

**Exhibit C:**  
**Environmental Clearance – ENV-2016-4086-ND**

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**Case No:**  
CPC-2016-4085-CA  
CPC-2016-4087-ZC

# City of Los Angeles

Department of City Planning • Policy Division  
City Hall • 200 N. Spring Street, Suite 667 • Los Angeles, CA 90012



## INITIAL STUDY

### **Environmentally Sensitive Hillside Area Supplemental Use District Ordinance for the Bel-Air neighborhood in the City of Los Angeles**

Case Number: ENV-2016-4086-ND

**Project Location:** The Project Area includes all lots zoned for Single-Family Residential Use (“R1” and “RE”) within the neighborhood of Bel Air in the City of Los Angeles.

**Council District:** 5 – Paul Koretz

#### **Project Description:**

The proposed Project would establish a new Supplemental Use District (SUD) that applies specific requirements related to construction, grading quantities, and process applicable to hillside areas within the Project Area. Specifically, the SUD creates an Environmentally Sensitive Hillside Area “ESHA” district that can be applied in residential areas of the city. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a “project” (defined as the construction, erection, alteration of, or addition to a single-family dwelling unit located entirely or partially in the Project Area). The ordinance would restrict the issuance of a building permit for a “project” (as defined above) that is not consistent with the provisions of the SUD. The SUD detail specific requirements regarding the new construction process including: proper identification of hauling routes, maximum quantity of allowable grading, and a review process for projects relating to single-family units in the Project Area. Where the Ordinance is silent on a topic, the base zone regulations shall prevail.

#### **PREPARED BY:**

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

#### **ON BEHALF OF:**

City of Los Angeles  
Department of City Planning  
Policy Division

December 2016



**Environmentally Sensitive Hillside Area Supplemental Use  
District Ordinance for the Bel-Air neighborhood in the City of Los  
Angeles**

**INITIAL STUDY**

**Case No. ENV-2016-4086-ND**

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning  
200 North Spring Street, Suite 667  
Los Angeles, CA 90012-2601

**PREPARED BY:**

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

**DECEMBER 2016**

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## I. INTRODUCTION

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The subject of this Initial Study/Negative Declaration (IS/ND) (i.e., proposed Project) is a new Ordinance for the Bel Air neighborhood (Ordinance) that establishes a Supplemental Use District (SUD) for "Environmentally Sensitive Hillside Areas" (ESHA). The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to a single-family dwelling unit) located within the SUD (Refer to **Figure 1**). The Ordinance regulates permitted grading quantities, hauling operations, and plan review process for single-family zoned lots within the SUD. The proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1; Planning and Zoning Code, as well as any other City ordinance. Where the Ordinance is silent on a topic the LAMC requirements remain in place.

The Project Area includes all lots zoned Single-Family Residential ("R1" and "RE") within the Bel-Air neighborhood of the City of Los Angeles (City).

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: Environmentally Sensitive Hillside Area Supplemental Use District Ordinance for the Bel Air neighborhood in the City of Los Angeles

Project Location: Single-Family Zones (R1, RE) located within the neighborhood of Bel Air (CD 5) in the City of Los Angeles

Lead Agency: City of Los Angeles Department of City Planning  
200 N. Spring St., Room 750  
Los Angeles, CA 90012

### ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

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

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

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

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

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## II. PROJECT DESCRIPTION

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### ENVIRONMENTAL SETTING

#### Project Location

The Project Area includes all lots zoned single-family residential (“R1” and “RE”) within the neighborhood of Bel Air in the City of Los Angeles (refer to **Figure 1, Project Area**). The Project Area totals 6.37 square miles and is located in the Bel Air – Beverly Crest Community Plan Area (CPA). The Ordinance would also apply to new construction intended for single-family use on parcels that were previously zoned for another use (i.e., Multi-Family Residential, Commercial) in the Project Area. The occurrence of such events, however, is expected to be minimal as the majority of land in the Project Area is currently zoned for single family use.

#### Hillside Areas

The neighborhood of Bel Air is located within the Santa Monica Mountains, and the majority of the parcels zoned for single-family use (i.e., the Project Area) are subject to the Hillside Ordinance<sup>1</sup>. The Baseline Hillside Ordinance was adopted in 2011 to address concerns regarding perceived out-of-scale developments and extensive hillside grading for projects that involve construction, erection, alteration of, or addition to single-family units within single-family zones.

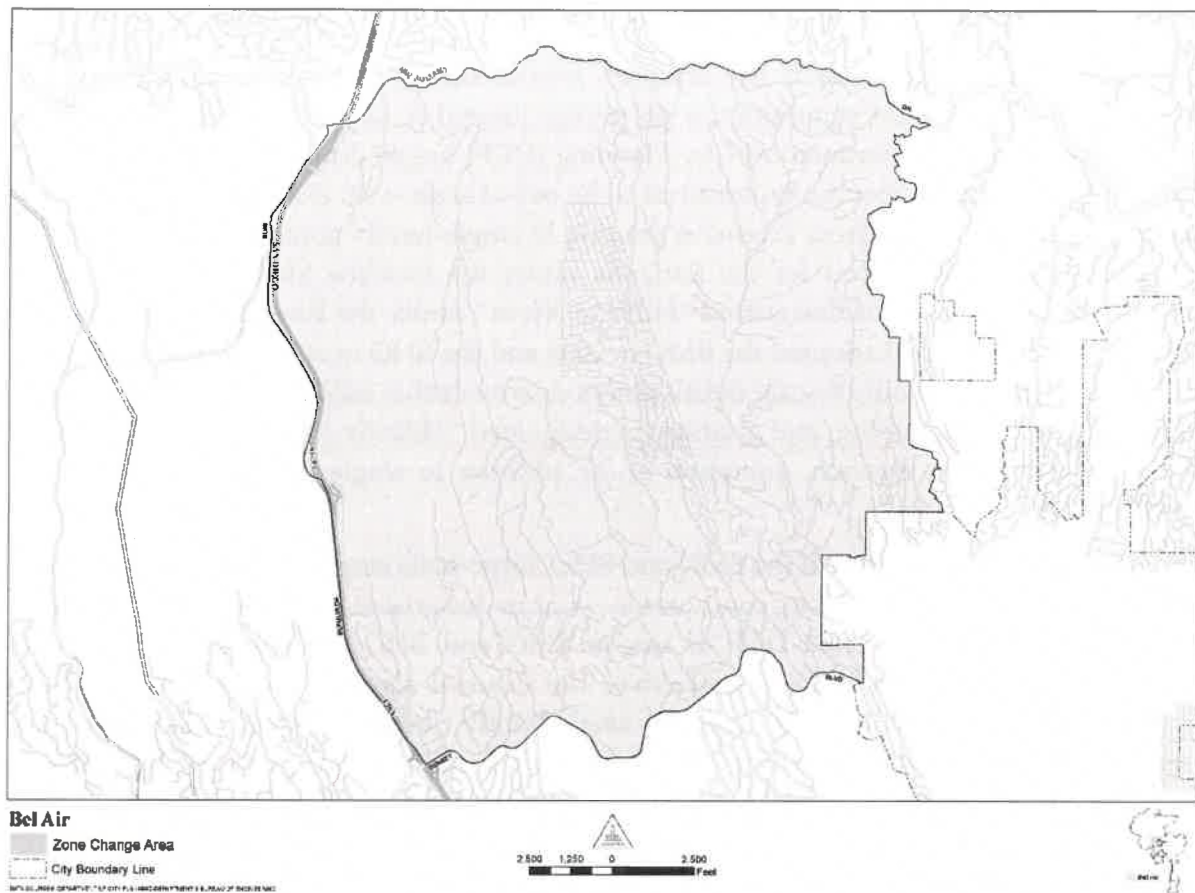
As such, development that occurs on lots in designated “Hillside Areas” would be subject to applicable provisions included in the Los Angeles Municipal Code (LAMC) Chapter 1, (Planning and Zoning Code), Article 2 (Specific Planning-Zoning Comprehensive Zoning Plan), Section 12.21 (General Provisions), Subsection C (10), as well as any other relevant local, state, and federal rules. In addition, development that occurs on lots in a designated “Hillside Area” would be subject to the City’s “Hillside” Development regulations, including specific requirements regarding setbacks, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10). In addition, as stated in LAMC Section 12.21.C (10), the provisions included in LAMC Section 12.21.C(10) pertaining to maximum RFA, height limits, and grading may be superseded by a Hillside Neighborhood Overlay adopted pursuant to LAMC Section 13.14 (Community Plan Implementation Overlay District). See **Appendix A** for the Single-Family Hillside Area Development Standards (LAMC Section 12.21C(10)).

