City of Los Angeles

Department of City Planning

City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

HOLLYWOOD COMMUNITY PLAN AREA

1830 Blue Heights Residence Project

Case Number: ENV-2016-4327-MND

Project Location: The Project Site is located at 1830 and 1849 North Blue Heights Drive in the Bel Air – Beverly Crest neighborhood within the Hollywood Community Plan area in the City of Los Angeles, California, 90069 (the "Project Site").

Council District: CD 4 – David Ryu

Project Description:

The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) is the 1830 Blue Heights Residential Project ("Proposed Project"). The Proposed Project would involve the construction of a new two-story, 11,478-square-foot single-family residence with an attached 1,114-square-foot four-car garage and 9,463 square feet of exempt basement floor area within two separate basement areas on a currently vacant property located at 1830 North Blue Heights Drive. The residence would also include a theater, pool and spa, and a two-car carport. The proposed Residential Floor Area, as per the Baseline Hillside Ordinance (Ordinance No. 179,883) (BHO), would be 11,478 square feet.

An existing Private Road Easement measuring 30 feet in width within the parcels located at 1820, 1830, 1849, and 1850 North Blue Heights Drive, will be improved with a 20-foot wide minimum roadway width from the frontage of the 1830 North Blue Heights Drive parcel to the intersection with Sunset Plaza Drive. In addition, a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, is proposed to be constructed within the Private Road Easement and along the southerly side yard of the property located at 1849 North Blue Heights Drive.

The Project involves hillside grading of approximately 9,000 cubic yards of soil and removal of approximately 600 cubic yards of piles and beams from the property located at 1830 North Blue Heights Drive, and approximately 100 cubic yards of remedial grading and soil export from the property located at 1849 North Blue Heights Drive, for a total export of approximately 9,700 cubic yards. . The Project Site contains 12 on-site trees. The Project proposes the removal of two (2) protected trees (Black Walnut) and seven (7) non-protected but significant trees (various species). All other existing trees will be retained.

The Project Applicant is requesting the following actions:

1. Pursuant to Section 18.00 of the Municipal Code, a Private Street approval to provide legal frontage and legal access for a new single-family dwelling on an existing lot (Los Angeles Municipal Code 18.00);
2. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow eight (8) retaining walls (varying in height from zero feet to 12 feet) in lieu of the otherwise permitted maximum of two (2) 10-foot retaining walls;
3. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow the construction of a retaining wall within the northwesterly side yard setback, to a maximum height of 10 feet in lieu of the otherwise permitted maximum of six feet;
4. Pursuant to Section 12.24 X.28, a Zoning Administrator's Determination to allow a five-foot front yard setback in lieu of the otherwise required 25 feet;

5. Pursuant to Section 12.28 A, a Zoning Administrator's Adjustment to allow a 2-foot, 7-inch northwesterly side yard setback to accommodate the construction of a driveway bridge, in lieu of the otherwise required nine feet;
6. Haul Route Approval to allow the export of approximately 9,700 cubic yards of dirt; and
7. Urban Forestry approval to remove two (2) protected trees (Black Walnut) trees.

APPLICANTS:	**PREPARED BY:**	**ON BEHALF OF:**
A&T Development LLC	Meridian Consultants LLC	City of Los Angeles
64233 Wilshire Blvd	910 Hampshire Rd., Suite V	Department of City Planning
Los Angeles, CA 90069	Westlake Village, CA 91361	Central Project Planning Section

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:		**COUNCIL DISTRICT:**
City of Los Angeles, Department of City Planning		CD 4 – David Ryu
PROJECT TITLE:	**ENVIRONMENTAL CASE:**	**CASE NOS:**
1830 Blue Heights Residence Project	ENV-2016-4327-MND	PS-1437 ZA-2017-3054-ZAD-ZAA

PROJECT LOCATION:
The Project Site is located at 1830 and 1849 North Blue Heights Drive in the Bel Air – Beverly Crest neighborhood within the Hollywood Community Plan area in the City of Los Angeles, California, 90069.

PROJECT DESCRIPTION: The Proposed Project would involve the construction of a new two-story, 11,478-square-foot single-family residence with an attached 1,114-square-foot four-car garage and 9,463 square feet of exempt basement floor area within two separate basement areas on a currently vacant property located at 1830 North Blue Heights Drive. The residence would also include a theater, pool and spa, and a two-car carport. The proposed Residential Floor Area, as per the Baseline Hillside Ordinance (Ordinance No. 179,883) (BHO), would be 11,478 square feet.

An existing Private Road Easement measuring 30 feet in width within the parcels located at 1820, 1830, 1849, and 1850 North Blue Heights Drive, will be improved with a 20-foot wide minimum roadway width from the frontage of the 1830 North Blue Heights Drive parcel to the intersection with Sunset Plaza Drive. In addition, a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, is proposed to be constructed within the Private Road Easement and along the southerly side yard of the property located at 1849 North Blue Heights Drive.

