<u>Area</u>	<u>Council District</u>
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Studio City and Valley Village	2
South Hollywood	4
La Brea Hancock Neighborhood	4
North Beverly Grove	5
The Oaks	4
Faircrest Heights Neighborhood	10
Old Granada Hills Neighborhood	12
Larchmont Village	4
Miracle Mile	4

5. ESTABLISH new Historic Preservation Overlay Zones for:

<u>Area</u>	<u>Council District</u>
Sunset Square	4
Carthay Square	5
Holmby - Westwood	5
Oxford Square	10
El Sereno - Brekshire Craftsman District	14

Fiscal Impact Statement: None submitted by the Department of City Planning. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: Yes

For

Neighborhood Council Valley Village
 Studio City Neighborhood Council
 PICO Neighborhood Council
 Granada Hills South Neighborhood Council
 Hollywood Hills West Neighborhood Council
 Mid City West Community Council

For, if amended

Westwood Neighborhood Council
 Greater Wilshire Neighborhood Council

Summary

At the public hearing held on October 21, 2014 (continued from October 7, 2014), the Planning and Land Use Management Committee considered a Department of City Planning (DCP) report, in response to Motions (Koretz - Bonin), (LaBonge - O'Farrell), (Krekorian - Wesson), and (Koretz - O'Farrell) relative to proposed amendments to the BMO and the DCP's Neighborhood Conservation Initiative. Staff from the DCP gave the Committee background information on the matter.

Councilmember Koretz and Councilmember LaBonge spoke as well as staff from Council Districts 10, 11 and 12. The public also provided testimony. After an opportunity for public comment, the Committee recommended that Council approve the recommendations contained in the DCP report as amended above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HUIZAR:	YES
CEDILLO:	ABSENT
ENGLANDER:	YES

SG
14-0656_rpt_plum_10-21-14

-NOT OFFICIAL UNTIL COUNCIL ACTS-

ADOPTED

NOV 04 2014

LOS ANGELES CITY COUNCIL