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<sup>1</sup> NavigateLA, <http://navigatea.lacity.org/navigatea/>, accessed 11/2/2016



**Figure 1. Project Area**





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

However, since the adoption of the BMO and BHO, large-scale single-family units continue to be developed and extensive grading continues to occur in designated “Hillside Areas.” In response, the City Council has directed DCP to amend BMO and BHO to correct problems with the ordinances that have made them ineffective. The Council also has approved several Interim Control Ordinances (ICOs) for specific single-family neighborhoods. The ICOs provide temporary development standards for single-family zoned properties, while longer term solutions like amendments to BMO and BHO are finalized. Currently, the amendments to BMO and BHO are under review by the City Council.

The proposed Project will serve as the new tool to address issues related to neighborhood conservation and extensive hillside grading in designated “Hillside Areas.” The SUD will designate Bel Air as an ESHA District that would limit the cumulative quantity of grading for development, mandate hauling operation standards, and impose a review procedure for single-family homes larger than 20,000 square feet. 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 the Project Area is displayed in **Table 1, 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 1**, the Project Area 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 Bel Air neighborhood received 4,000,518 square feet of new single family development, with roughly 71 percent being new construction and 29 percent in the form of additions.

Furthermore, the Project Area has experienced extensive hillside grading between 2005 and 2015. In the span of ten years, 1,917,952 cubic yards of permitted grading occurred in the Project Area as shown in Table 2, **Total Grading in the Project Area from 2005 to 2015**. This amount equates to roughly 2.4 percent of total citywide grading, just from the neighborhood of Bel Air alone.

To address these trends, the proposed Project would establish a new SUD that would include prescriptive regulations for grading amounts and haul operations. These regulations are only being proposed for the neighborhood of Bel Air although the new SUD may be proposed for other neighborhoods in the future.

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

Type of Construction	Total Square Footage
Demolition	797,670
New Construction	2,859,199
Additions	1,141,319
<b>Total New Construction and Additions</b>	<b>4,000,518</b>
<b>Net*</b>	<b>3,202,848</b>

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

Net = Total New Construction and Additions minus Demolition

**Table 2**  
**Total Grading in the Project Area from 2005 to 2015**

Area	Grading Amount
Bel Air	1,917,952
Citywide	80,297,337

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

Notes: Units for Grading amount are in Cubic Yards

## Proposed Project

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. Specifically, the SUD creates an Environmentally Sensitive Hillside Area "ESHA". The proposed Project, by itself, does not propose or authorize any development. 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). The ordinance would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the SUD. The SUD detail specific requirements regarding the new construction process including: proper identification of hauling routes, maximum quantity of allowable grading, and a review process for projects relating to single-family units in

the Project Area. Where the Ordinance is silent on a topic, the base zone regulations shall prevail. Detailed provisions of the Ordinance are provided below in **Table 3, Proposed Environmentally Sensitive Hillside Area Supplemental Use District Major Provisions**.

The proposed Project would apply these development standards for single-family homes contained in the Project Area (refer to **Figure-1**). The proposed Project does not apply to the construction, redevelopment, rehabilitation, or renovation of multi-family housing units or any properties not zoned for single family use, or any properties not within the specified Project Area.<sup>2</sup> However, the Ordinance would apply to new construction intended for single-family use on parcels that were previously zoned for another use (i.e., Multi-Family Residential, Commercial) in the Project Area.

A detailed summary of the regulations included in the Ordinance is provided in **Table 3**. In general, the Ordinance would establish standards for:

- Total cumulative quantity of hillside grading
- Hauling permits
- Hauling vehicles
- Hauling operations and hours
- Construction hours

## 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)

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<sup>2</sup> Multi-family housing units include two-family dwelling units, multiple dwellings, group dwellings, and apartment houses.



Table 3 - Major Provisions

<b>Grading</b>
<ul style="list-style-type: none"> <li>All single-family residential zones are limited to Cut and Fill "by-right" grading quantity maximums not to exceed 6,000 cubic yards.</li> <li>All single-family residential zones abutting a substandard street are limited to Import or Export 75% of the "by-right" grading quantity maximums not to exceed 6,000 cubic yards.</li> </ul>
<b>Hauling Operation Standards and Construction Activity</b>
<p>As conditions of approval, the following shall be met:</p> <ul style="list-style-type: none"> <li>Standard conditions typically imposed by the Board of Building and Safety Commissioners during the Haul Route approval process shall be required for all applicable hauling activity within the ESHA District.</li> <li>Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.</li> <li>Construction activity permitted between the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday. Interior construction work permitted 8:00 a.m. to 6 p.m. on Saturday, exterior construction work on Saturday is strictly prohibited. No illumination of the exterior of the site allowed after 6:00 p.m.</li> </ul>
<b>Review procedures</b>
<ul style="list-style-type: none"> <li>Single-family home developments with a cumulative Residential Floor Area of 20,000 square feet or larger are now required to go through a review process with the City Planning Department. Single-family home developments smaller than 20,000 square feet may proceed with the current process by proceeding directly to the Los Angeles Department of Building and Safety (LADBS).</li> </ul>
<b>Restrictions</b>
<ul style="list-style-type: none"> <li>Wherever the provisions of the ESHA District are silent the base zone regulations shall prevail. Where the provisions of an ESHA District conflict with those of a Specific Plan or Historic Preservation Overlay Zone (HPOZ), then the provisions of the Specific Plan or HPOZ shall prevail. If provisions of the ESHA District conflict with any other City-wide regulations in the L.A.M.C. or supplemental use districts other than the Specific Plan or HPOZ, then the requirements of the ESHA shall prevail.</li> </ul>
<p>Source: City of Los Angeles Department of City Planning  Notes: Project area includes the Bel Air neighborhood only</p>

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

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 5 – Paul Koretz
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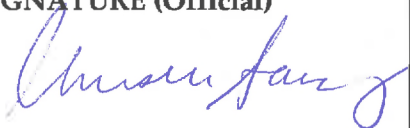
<b>PROJECT TITLE:</b>  Environmentally Sensitive Hillside Area Supplemental Use District Ordinance for the Bel-Air neighborhood in the City of Los Angeles	<b>ENVIRONMENTAL CASE NO:</b> ENV-2016-4086-ND
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**PROJECT LOCATION:** The Project Area includes all lots zoned Single-Family Residential (“R1” and “RE”) within the neighborhood of Bel Air in the City of Los Angeles.

**PROJECT DESCRIPTION:** The proposed Project would establish a new supplemental use district (SUD) that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. Specifically, the SUD creates an Environmentally Sensitive Hillside Area “ESHA” District. The proposed Project, by itself, does not propose or authorize any development. 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). The ordinance would restrict the issuance of a building permit for a “project” (as defined above) that is not consistent with the provisions of the SUD. The SUD detail specific requirements regarding the new construction process including: proper identification of hauling routes, maximum quantity of allowable grading, and a site review process for projects relating to single-family units in the Project Area. Where the Ordinance is silent on a topic, the base zone regulations shall prevail.

The proposed Project would apply these development standards for single-family homes contained in the Project Area. The proposed Project does not apply to the construction, redevelopment, rehabilitation, or renovation of multi-family housing units or any properties not zoned for single family use, or any properties not within the specified Project Area. However, the Ordinance would apply to new construction intended for single-family use on parcels that were previously zoned for another use (i.e., Multi-Family Residential, Commercial) in the Project Area.