The Project involves hillside grading of approximately 9,000 cubic yards of soil and removal of approximately 600 cubic yards of piles and beams from the property located at 1830 North Blue Heights Drive, and approximately 110 cubic yards of remedial grading and soil export from the property located at 1849 North Blue Heights Drive, for a total export of approximately 9,700 cubic yards. The Project Site contains 12 on-site trees. The Project proposes the removal of two (2) protected trees (Black Walnut) and seven (7) non-protected but significant trees (various species). All other existing trees will be retained.

The Project Applicant is requesting the following actions:

1. Pursuant to Section 18.00 of the Municipal Code, a Private Street approval to provide legal frontage and legal access for a new single-family dwelling on an existing lot (Los Angeles Municipal Code 18.00);
2. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow eight (8) retaining walls (varying in height from zero feet to 12 feet) in lieu of the otherwise permitted maximum of two (2) 10-foot retaining walls;

3. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow the construction of a retaining wall within the northwesterly side yard setback, to a maximum height of 10 feet in lieu of the otherwise permitted maximum of six feet;
4. Pursuant to Section 12.24 X.28, a Zoning Administrator's Determination to allow a five-foot front yard setback in lieu of the otherwise required 25 feet;
5. Pursuant to Section 12.28 A, a Zoning Administrator's Adjustment to allow a 2-foot, 7-inch northwesterly side yard setback to accommodate the construction of a driveway bridge, in lieu of the otherwise required nine feet;
6. Haul Route Approval to allow the export of approximately 9,700 cubic yards of dirt; and
7. Urban Forestry approval to remove two (2) protected trees (Black Walnut) trees.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:
A&T Development LLC
64233 Wilshire Blvd
Los Angeles, CA 90069

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comment received during the public review period is attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Amanda Briones	City Planning Associate	(213) 978-1328
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. Spring Street, Room 621 Los Angeles, CA 90012		May 14, 2018

SUMMARY OF MITIGATION MEASURES

Aesthetics: No mitigation measures are required.

Agriculture and Forestry Resources: No mitigation measures are required.

Air Quality: No mitigation measures are required.

Biological Resources:

MM-BIO-1: Night Time Lighting (Hillside or Non-Urban Areas)

All lighting adjacent to natural areas shall be of low luminescence, directed downward or toward structures, and shielded to the extent necessary to prevent artificial illumination of natural areas and protect nocturnal biological resources, as determined appropriate by a qualified biologist.

MM-BIO-2: Tree Removal (Locally Protected Trees)

- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of four trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed, consistent with the Tree Report prepared by Lisa Smith, The Tree Source (dated March 28, 2018) and approved by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
    - The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the

satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.

- The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Cultural Resources: No mitigation measures are required.

Geology and Soils: No mitigation measures are required.

Greenhouse Gas Emissions: No mitigation measures are required.

Hazards and Hazardous Materials:

MM-HAZ-1: Hillside Construction Staging and Parking Plan

The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way and the private street Blue Heights Drive through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:

- No construction equipment or material shall be permitted to be stored within the public right-of-way or within the private street Blue Heights Drive.

- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.

- On substandard hillside streets, including the private street Blue Heights Drive, only one hauling truck shall be allowed on the street at any time.

- Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.

- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.

- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.

- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the first intersection of Blue Heights Drive and the public street along the haul route.

- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

- Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.

- 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.

- The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.

- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets, both public and private, in the vicinity of the construction site.

During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

MM-HAZ-2: Emergency Evacuation Plan

Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Hydrology and Water Quality: No mitigation measures are required.

Land Use and Planning: No mitigation measures are required.

Mineral Resources: No mitigation measures are required.

Noise: No mitigation measures are required.

Population and Housing: No mitigation measures are required.

Public Services: No mitigation measures are required.

Recreation: No mitigation measures are required.

Transportation and Traffic:

MM-TRANS-1: Transportation (Haul Route)

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- All haul route hours shall be determined by the Board of Building and Safety Commissioners.

- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.

- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.

- The applicant shall be limited to no more than two trucks at any given time within the site's staging area, or as otherwise approved by the Board of Building and Safety Commissioners.

MM-TRANS-2: Safety Hazards

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

MM-TRANS-3: Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

MM-TRANS-4: Inadequate Emergency Access

- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.

- All demolition and construction materials shall be stored on-site and not within the public right-of-way nor the private street during demolition, hauling, and construction operations.

Tribal Cultural Resources: No mitigation measures are required.

Utilities and Service Systems: No mitigation measures are required.