**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.

<b>PROPOSER NAME</b> Christine Saponara	<b>TITLE</b> City Planner	<b>TELEPHONE NUMBER</b> 213-978-1363
<b>ADDRESS</b> 200 North Spring Street, Suite 667 Policy Division Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> December 14, 2016

<p align="center"><b>CITY OF LOS ANGELES</b>  OFFICE OF THE CITY CLERK  ROOM 395, CITY HALL  LOS ANGELES, CALIFORNIA 90012  <b>CALIFORNIA ENVIRONMENTAL QUALITY ACT</b>  <b>INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)</b></p>		
<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 5 – PAUL KORETZ	<b>DATE:</b> December 14, 2016
<b>RESPONSIBLE AGENCY:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2016-4086-ND	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p><b>PROJECT DESCRIPTION:</b>  An ordinance establishing a new Supplemental Use District for Environmentally Sensitive Hillside Areas applicable to single-family zoned properties within the neighborhood of Bel Air located in the City of Los Angeles.</p>		
<p><b>ENVIRONMENTAL PROJECT DESCRIPTION:</b>  The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. Specifically, the SUD creates an Environmentally Sensitive Hillside Area "ESHA" district that can be applied in residential areas of the city. The proposed Project, by itself, does not propose or authorize any development. 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). The ordinance would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the SUD. The SUD detail specific requirements regarding the new construction process including: proper identification of hauling routes, maximum quantity of allowable grading, and a site review process for projects relating to single-family units in the Project Area. Where the Ordinance is silent on a topic, the base zone regulations shall prevail.</p>		
<p><b>ENVIRONMENTAL SETTING:</b>  The Project Area includes all lots zoned single-family residential ("R1" and "RE") within the neighborhood of Bel Air in the City of Los Angeles. The Project Area totals 6.37 square miles in the Bel Air – Beverly Crest Community Plan Area. The neighborhood of Bel Air is largely comprised of single-family residential units, but other land uses include multi-family residential, open space, agriculture, and commercial.</p>		



<b>PROJECT LOCATION:</b> Bel Air		
<b>COMMUNITY PLAN</b> <b>AREA:</b> Bel Air - Beverly Crest Community Plan <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> <b>ADOPTED,</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> West Los Angeles Area Planning Commission	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Bel Air – Beverly Crest Neighborhood Council
<b>EXISTING ZONING:</b> R1, RE	<b>LA River Adjacent:</b> No	
<b>GENERAL PLAN LAND USE:</b> Single-Family Residential		

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

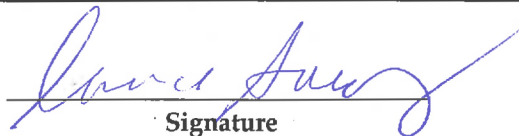
☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

Christine Saponara  
City Planner  
Title

213-978-1363  
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.

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

**INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)****PROPONENT NAME:**

City of Los Angeles Department of City Planning

**PHONE NUMBER:**

(213) 978-1474

**APPLICANT ADDRESS:**

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

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE**

December 14, 2016

**PROPOSAL NAME (If Applicable):**

Interim Control Ordinance for Five Single-Family Neighborhoods

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b>					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<b>III. AIR QUALITY (continued)</b>					
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b>					
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 ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A SITE, FEATURE, PLACE, CULTURAL	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	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 REGISTOR OF HISTORICAL RESOURCES, LISTED ON A LOCAL HISTORICAL REGISTER, OR OTHERWISE DETERMINED BY THE LEAD AGENCY TO BE A TRIBAL CULTURAL RESOURCE?				
<b>VI. GEOLOGY AND SOILS</b>					
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS</b>					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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<b>VIII. HAZARDS AND HAZARDOUS MATERIALS (continued)</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY (continued)</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>X. LAND USE AND PLANNING</b>					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XII. NOISE (continued)**

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV. PUBLIC SERVICES**

a.	FIRE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI. TRANSPORTATION/CIRCULATION**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES</b>					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 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."

<b>PROPONENT NAME:</b> Christine Saponara	<b>TITLE:</b> City Planner	<b>TELEPHONE NO:</b> (213) 978-1474	<b>DATE:</b> December 14, 2016
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## IV. ENVIRONMENTAL IMPACT ANALYSIS

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### INTRODUCTION

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

### IMPACT ANALYSIS

#### 1. AESTHETICS

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

###### **Less Than Significant Impact.**

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

The Project Area consists of single-family zoned properties in the neighborhood of Bel Air, which comprises roughly 6.37 square miles of the Bel Air – Beverly Crest CPA. In general the Project Area is residential, with open space uses, and agricultural land uses.

The purpose of the ESHA is to impose more restrictive grading limits and hauling operation standards.

It is expected that development will continue to occur in the Project Area in the form of new construction and additions to single family residential units. In general, the type of development (single family residential) would not block views or vistas. Further, this ordinance only relates to construction phase impacts (i.e., grading and hauling) which are generally temporary in nature and therefore would not result in any permanent impacts. Further, public views of scenic vistas (e.g., the Mulholland Parkway Scenic Corridor) are intermittent and would continue to be so even after adoption of the proposed Project.

Individual projects located along Mulholland Drive would be required to abide by the design standards, environmental protection measures, grading limits, and building standards included in the Mulholland Scenic Parkway Specific Plan and all future development (e.g., new construction, additions, and/or rehab), that occurs on lots in



designated "Hillside Areas" would be subject to the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**).

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 any applicable regulations included in the applicable Community Plan, Specific Plan, 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.

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

**Less Than Significant Impact.**

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). The Project Area is not located along or near the Arroyo Seco Historic Parkway. No impact would occur to scenic resources within a state scenic highway.

Although no Designated Scenic Highways are identified in the Bel Air – Beverly Crest Community Plan Area, the Mulholland Scenic Parkway Specific Plan provides protection against unrestricted development along Mulholland Drive. Specifically, the Mulholland Scenic Parkway Specific Plan establishes protective land use controls (e.g., environmentally protection measures, grading limits, and building and design standards) for public and private properties located along the Scenic Parkway (e.g., Mulholland Drive). Future development of single-family units constructed along Mulholland Drive and within the Project Area would be subject to the regulations included in the Mulholland Scenic Parkway Specific Plan. Compliance with the requirements of the Mulholland Scenic Parkway Specific Plan would ensure impacts to scenic resources within the plan area would be less than significant. No further analysis is required.

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

**Less Than Significant Impact.**

The Project area is primarily developed with single-family residences, open space uses, and agricultural land uses.

As shown in **Table 1**, a substantial amount of new development including demolition of existing single-family units and additions to existing single-family units, has occurred throughout the Project Area. In an effort to regulate and reduce the amount of

construction in the Project Area, the proposed Project includes specific requirements relating to grading and haul operations. The proposed Project, by itself, does not propose or authorize any development, and it is important to note that the SUD only applies to properties zoned for single-family use and the regulations only relate to hauling and grading which are generally construction phase impacts.

Development that occurs on lots in designated "Hillside Areas" would also be subject to applicable provisions included in the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**). In general, the proposed Project would result in beneficial environmental effects related to visual character by providing prescriptive construction requirements (including additions and new construction) in the Project Area. In particular, the proposed Project would reduce the amount of grading that could occur compared to existing conditions, thereby reducing spoils which may create visual contrast. Additionally, the number of haul truck trips allowed would be reduced both in terms of total quantity and hauling hours. This would also reduce the potential for temporary visual quality impacts.

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

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

**Less than Significant Impact.**

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

Although a small number of vacant lots are located in the Project Area, the Project Area is generally made-up single-family residential units with existing 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.

Implementation of the proposed Project would prevent illumination of exterior construction activity or the exterior of single-family construction sites after 6:30 p.m. Further, haul truck trips would be limited between the hours of 9:00 am and 3:00 pm which would be expected to reduce haul trucks in the neighborhood during nighttime

hours (particularly in the winter when the sun sets earlier). This would be a beneficial impact.

Development will continue to occur in the Project Area including demolition and modifications to existing single family homes and new development. These uses either are currently producing some light (as in the case of existing homes) or would generally be located in areas that are developed and well lit. Further, single family residential uses would not be expected to emit large amounts of nighttime lighting. 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 all applicable regulations that address light and glare including LAMC Chapter 9, Article 3, Section 93.0117.<sup>3</sup> Impacts would be less than significant and no further analysis is required.

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



## 2. AGRICULTURE AND FOREST RESOURCES

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

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

**No Impact.**

The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category.<sup>4</sup> Furthermore, no parcels located in Bel Air are categorized as significant farmland. The proposed Project would only apply to single-family lots zoned R1 and RE, and would not apply to sites zoned for agricultural use. Therefore, implementation of the proposed Project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required

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

**No Impact.**

The Project Area includes a small amount of parcels 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. 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**

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<sup>4</sup> 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 October 25, 2016.

**section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.**

The Project Area consists of single-family residentially zoned properties in the neighborhood of Bel Air. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production.<sup>5</sup> The proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.

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

**No Impact.**

See response to **Section 2(c)**, above.

Additionally, forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."<sup>6</sup> Timberland is defined as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."<sup>7</sup> A variety of street trees are located throughout the Project Area, along the parkways adjacent to single-family residences and on private property, but are largely ornamental. There is no forest land or timberland in the Project Area. . No impacts would occur and no further analysis is required.

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

**No Impact.**

See responses to **Sections 2(a) through 2(d)**, above.

The proposed Project, by itself, does not propose or authorize development and only proposes to modify grading and hauling limits within the Project Area.. No impacts would occur and no further analysis is required.

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<sup>5</sup> City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed October 25, 2016.

<sup>6</sup> California Public Resources Code Section 12220[g].

<sup>7</sup> California Public Resources Code Section 4526.

### 3. AIR QUALITY

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

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

**Less Than Significant Impact.**

The Project Area is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the 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<sup>8</sup>. 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)<sup>9</sup>.

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<sup>10</sup>. 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 would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The proposed Project, by itself, does not propose or authorize any development nor does it authorize or expand any new or existing land uses. Further, this ordinance only relates to construction phase impacts (i.e., grading and hauling) which are

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<sup>8</sup> 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.

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

<sup>10</sup> South Coast Air Quality Management District, 2012, 2012 Air Quality Management Plan.

generally temporary in nature and therefore would not result in any permanent impacts or population increases.

Thus, the proposed Project would be considered consistent with the air quality-related regional plans, and would not jeopardize attainment of state and federal ambient air quality standards. The proposed Project would have a less than significant impact. No further analysis is required.

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

**Less Than Significant Impact.**

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO) volatile organic compounds (VOC), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. Of these, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are "criteria air pollutants," which means that ambient air quality standards have been established for them at the federal (National Ambient Air Quality Standards (NAAQS)) and state level (California Ambient Air Quality Standards (CAAQS)). The SoCAB is currently in nonattainment for the one-hour and eight-hour ozone (O<sub>3</sub>), PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb<sup>11</sup>.

As mentioned prior, implementation of the proposed Project would not directly propose or authorize any development. Further, this ordinance only relates to construction phase impacts (i.e., grading and hauling) which are generally temporary in nature and therefore would not result in any permanent impacts or population increases. The proposed Project would regulate construction and hauling activities, with provisions that would reduce air quality impacts typically associated with single-family construction. These measures include:

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.
- A log noting the dates of hauling and the number of trips (i.e., trucks) per day shall be available on the job site at all times. A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles for multiple project sites shall be allowed.

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<sup>11</sup> 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 November 7, 2016.



- The owner or contractor shall keep construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind. Grading and hauling activities shall be discontinued during periods of high winds as to prevent excessive amounts of dust.
- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Additionally, trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

The proposed Project would prescribe the parameters of construction to lessen impacts associated with hauling and other construction activity. Increases in construction impacts directly resulting from the proposed Project are not expected to occur. In addition, throughout the lifetime of the project, construction vehicle fleets would be more energy efficient (i.e., Tier 4 engines and electric equipment) and use cleaner sources of fuel, resulting in less energy use and lower emissions of criteria pollutants compared to existing conditions.

Further, 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.

Implementation of SCAQMD Rule 403 in combination with the prescriptive grading and hauling requirements would reduce the potential for impact to less than significant. No further analysis is necessary.

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

**Less Than Significant Impact.**

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

As described above, the proposed Project does not include any development nor does it propose any new development. 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). Further, the proposed Project would reduce construction phase impacts by establishing specific standards related to construction process (refer to **Table 3**). Emissions typically associated with construction of single-family homes would be lessened with the implementation of the proposed Project. Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality. Impacts would be less than significant and no further analysis is required.

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

**Less Than Significant Impact.**

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

During construction, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited



scale and the short duration of future construction activities, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Further, the proposed Project would reduce construction impacts in Project Area by establishing specific standards related to construction process and limiting grading and hauling. Emissions typically associated with some phases of construction of single-family homes would be lessened with the implementation of the proposed Project. 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 single-family residential and commercial, with no substantial sources of toxic air contaminants. Consequently, future development would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

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

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

**Less Than Significant Impact.**

Construction activities that occur 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.<sup>12</sup> A less than significant impact relative to an odor nuisance would occur during construction activities associated with future development.

According to the SCAQMD 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.<sup>13</sup> The proposed Project, by itself, would not authorize or propose any development. Further, the proposed Project related only to construction activities and not any of the odor-producing uses listed above. 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 implementation of the proposed Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required.

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<sup>12</sup> 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.

<sup>13</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook; <http://www.aqmd.gov/ceqa/hdbk.html>, December 11, 2015.

#### 4. BIOLOGICAL RESOURCES

Would the project:

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

**No Impact.**

Habitats are natural and/or artificial environments that support the survival of wild animals and native plants. Five habitat types have been identified by the City.<sup>14</sup> These habitat types include Inland habitats, Significant Ecological Areas (SEA), Wildlife Corridors, Ocean, and Coastal Wetlands.

The Project Area is located on the southern slopes of Santa Monica Mountains which is identified as a Biological Resource Area in the City's General Plan Biological Resource Element.<sup>15</sup> 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, or expand any new or existing land uses. Further, activities that occur 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.

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<sup>14</sup> City of Los Angeles General Plan, Conservation Element, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed October 31, 2016.

<sup>15</sup> City of Los Angeles General Plan Draft EIR, Biological Resources Element, Figure BR-1A and BR1B, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, [http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.18.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf), accessed October 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?**

**No Impact.**

No riparian habitat or other sensitive natural community exists within the Project Area.<sup>16,17</sup> Thus, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community 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. Therefore, no impacts would occur and no further analysis is required.

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

**No Impact.**

See response to **Section 4(b)**, above.

A significant impact would occur if federally protected wetlands would be modified or removed by a project. The proposed Project, by itself, does not propose or authorize any development and therefore would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur and no further analysis is required.

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

**Less Than Significant Impact.**

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project Area. However, 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

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<sup>16</sup> City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed October 31, 2016.

<sup>17</sup> US Fish and Wildlife Service National Wetlands Inventory, Wetlands Data Mapper, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed October 31, 2016.

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.

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

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

**Less Than Significant Impact.**

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

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

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

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

*Western Sycamore (Platanus racemosa), and*

*California Bay (Umbellularia californica).*

There are a number of trees located along roadways and on private property within the Project Area that meet the requirements of the City's Protected Tree Ordinance and thus are protected trees. The proposed Project by itself does not propose or authorize any development. Construction activities that occur pursuant to the proposed Project would be required to comply with the City's Protected Tree Ordinance.

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



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

**No Impact.**

See response to **Section 4(b)**, above.