Initial Study

1830 Blue Heights Residence Project

City of Los Angeles

Prepared for:

City of Los Angeles
Department of City Planning
Central Project Planning Division

Prepared by:

Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

APRIL 2018

TABLE OF CONTENTS

1.0 INTRODUCTION

Project Title: Blue Heights Residence Project

Project Location: The Project Site is located at 1830 and 1849 North Blue Heights Drive in the Bel Air – Beverly Crest neighborhood within the Hollywood Community Plan area in the City of Los Angeles, California, 90069 (the "Project Site").

Project Applicant: A&T Development LLC
64233 Wilshire Blvd.
Los Angeles, CA 90069

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

PROJECT SUMMARY

The Proposed Project would involve the construction of a new two-story, 11,478-square-foot single-family residence with an attached 1,114-square-foot four-car garage and 9,463 square feet of exempt basement floor area within two separate basement areas on a currently vacant property located at 1830 North Blue Heights Drive. The residence would also include a theater, pool and spa, and a two-car carport. The proposed Residential Floor Area, as per the Baseline Hillside Ordinance (Ordinance No. 179,883) (BHO), would be 11,478 square feet.

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6. Haul Route Approval to allow the export of approximately 9,700 cubic yards of dirt; and
7. Urban Forestry approval to remove two (2) protected trees (Black Walnut) trees.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study is a preliminary analysis, prepared by and for the City of Los Angeles as the Lead Agency and in compliance with the California Environmental Quality Act (CEQA), to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. An MND is prepared when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. Consequently, the analysis contained herein concludes that an MND should be prepared for the Project.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, provides introductory information such as the Project title, the Project Applicants, and the lead agency for the Project.

Section 2.0, Project Description*,* provides a detailed description of the Project, including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Section 3.0, **Initial Study Checklist**, includes the City of Los Angeles Initial Study Checklist showing the determination of the significance of potential environmental impacts of the Project.

Section 4.0, Environmental Analysis, includes discussion and analysis for each environmental topic and threshold listed in the Initial Study Checklist.

Section 5.0, List of Preparers*,* identifies the individuals who prepared this report.

Section 6.0, References, identifies all printed references cited in this Initial Study.

In addition, the **Appendices** include Project-specific reports and data used to support the analysis in this Initial Study.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project Site is within the Hollywood Community Plan area and the Bel Air – Beverly Crest neighborhood of the City of Los Angeles. Located at 1830 and 1849 North Blue Heights Drive, the Project Site is bounded by Mc Leod Drive to the north and single-family residential parcels to the south, east, and west. The location of the Project Site is shown in **Figure 2.0-1, Project Location Map**.

2.2 EXISTING CONDITIONS

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, the Project Site is comprised of two parcels identified as Assessor's Parcel Numbers (APNs) 5558-015-019 and 5558-001-010, and the Private Street Blue Heights Drive. The Project Site includes approximately 44,767.50 square feet of gross lot area (1.03 acres) on the 1830 North Blue Heights Drive parcel, and approximately 71,204 square feet of gross lot area (1.63 acres) on the 1849 North Blue Heights Drive parcel, and the existing Private Road Easement measuring 30 feet in width. The existing Private Road Easement is within the parcels located at 1820, 1830, 1849, and 1850 North Blue Heights Drive. The Project Site is currently undeveloped with the exception of a narrow, paved Private Street in the northern portion of the site. The Project Site consists of a partially graded vacant hillside with minimal vegetation consisting of weeds, chaparral, and scattered trees.

The 1830 North Blue Heights Drive parcel currently takes vehicular access through a Private Road Easement on the existing Private Street (PS No. 185). The related Private Street application (PS No. 1437) is being requested to legalize frontage and access for the 1830 North Blue Heights Drive parcel.

The properties directly surrounding the Project Site include vacant land and single-family residences. The adjacent properties located to the north, east, and west are zoned RE11-1, with an existing single-family residence located in the property directly east. Properties located south of the Project Site along Viewmont Drive (a Standard Local Street) and Sunset Plaza Drive (a Collector Street) are zoned R1-1 and are currently developed with single-family residences.

The Project Site is approximately 2.5 miles south of US 101 and approximately 0.75 miles and 1.0 miles northwest of Sunset Boulevard and Santa Monica Boulevard, respectively. Both Sunset Boulevard and Santa Monica Boulevard are designated as Avenue I in the City's Mobility Plan 2035.

The Project Site is located within the Hollywood Community Plan Area. The Hollywood Community Plan Map designates the Project Site as Very Low II Residential and Low II Residential, as shown in **Figure 2.0-3, Land Use Plan Map**.

Consistent with the Community Plan designation, the Project Site is zoned RE11-1, as shown in **Figure 2.0-4, Existing Zoning Map**.[1] The RE (Residential Estate) Zone permits residential uses to include one-family dwellings, two-family dwellings on lots adjacent to commercial or industrial zones, accessory living quarters, and parks, playgrounds, or community centers. The RE11 classification in a Hillside Area provides a minimum lot width of 70 feet and a minimum lot area of 11,000 square feet. The Project Site is subject to the Baseline Hillside Ordinance (BHO) (Ordinance No. 179,883). A building permit for the Proposed Project was filed on December 20, 2016 and expires on June 20, 2018.

1 City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), http://www.zimas.lacity.org, accessed September 2016.

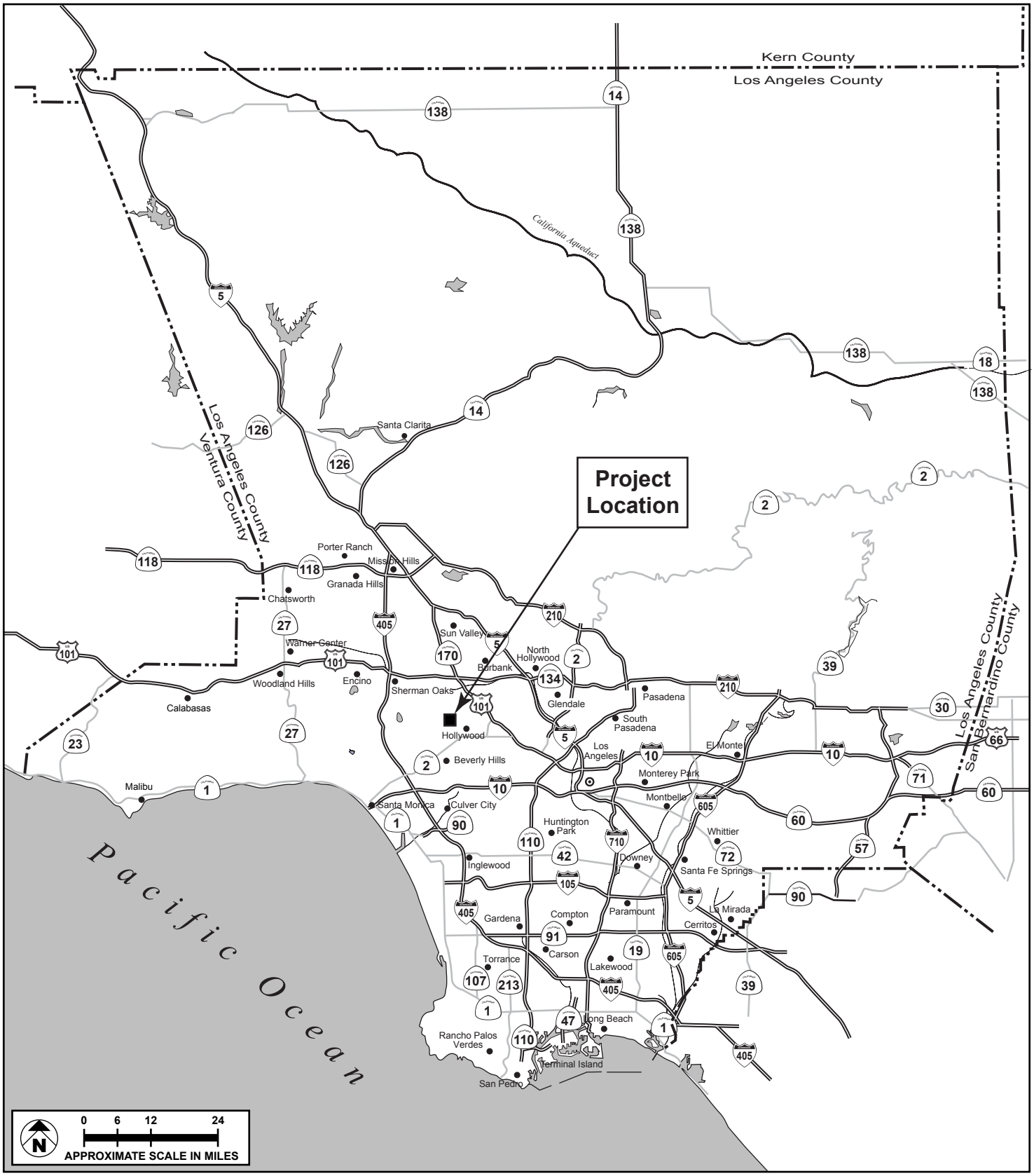
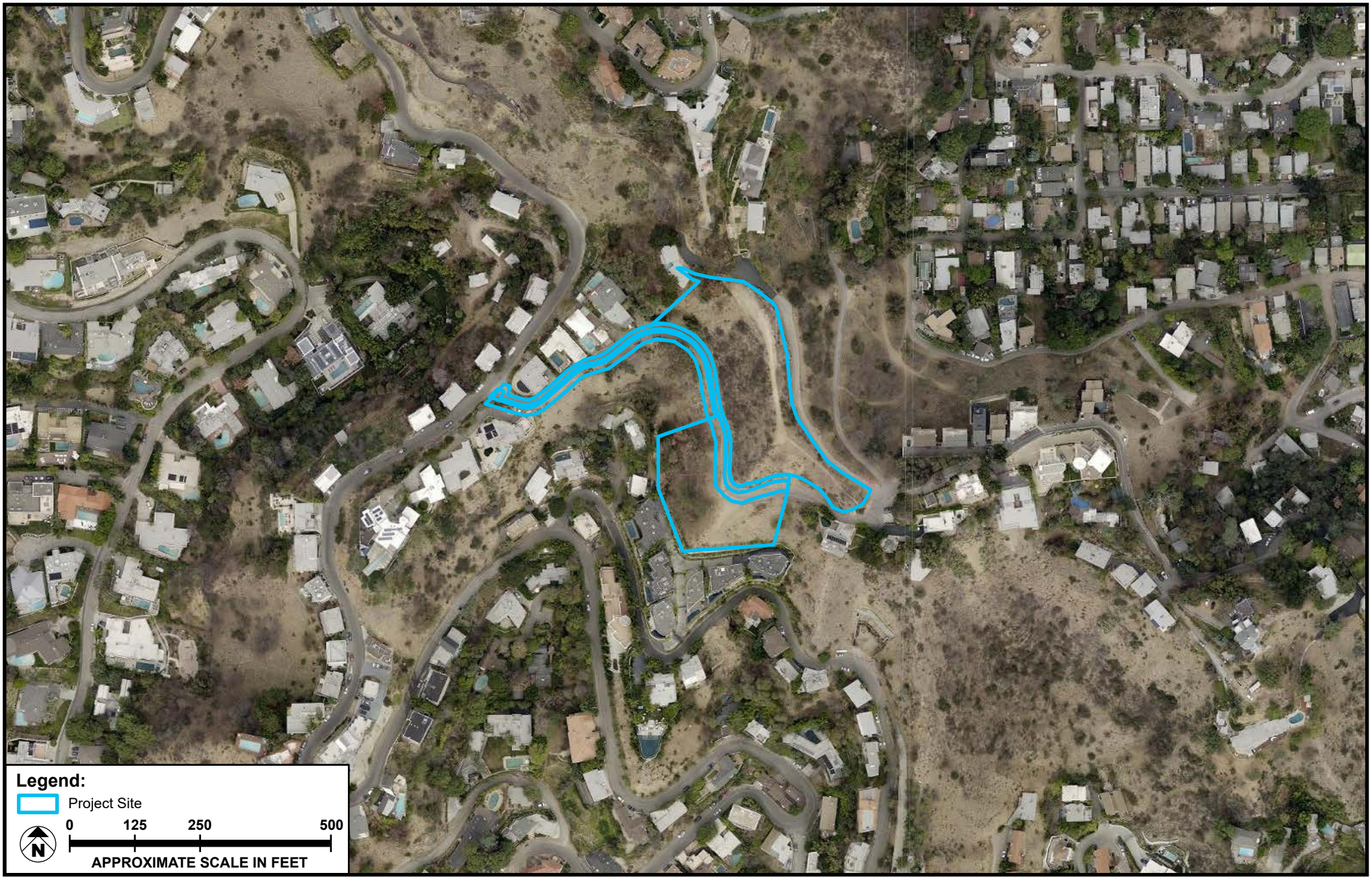