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

## CULTURAL RESOURCES

Would the project:

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

**Less Than Significant Impact.**

A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>18</sup> Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Under the City's Cultural Heritage Ordinance local buildings and sites that meet the criteria for designation can be declared "Historic-Cultural Monuments" by the City Council after recommendation from the Cultural Heritage Commission. Any person can nominate a building or site for designation and the property owner does not need to give consent. The majority of Historic-Cultural Monuments are single-family houses. In addition, the City has adopted 31 Historic Preservation Overlay Zones (HPOZs) for various single-family neighborhoods citywide.<sup>19</sup> No HPOZs are located within the Project Area boundaries.<sup>20</sup>

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The proposed Project does not include any proposed development to any existing structures. As such, there is no potential for historical resources to be affected by the proposed Project. Therefore, impacts to historical resources would be less than significant. No further analysis is required.

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

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<sup>18</sup> California Public Resources Code Section 21084.1

<sup>19</sup> Department of City Planning Office of Historic Preservation, <http://preservation.lacity.org/>, accessed October 31, 2016.

<sup>20</sup> Department of City Planning Office of Historic Preservation, <http://preservation.lacity.org/>, accessed October 31, 2016.



**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.

Construction activities that occur pursuant to the proposed Project would occur on lots zoned for single-family development, a majority of which have been previously developed. Further, the amount of grading allowable would be limited in the Project Area through the proposed Project.

Development in the Project Area would continue to be subject to the numerous laws and regulations that require state, and local agencies to consider the effects of a proposed Project on potentially buried cultural 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.

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.

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

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

**Less Than Significant Impact.**

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

Construction activity is expected to occur in the Project Area. All development would be subject to the numerous laws and regulations 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?**

**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?**

**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. To date, no Tribe has contacted the City to request consultation with regard to the proposed Project. Therefore, impacts related to tribal cultural resources would be less than significant.

## 5. 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.**

**No 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. There are no Alquist-Priolo Fault Zones located in the Project Area.<sup>21</sup> As the Project Area is not located within a designated Alquist-Priolo Fault Zone, no ground rupture is expected to occur. Therefore, there would be no impacts related to ground rupture. No further analysis is required.

- ii) **Strong seismic ground shaking?**

**Less Than Significant Impact.**

The Project Area is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes on the Santa Monica, Newport-Inglewood, or Hollywood fault.

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The proposed Project, by itself, does not propose or authorize any development. All development in the Project Area would be required to comply with all relevant California Building Code (CBC)<sup>22</sup> 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

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<sup>21</sup> City of Los Angeles General Plan, Safety Element, Exhibit A Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, <http://planning.lacity.org/cwd/gnlpln/safteyelt.pdf>, accessed October 31, 2016.

<sup>22</sup> 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.



evaluate the potential for seismic risk and identify appropriate mitigation measures. In addition, development that occurs on lots in designated "Hillside Areas," of Bel Air, are subject to the City's "Hillside" Development regulations, including specific requirements regarding setback requirements, 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.C(10). Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

**iii) Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.**

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

Portions of the Project Area are susceptible to liquefaction,<sup>23</sup> and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. Construction activities that occur 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?**

**Less Than Significant Impact.**

Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. The Bel Air neighborhood is located in a section of the City dominated by hills and major slopes, and is susceptible to landslides.

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<sup>23</sup> 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/gnlpln/saftyelt.pdf>, accessed October 31, 2016.



A number of the single-family zoned lots located in Bel Air are susceptible to bedrock landslides and small shallow surface landslides.<sup>24</sup> In general, development in the Project area is required to comply with 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.

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

**Less Than Significant Impact.**

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

The Project Area is located in a section of the City dominated by hills. Construction activities in designated "Hillside Areas" are 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. 181899).<sup>25</sup> 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. Further, the proposed Project would reduce the potential for erosion by establishing specific standards related to construction processes. Total hillside grading and hauling would be limited; therefore erosion potential would be lessened with the implementation of the proposed Project. Thus, implementation of 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.

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<sup>24</sup> 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/gnlpn/saftyelt.pdf>, accessed October 31, 2016.

<sup>25</sup> 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.

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

**Less Than Significant Impact.**

Refer to **Section 6 a (iii) and (iv).**

As previously discussed, much of the Project Area is susceptible to surface landslides and liquefaction.

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

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

**Less Than Significant Impact.**

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

The proposed Project does not propose or authorize development and would not authorize or expand any new or existing land uses. Compliance with existing laws, as required by the Department of Building and Safety (including the City's "Hillside" Development regulations) would reduce potential impacts to less than significant levels. No further analysis is required.

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

**No Impact.**

The proposed Project does not propose or authorize any new development, and would not authorize or expand any existing land uses. The proposed Project include new requirements related to grading and hauling activities and therefore would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no further analysis is required.

**6. 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?**

**Less Than Significant Impact.**

GHGs trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e.

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO<sub>2</sub> is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

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

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

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

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a “life-cycle” analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis.<sup>26</sup>

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.<sup>27</sup> To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency<sup>28</sup>. 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

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<sup>26</sup> See generally Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009).

<sup>27</sup> 14 CCR § 15064(h)(3).

<sup>28</sup> 14 CCR § 15064(h)(3).



the reduction of greenhouse gas emissions.”<sup>29</sup> 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.<sup>30</sup>

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 would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The proposed Project, by itself, does not propose or authorize any development.

During construction activities, 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

<sup>29</sup> 14 CCR § 15064(h)(3).

<sup>30</sup> 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 MTCO<sub>2</sub>e/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](http://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](http://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](http://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](http://www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2)).



because they are not within the control of the City and the lack of data precludes their quantification without speculation.

The primary GHG emissions during construction are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. 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. In reality, construction activity would occur in spurts as individual projects are designed in detail, approved, and constructed.

The proposed Project is an ordinance to regulate construction and hauling activities, with provisions that would reduce air quality impacts typically associated with single-family construction. Such air quality impacts also include greenhouse gases as one of the main sources of greenhouse gas emissions would be from fleet associated with construction. Specific measures that would help regulate emissions include:

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.
- A log noting the dates of hauling and the number of trips (i.e., trucks) per day shall be available on the job site at all times. A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles for multiple project sites shall be allowed.
- The owner or contractor shall keep construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind. Grading and hauling activities shall be discontinued during periods of high winds as to prevent excessive amounts of dust.
- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Additionally, trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

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

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

In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of

2006. AB 32 (Health and Safety Code Section 38500 et. seq) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The SCAQMD adopted the GHG significance thresholds specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32. In addition, Senate Bill 375 (SB375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategy that reduce vehicle miles travelled. In accordance with SB375, SCAG prepared and adopted the 2016 RTP/SCS with the primary goal of enhancing sustainability by increasing mobility through various public transit options, increasing the number and variety of housing options to meet the demands of the growing population, creating more compact communities while decreasing urban sprawl, and ensuring people are able to live closer to work, school, and recreation uses. Additionally, the 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. Development that occurs pursuant to the proposed Project would be consistent with the following land use policies included in the 2016 RTP/SCS:<sup>31</sup>

- 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.<sup>32</sup> 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:

- All new buildings (residential and non-residential)

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<sup>31</sup> SCAG 2016 RTP/SCS, p. 75.

<sup>32</sup> City of Los Angeles 2007 Climate Action Plan, [http://environmentla.org/pdf/greenla\\_cap\\_2007.pdf](http://environmentla.org/pdf/greenla_cap_2007.pdf), accessed May 4, 2016.

- 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. Consistency with GHG reduction strategies is an important priority, and reasonable reduction efforts should be taken. As shown in **Table 4, Consistency with Applicable Greenhouse Gas Reduction Strategies**, the proposed Project would be consistent with GHG reduction measures from other applicable plans.

**Table 4**  
**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	<b>Consistent.</b> 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: <ul style="list-style-type: none"> <li>By 2010 reduce GHG emissions to 2000 levels</li> <li>By 2020 reduce GHG emissions to 1990 levels</li> <li>By 2050 reduce GHG emissions to 80 percent below 1990 levels</li> </ul>	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> The proposed Project would not prohibit the state from reaching the 2030 GHG reduction target.
SB 350	Establishes California's 2030 greenhouse gas reduction target of 40 percent below 1990 levels and increases California's renewable electricity procurement goals from 33 percent by 2020 to 50 percent by 2030.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> The proposed Project would comply with the Los Angeles Green Building Code (LAGBC) that requires future development that disturb less than one acre of land and is



Source	Category/Description	Consistency Analysis
		<p>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):</p> <ul style="list-style-type: none"> <li>Retention basins of sufficient size shall be utilized to retain storm water on the site;</li> <li>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</li> </ul> <p>Where more than one acre is disturbed a SWPPP would be prepared.</p>
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> 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.	<b>Consistent.</b> Development that occurs pursuant to the proposed Project would be required to comply with LAGBC Article 9, Division 4, 99.04.303.1, which requires a reduction of the overall water use of potable water within a single-family unit by at least 20%.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	<b>Consistent.</b> The proposed Project would comply with the Title 24 Building Standards Code.
	Apply strategies that integrate transportation and land-use decisions, including but not	<b>Consistent.</b> The proposed Project would permit development of single-

Source	Category/Description	Consistency Analysis
	limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	family units on vacant lots zoned R1 and RE located in the Project Area. Development that occurs pursuant to the proposed Project would not conflict with strategies that integrate transportation and land-use decisions.
	Reduce energy use in private buildings.	<b>Consistent.</b> 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.

## 7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

**Less Than Significant Impact.**

A significant impact would occur if the proposed Project would create a significant hazard 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. 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 the use of hazardous materials would be less than significant. No further analysis is required.

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

**Less Than Significant Impact.**

Refer to Section 8 (a), above.

Some single-family residences which may be demolished or renovated 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 the transport of these materials could create a public health risk. Construction activities 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. The proposed Project does not authorize or propose any new development. Therefore, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no further analysis is required.

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

**Less Than Significant Impact.**

A number of schools are located within the Bel Air neighborhood and may be located next to properties that undergo development/redevelopment. As discussed in **Section 8(a)** above, development generally includes the use of those hazardous materials that are typically necessary for construction of single-family units (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.

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

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

**Less Than Significant Impact.**

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

and submit such information to the Secretary for Environmental Protection on at least an annual basis.<sup>33</sup>

A review of the Envirostor website showed that there are no environmental cleanup sites<sup>34</sup> and/or permitted facilities<sup>35</sup> in the Project Area.<sup>36</sup> Thus, 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. However, the ordinance does not include any specific development projects, and only relates to construction activities such as hauling and grading. Further, any new development that occurs in the Project Area would be required to comply with existing regulations related to hazardous materials.

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

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

**No Impact.**

The Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport to Bel Air is the Bob Hope Airport in the City of Burbank, located approximately 9 miles to the north east. The nearest private airstrip is the Van Nuys airport, located approximately 7.5 miles to the north. As no airports are proximate to the Project Area, no impact 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?**

**Less Than Significant Impact.**

Emergency services in the City are provided by the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD). Emergency incidents of

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<sup>33</sup> 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.

<sup>34</sup> 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.

<sup>35</sup> Permitted sites are categorized as operating, post-closure, or non-operating.

<sup>36</sup> DTSC Envirostor website, <http://www.envirostor.dtsc.ca.gov/public/>



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

Bel Air is largely residential and includes City designated disaster routes.<sup>37</sup> 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 and would not make changes to existing policies, programs, or regulations that address emergency response. LAFD and LAPD would review construction traffic plans to ensure emergency response and access.

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

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

**Less Than Significant Impact.**

The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Very High Fire Hazard Severity Zone comprises most of the hilly and mountainous regions of the City, and includes portion of Bel Air.<sup>38</sup> The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. The proposed Project, by itself, does not propose or authorize any development.

Prior to the issuance of any building permits for a "project," development (e.g., demolition, addition to, new construction) projects are reviewed by the LAFD to ensure new development (specifically located in a City-designated Fire 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.

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<sup>37</sup> City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed October 26, 2016.

<sup>38</sup> City of Los Angeles Fire Department Website, Fire Zone webpage, <http://www.lafd.org/fire-prevention/brush/fire-zone>, accessed October 26, 2016.

## 8. HYDROLOGY AND WATER QUALITY

Would the project:

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

**Less Than Significant Impact.**

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

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The proposed Project, by itself, does not propose or authorize any development.

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.<sup>39</sup> In addition, development (e.g., demolition, addition to, new construction) projects are required to comply with the City of Los Angeles LID Ordinance (No. 181,899)<sup>40</sup> and the Department of Public Works Bureau of Sanitation Watershed Protection Division's Water Quality Compliance Master Plan for Urban Runoff (Master Plan).<sup>41</sup>

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.

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<sup>39</sup> City of Los Angeles Stormwater Program, Regulatory Mandates, <http://www.lastormwater.org/about-us/regulatory-mandates/>, accessed May 4, 2016.

<sup>40</sup> The LID Ordinance was adopted in September 2011.

<sup>41</sup> The Master Plan was adopted in April 2009.

The Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. In addition, the Master Plan summarizes regulatory requirements for water quality, describes BMPs required by the City for stormwater quality management, and discusses related plans for water quality that are implemented within the Los Angeles region.

The proposed Project does 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)?**

**Less Than Significant Impact.**

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

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources, including water supplied by the Metropolitan Water District (MWD) (53 percent; Bay Delta 45 percent, Colorado River 8 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local groundwater (12 percent), and recycled water (1 percent).<sup>42</sup> Based on the City's most current Urban Water Management Plan (UWMP)<sup>43</sup>, in 2011-2014 the LADWP has an average a water demand of 566,990 acre-feet<sup>44</sup> per year. Over the last five years, groundwater, largely from the San Fernando Basin (SFB) has provided approximately 12 percent of the total water supply for Los Angeles. Groundwater levels in the City are maintained through an active process via spreading grounds and recharge basins found primarily in the San Fernando Valley.

The majority of lots within the Project Area are developed with single family residences and would not be expected to substantially change surface area on the lot due to the City's Hillside Development regulations and the proposed Project which limits grading

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<sup>42</sup> 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&\\_afLoop=430938015435485](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=18i8d8hpzl_21&_afLoop=430938015435485), access May 4, 2016.

<sup>43</sup> 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.

<sup>44</sup> One acre foot equals 325,851 gallons of water.

amounts. Therefore, impacts related to groundwater supplies would be less than significant. No further analysis is required.

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

**Less Than Significant Impact.**

A significant impact would occur if the proposed Project substantially altered the drainage pattern of the Project Area or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. In general the Project Area is developed and built-out with single-family homes. There are no natural watercourses within the Project Area (refer to Figure 1, **Project Area**).

As discussed in **Section 9(a)** above, development that occurs in the Project Area would be required to comply with all federal, state, and local regulations regarding stormwater runoff, including the City's LID Ordinance (during operation), BMPs included in the Master Plan, and the City's "Hillside" Development regulations (refer to **Appendix A**). 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?**

**Less Than Significant Impact.**

As discussed in **Section 9(c)** above, construction activities that occur pursuant to the proposed Project are 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. As such, impacts would be less than significant and no further analysis is required.

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

**Less Than Significant Impact.**

A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in



Section 13050 of the CWC or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Area were to increase to a level which exceeds the capacity of the storm drain system serving the individual project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

The majority of lots located in the Project Area are developed with single-family dwellings. A majority of the construction activity that occurs pursuant to the proposed Project would be confined to lots that are or were previously developed with single-family uses. 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.

The proposed Project includes requirements specifically aimed at reducing dust and pollution. In addition, during construction, project applicants shall be required to implement all applicable and mandatory BMPs in accordance with the LID Ordinance, proposed Project, and the Master Plan. Furthermore, the purpose of the proposed Project is to regulate and reduce construction impacts from the development of single-family homes. Implementation of the proposed Project would provide limits to the grading and hauling process, reducing typical impacts associated with erosion. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related 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. As described above, the proposed Project includes specific measures to reduce the potential for water quality impacts. 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?**

**Less Than Significant Impact.**

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

A majority of the Project Area is in an area of minimal flood risk (Zone X)<sup>45</sup> and is not located within a 100-year flood zone, as mapped by FEMA.<sup>46</sup> A small watercourse beginning from the Stone Canyon Reservoir that travels southwards is mapped as Zone AO.<sup>47</sup>

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).<sup>48</sup> 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 in the Project Area in areas subject to flooding, those projects 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.