FIGURE **2.0-1**

Meridian Consultants

Project Location Map

147-001-16



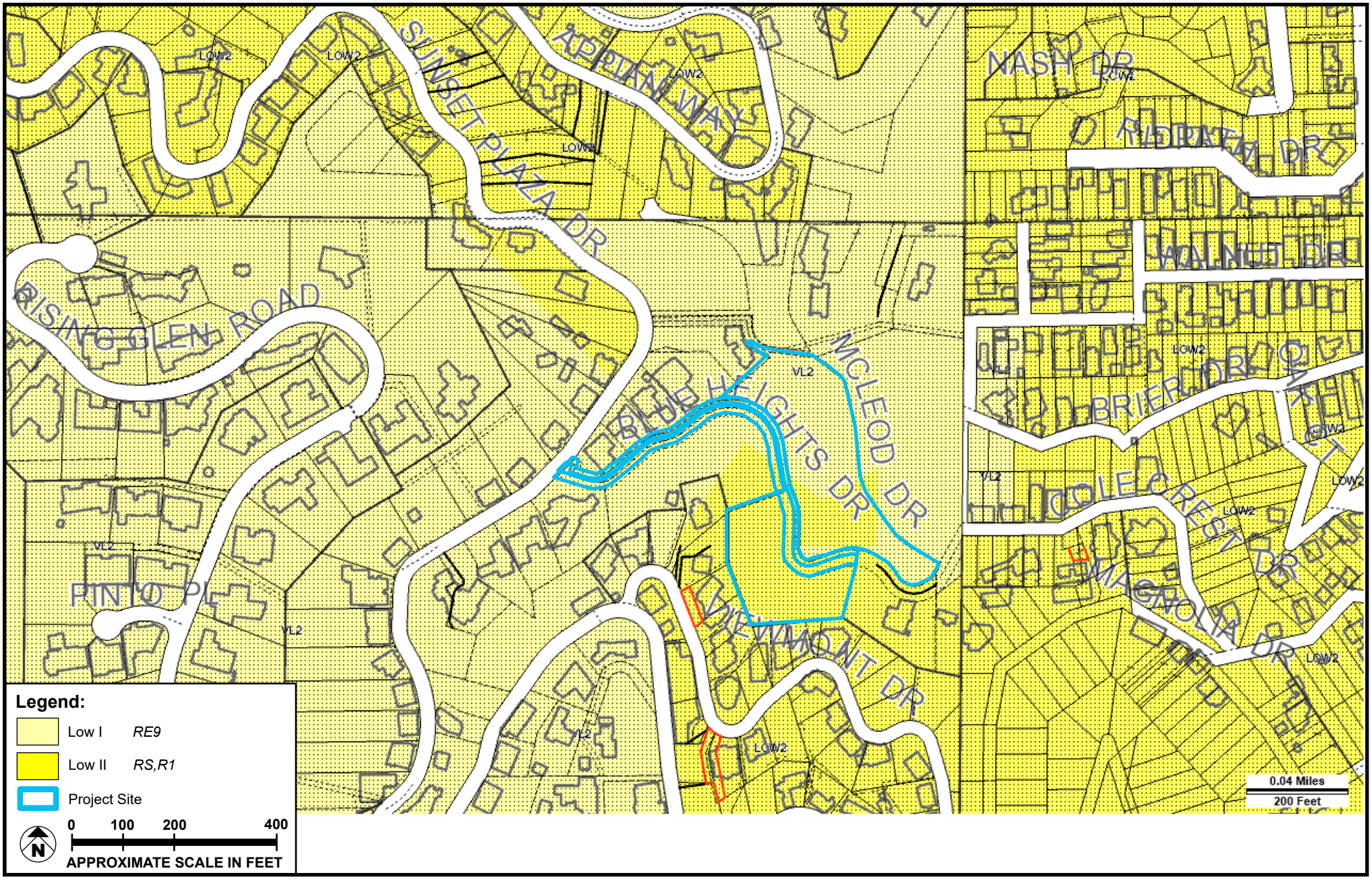
SOURCE: Navigate LA - 2018

FIGURE **2.0-2**

Meridian Consultants

Aerial Photograph of the Project Site

147-001-16



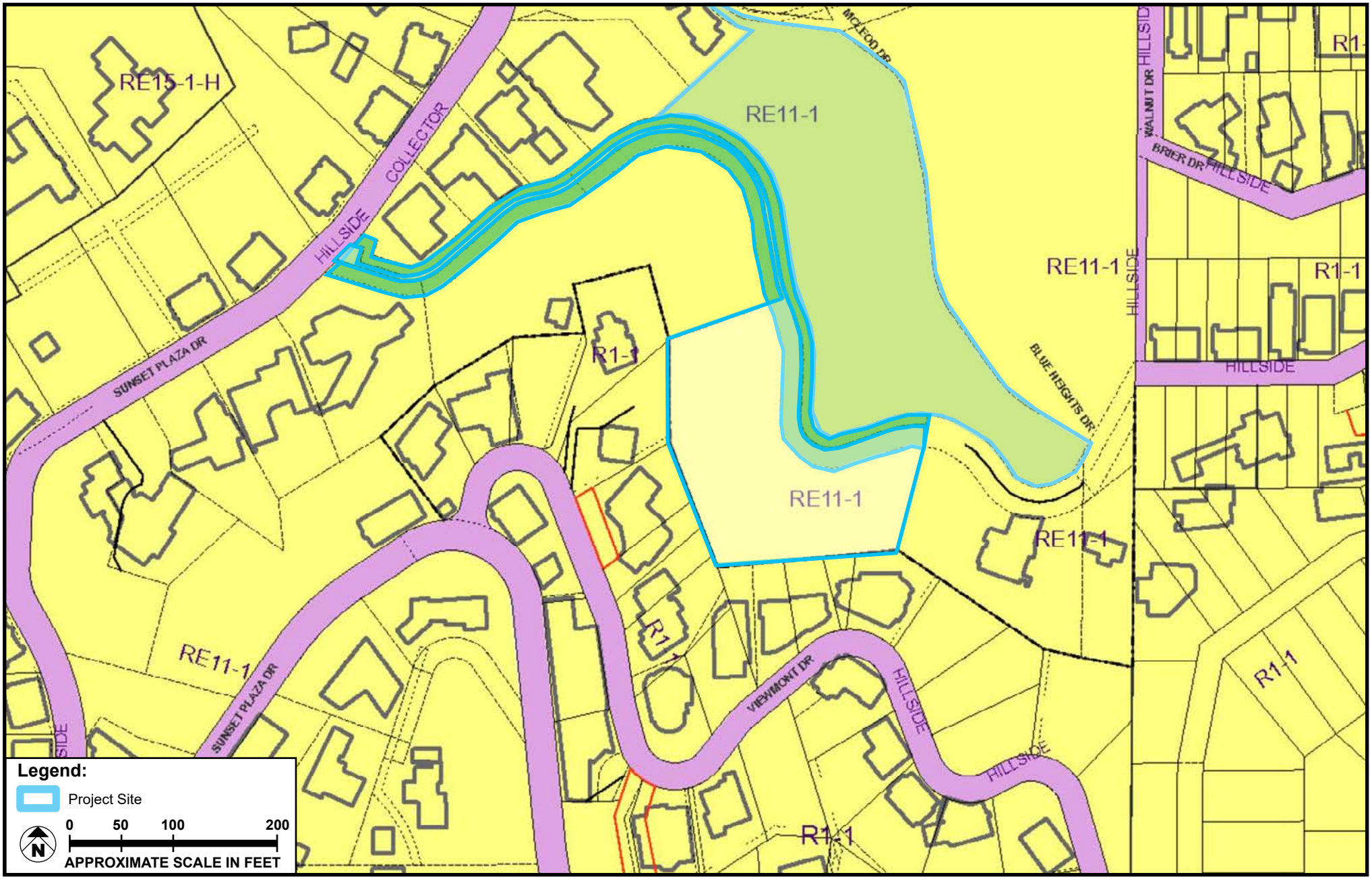
SOURCE: Hollywood Community Plan, General Land Use Map - 2014

FIGURE **2.0-3**

Meridian Consultants

Land Use Map

147-001-16



SOURCE: ZIMAS - October 2016

FIGURE **2.0-4**

Meridian Consultants

Existing Zoning

147-001-16

2.4 PROJECT CHARACTERISTICS

The Proposed Project would involve the construction of a new two-story, 11,478-square-foot single-family residence with an attached 1,114-square-foot four-car garage and 9,463 square feet of exempt basement floor area within two separate basement areas on a currently vacant property located at 1830 North Blue Heights Drive. The residence would also include a theater, pool and spa, and a two-car carport. The proposed Residential Floor Area, as per the Baseline Hillside Ordinance (Ordinance No. 179,883) (BHO), would be 11,478 square feet.

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Figure 2.0-5, **Overall Site Plan,** depicts the entire Project including the Private Street, North Blue Heights Drive. As shown in **Figure 2.0-6, Basement Floor Plan,** the basement level would contain four (4) bedrooms, a theater, lounges, a private gym, a mechanical room, and a central water feature. As shown in **Figure 2.0-7**, **First Floor Plan**, the first floor, which is located on the ground level, would feature two (2) bedrooms, a kitchen, dining room, living room, a driveway with three (3) parking spaces, and a four-car garage, as well as access to the pool and spa and outdoor lawn area. The second floor, shown in **Figure 2.0-8**, **Second Floor Plan**, would be entirely dedicated to the master bedroom. The master bedroom would include a master bathroom, closet, and living space. Elevator access would be provided between the three levels of the residence. The single-family residence would have a maximum height of 30 feet from the grade adjacent to the ground floor to the top of the roof, as shown in **Figure 2.0-9, Proposed Section**.

2.5 CONSTRUCTION

Construction of the Proposed Project would take approximately 18 months. Construction activities associated with the Proposed Project would be undertaken in two primary phases: (1) site preparation/excavation and (2) construction. The construction phase includes the construction of the proposed improvements to the private access road, North Blue Heights Drive, as well as construction of the drive-way ramp.