<sup>45</sup> Zone X: Areas determined to be outside the 500-year floodplain and outside the 1% and 0.2% annual chance floodplain

<sup>46</sup> As per FEMA Flood Insurance Rate Map No. 06037C1580F and 06037C1585F effective as of 09/26/2008, accessed October 31, 2016. The map can be accessed by following the directions provided through this portal: <https://msc.fema.gov/portal>.

<sup>47</sup> Zone AO: Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain) average depths determined.

<sup>48</sup> City of Los Angeles General Plan Safety Element, p. II-15, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed October 31, 2016.

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

**Less than Significant Impact.**

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

Parts of the Project Area are located within a potential inundation area due to the Stone Canyon Reservoir north of the Project Area.<sup>49</sup> 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.<sup>50</sup> Portions of the Project Area are subject to flooding as a result of inundation from water storage facilities.<sup>51</sup> The proposed Project does not include any new development and only relates to construction activities within the Project Area. Therefore, the proposed Project would not expose people or structures to significant risk of injury. Impacts would be less than significant. No further analysis is necessary.

- j) **Inundation by seiche, tsunami, or mudflow?**

**Less Than Significant Impact.**

See Response to j above.

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. Due to its inland location, the Project Area is not susceptible to tsunamis.<sup>52</sup> Impacts would be less than significant in this regard.

<sup>49</sup> City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access October 31, 2016.

<sup>50</sup> City of Los Angeles General Plan Safety Element, p. II-16.

<sup>51</sup> City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access October 31, 2016.

<sup>52</sup> City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, access October 31, 2016.

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.

## 9. LAND USE AND PLANNING

Would the project:

a) **Physically divide an established community?**

**No Impact.**

The adoption of the SUD for the Project Area would create a set of regulations for construction that potential developments would adhere to within the single family zones in Bel Air. As the ordinance establishes prescriptive requirements, the proposed Project would not directly result in new development that has the potential to divide a community. There would be no impact and no further analysis is required.

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

**No Impact.**

The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In 2008 the City Council adopted BMO, followed by the 2011 BHO. The Department of City Planning is currently drafting an amendment to the regulations enacted by the 2008 and 2011 ordinances.

Similar to the pending amendment to BMO/BHO of the City, the proposed project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area.

The City of Los Angeles has adopted 35 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. The Bel Air neighborhood is located within the Bel Air – Beverly Crest Community Plan Area. The Community Plan provides the neighborhood with specific policies and implementation strategies necessary to achieve the General Plan objectives. The proposed Project would be consistent with the goals and objectives set forth in the Community Plan for residential uses, including:

**Bel Air – Beverly Crest**

- Existing zoning should remain consistent with land use densities designated on the Plan map.
- The open and natural character of single-family development of the Bel Air – Beverly Crest Community is desirable and deserving of public protection.

Changes in this area should be fully justified as being in the public interest before the City grants a different or more intensive land use which would alter this character.

- 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.
- The intensity of land use in the mountain and hillside areas and the density of the population which can be accommodated thereon should be limited in accordance with the requirements of the City's Hillside Ordinance.

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. 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, the proposed Project would not conflict with applicable land use policies, zoning standards, or local, state, or federal policies. No impacts would occur and no further analysis is required.

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

**No Impact.**

As previously stated in **Section 4, Biological Resources**, the City has not adopted a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans applicable to the proposed Project at this time. Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan. No impacts would occur and no further analysis is required.



## 10. MINERAL RESOURCES

Would the project:

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

**No Impact.**

There are no portions of the Bel Air neighborhood designated as a mineral resource zones.<sup>53</sup> Further, according to the City's General Plan Conservation Element, the Project Area is not identified as a Mineral Resource Zone.<sup>54</sup> Further, the proposed Project applies only to properties zoned for single family use. Therefore, implementation of the proposed Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

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

**No Impact.**

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

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<sup>53</sup> City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed October 25, 2016.

<sup>54</sup> City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed October 25, 2016

## 11. NOISE

Would the project would result in:

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

**Less Than Significant Impact.**

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 (Single-Family Residential) 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”).<sup>55</sup> 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 5, **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 residential uses.

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<sup>55</sup> 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 5**  
**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 October 31, 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.*

Noise that occurs as a result of the proposed Project would only occur in the form of construction noise. Noise would be generated primarily from off-road equipment with internal combustion engines, mechanical functions, power tools, and contact with ground surfaces. 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 6, 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.

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. Additionally, implementation of the proposed Project would further regulate haul operations to reduce typical noise impacts related to construction. These noise measures include:

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. No hauling operations shall be conducted on weekends or State designated holidays.
- A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles for multiple project sites shall be allowed.
- Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

Project applicants would be required to comply with the hillside haul route application and process as described herein. Although no specific project is proposed at this time, the prescriptive requirements related to construction hauling and grading would be expected to reduce the potential for exceedance of noise standards in the Project Area. Therefore, impacts would be less than significant. No further analysis is required.

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**Table 6**  
**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.*

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

**Less Than Significant Impact.**

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)<sup>56</sup> and Caltrans<sup>57</sup> have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for typical construction equipment pieces are listed in **Table 7, Vibration Levels for Construction Equipment**. The primary and most intensive vibration source 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 are used to move dirt and materials around at individual project sites. As indicated in **Table 9** 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. Thus, vibration impacts would be less than significant and no further analysis is necessary.

**Table 7**  
**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.*

<sup>56</sup> 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.

<sup>57</sup> 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.



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

**Less Than Significant Impact.**

See response to **Section 12(a)**, above.

Noise levels in the Project Area are regulated by the City's Noise Ordinance (No. 144.331). The City's Noise Ordinance sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RE) 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.

As discussed in **Section 11(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. It is not anticipated that a substantial increase in noise would occur as these lots are expected to remain in their current use. Further, construction activity that occurs pursuant to the proposed Project would be required to comply with Chapter XI, Noise Regulation of the LAMC, and all noise abatement measures included as a part of the proposed Project as mentioned in **Section 11(a)**. Compliance with these regulations would ensure that impacts from noise would not result in a permanent increase in ambient noise levels in the Project Area. Impacts would be less than significant and no further analysis is required.

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

**Less Than Significant Impact.**

As indicated in **Section 11(a)**, the proposed Project includes provisions to abate typical noise impacts associated with construction activities, including:

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. No hauling operations shall be conducted on weekends or State designated holidays.
- A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles for multiple project sites shall be allowed.

Compliance with the proposed Project and the additional regulations included in the LAMC (Chapter XI, Noise Regulations, Section 11.03) would ensure any increase in ambient noise levels in the Project Area would not result in a significant impact. No further analysis is required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.**

As previously stated in **Section 8, Hazards and Hazardous Materials**, the Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. No impact would occur. No further analysis is required

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

**No Impact.** As stated above in 11(e), there are no private airstrips within the vicinity of the Project Area. Therefore, no impact would occur and no further analysis is required.

## 12. POPULATION AND HOUSING

Would the project:

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

**Less Than Significant Impact.**

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project does not authorize or propose any new development. Thus, the proposed Project would not induce population growth in the Project Area (either directly or indirectly). Impacts would be less than significant and no further analysis is required.

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

**No Impact.**

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project does not authorize or proposed any new development. Impacts would be less than significant and no further analysis is required.

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

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

No impact would occur and no further analysis is required.

**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?**

**Less Than Significant Impact.**

The LAFD is responsible for providing fire protection and emergency medical services to the Project Area. The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

Table 8, **LAFD Fire Stations Serving the Project Area**, provides the LAFD Fire stations closest to the Project Area. As the proposed Project would not directly result in any increase in population, it is not anticipated that the LAFD would require any additional staffing as a result of the proposed Project. Impacts to fire and emergency services would be less than significant. No further analysis is required.

**Table 8**  
**LAFD Fire Stations Serving the Project Area**

Project Area	LAFD Fire Station	Approximate Distance from the Project Area <sup>1,2</sup>
Bel Air	Fire Station No. 37	1 mile

Source: Google Earth, 2016.

Notes: <sup>1</sup> Distance was rounded to the nearest whole number.

<sup>2</sup> Approximate distances represent the distance from the nearest LAFD Station to the center of the Project Area.

ii) **Police protection?**

**Less Than Significant Impact.**

The LAPD is responsible for providing police protection services to the Project Area. Table 9, **LAPD Police Stations Serving the Project Area**, provides the LAPD Stations closest to the Project Area. As the proposed Project would not directly introduce population into the Project Area, it is expected that no new police facilities would be necessary as a result of the proposed Project. Impacts to police services would be less than significant. No further analysis is required.

**Table 9**  
**LAPD Police Stations Serving the Project Area**

<b>Project Area</b>	<b>LAPD Station</b>	<b>Approximate Distance from the Project Area<sup>1,2</sup></b>
Bel Air	West LA Community Police Station	3 mile

Source: Google Earth, 2016.

Notes: <sup>1</sup> Distance was rounded to the nearest whole number.

<sup>2</sup> Approximate distances represent the distance from the nearest LAPD Station to the center of the Project Area.

### **iii) Schools?**

#### **Less Than Significant Impact.**

See response to **Section 14(a)**, above.

The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project would not introduce any new population into the Project Area. 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?**

#### **Less Than Significant Impact.**

See response to **Section 14(a)**, above.

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for recreation and park services. The proposed Project, by itself, does not propose or authorize any development. Impacts on park and recreation facilities would be less than significant and no further analysis is required.

### **v) Other Public Facilities?**

#### **Less Than Significant Impact.**

See response to **Section 14(a)**, above.

A significant impact would occur if the proposed Project includes substantial population growth that could generate a 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.



As there would not be a substantial increase in population associated with the proposed Project there would be no need for additional library resources or facilities. Impacts would be less than significant and 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 a demand for recreation and park services. The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project, by itself, does not propose or authorize any development. 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.**

The proposed Project includes a set of prescriptive requirements related to construction activity in the Project Area and does not propose or authorize any development. Impacts would be less than significant and no further analysis is required.

**15. TRANSPORTATION AND TRAFFIC**

Would the project:

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

**Less Than Significant Impact.**

Construction activity that occurs in the single family zones pursuant to the proposed Project would be required to comply with the City's DBS Haul Route Monitoring Program. Additionally, implementation of the proposed Project would further regulate haul operations to reduce transportation impacts related to construction. These measures include:

- A maximum of four trucks per hour will be permitted per project site. No conveying of hauling vehicles for multiple project sites shall be allowed.
- "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction
- Flag persons shall be required for the hauling operations. Flag person(s) with radio control and warning signs shall be in compliance with the latest Edition of "Work Area Traffic Control Handbook." Flag person(s) should be provided at the job site to assist the trucks in and out of the project area. Flag person(s) with radio controls are required at specific location(s) during the hauling operation. Specific location(s) are to be determined by the Board of Building and Safety Commissioners.

Thus, impacts to the surrounding area from construction traffic (e.g., haul truck trips) would be less than significant. No further analysis is required.

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

**No Impact.**

The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. The CMP Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be examined if a project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed Project would establish a new SUD

that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Construction activity that occurs pursuant to the proposed Project would not meet the CMP TIA Guidelines requiring intersection monitoring and would be a reduction from existing condition. No impact would occur and no further analysis is required.

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

**No Impact.**

As previously stated in **Section 8, Hazards and Hazardous Materials**, the Project Area is not located with an airport land use plan area or within two miles of an airport, therefore no change in air traffic patterns, including either an increase in traffic levels or a change in location would occur. No impact would occur and no further analysis is required.

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

**No Impact.**

No changes would be made to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way as part of the Project. No impacts would occur and no further analysis is required.

- e) **Result in inadequate emergency access?**

**Less Than Significant Impact.**

As discussed above in **Section 8(g), Hazards and Hazardous Materials**, Bel Air is largely residential and includes City designated disaster routes.<sup>58</sup> Construction of individual projects could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to access standards to allow adequate emergency access. Furthermore, implementation of the proposed Project would also reduce typical construction impacts, as indicated in **Section 15 (a)**. Compliance with access standards, including the City's DBS Haul Route Monitoring Program would reduce the potential for the impacts on haul routes, emergency response, and access during construction of individual projects.

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<sup>58</sup> City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, <http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed October 26, 2016.



In addition, construction activities for individual projects would be confined to the site, and all development that would occur 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?**

**No Impact.**

The proposed Project is limited to application in the single family zones within the Project Area and includes prescriptive construction requirements. The SUP would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian 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.

**16. UTILITIES AND SERVICE SYSTEMS**

Would the project:

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

**Less Than Significant Impact.**

Wastewater generated in the City 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. The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project does not authorize or propose any new development that would generate wastewater. As such, impacts would be less than significant. No further analysis is necessary.

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

**Less Than Significant Impact.**

See response to **Section 17(a)** above for impacts regarding wastewater.

The LADWP will provide water service to the Project Area. Water is conveyed along several circulating water mains of varying sizes. 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. The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project does not authorize or propose any new development that would generate wastewater. As such, impacts to the existing water distribution system would be less than significant and no further analysis is required.

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

**Less Than Significant Impact.**

A significant impact may 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**, construction activity 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. All 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. Implementation of the proposed Project would also impose the following measure on future construction activities:

- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Additionally, trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.
- The owner or contractor shall keep construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust by wind. Grading and hauling activities shall be discontinued during periods of high winds as to prevent excessive amounts of dust.

Therefore, through compliance with City grading regulations and conformance to the proposed Project, construction impacts related to stormwater discharge would be less than significant, and no further analysis of this issue is required.

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

**Less Than Significant Impact.**

See response to **Section 17(b)**, above.

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

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

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

- a proposed residential development of more than 500 dwelling units;

- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;
- a proposed mixed-use project that includes one or more of the previously listed projects; or
- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

The proposed Project would establish a new SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

The California Urban Management Planning Act requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (afy) of water to prepare an UWMP. When preparing an UWMP and projecting the area's future water demand, water agencies must consider demographic factors including expected population and housing growth. The 2010 UWMP<sup>59</sup> 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.<sup>60</sup>

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<sup>59</sup> The LADWP is currently drafting the 2015 UWMP.

<sup>60</sup> City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R.



Water supply to the Project Area is provided by the LADWP. 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.<sup>61</sup> 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).<sup>62</sup> 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?**

**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.

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<sup>61</sup> City of Los Angeles Department of Water and Power, *Draft 2015 UWMP*, February 2016.

<sup>62</sup> City of Los Angeles Department of Water and Power, *Draft 2015 UWMP*, February 2016.

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.

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

**Less Than Significant Impact.**

A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated 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.<sup>63</sup> As described above, all construction waste would be disposed of in accordance with state law. A less than significant impact would occur and no further analysis is required.

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<sup>63</sup> City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.

**17. MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Less Than Significant Impact.**

As discussed in **Section 4, Biological Resources**, the proposed Project, by itself, does not propose or authorize any development. Further, construction activities associated with 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 residential 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)?

**No Impact.**

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

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

**Less Than Significant Impact.**

As identified throughout the analysis, the proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant.

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## V. PREPARERS OF THE INITIAL STUDY

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## VI. ACRONYMS

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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 <sub>2</sub>
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 <sub>2</sub>	CO <sub>2</sub> 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 <sub>4</sub>
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 <sub>2</sub>
Nitrogen Oxide	NO <sub>x</sub>
Nitrous Oxide	N <sub>2</sub> O
Office of Historic Resources	OHR
Office of Planning and Research	OPR
Ozone	O <sub>3</sub>
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 <sub>6</sub>
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 <sub>2</sub>
Volatile Organic Compounds	VOC
Watershed Protection Divisions	WPD