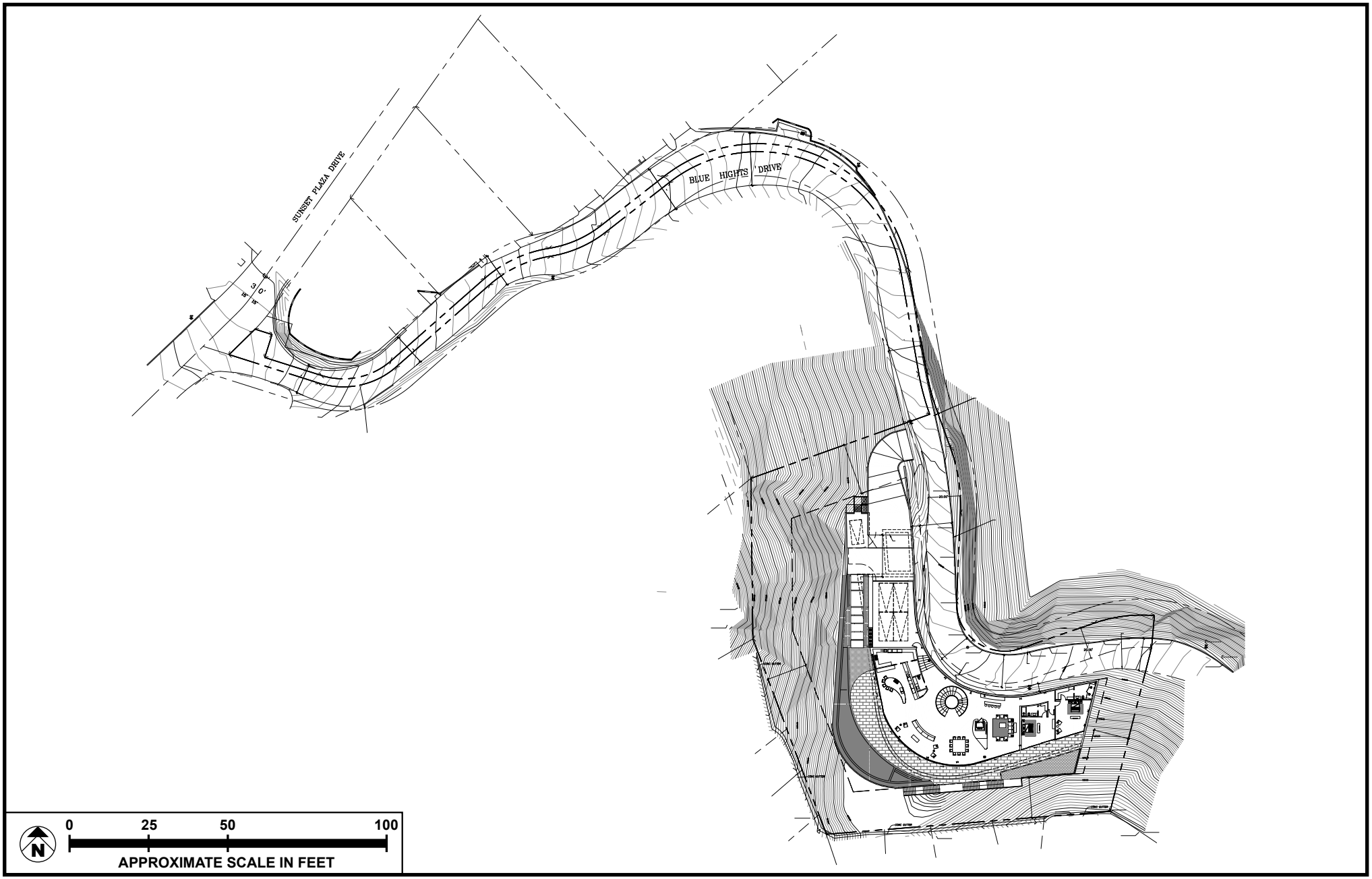
Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

Unless stated otherwise, all construction activities would be performed in accordance with applicable State and federal laws and City Codes and policies with respect to building construction and activities. As provided in LAMC Section 41.40, the permissible hours of construction are 7:00 AM to 6:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

2.6 REQUESTED DISCRETIONARY ACTIONS

The Project Applicant is requesting the following actions:

1. Pursuant to Section 18.00 of the Municipal Code, a Private Street approval to provide legal frontage and legal access for a new single-family dwelling on an existing lot (Los Angeles Municipal Code 18.00);
2. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow eight (8) retaining walls (varying in height from zero feet to 12 feet) in lieu of the otherwise permitted maximum of two (2) 10-foot retaining walls;
3. Pursuant to Section 12.24 X.26, a Zoning Administrator's Determination to allow the construction of a retaining wall within the northwesterly side yard setback, to a maximum height of 10 feet in lieu of the otherwise permitted maximum of six feet;
4. Pursuant to Section 12.24 X.28, a Zoning Administrator's Determination to allow a five-foot front yard setback in lieu of the otherwise required 25 feet;
5. Pursuant to Section 12.28 A, a Zoning Administrator's Adjustment to allow a 2-foot, 7-inch northwesterly side yard setback to accommodate the construction of a driveway bridge, in lieu of the otherwise required nine feet;
6. Haul Route Approval to allow the export of approximately 9,700 cubic yards of dirt; and
7. Urban Forestry approval to remove two (2) protected trees (Black Walnut) trees.



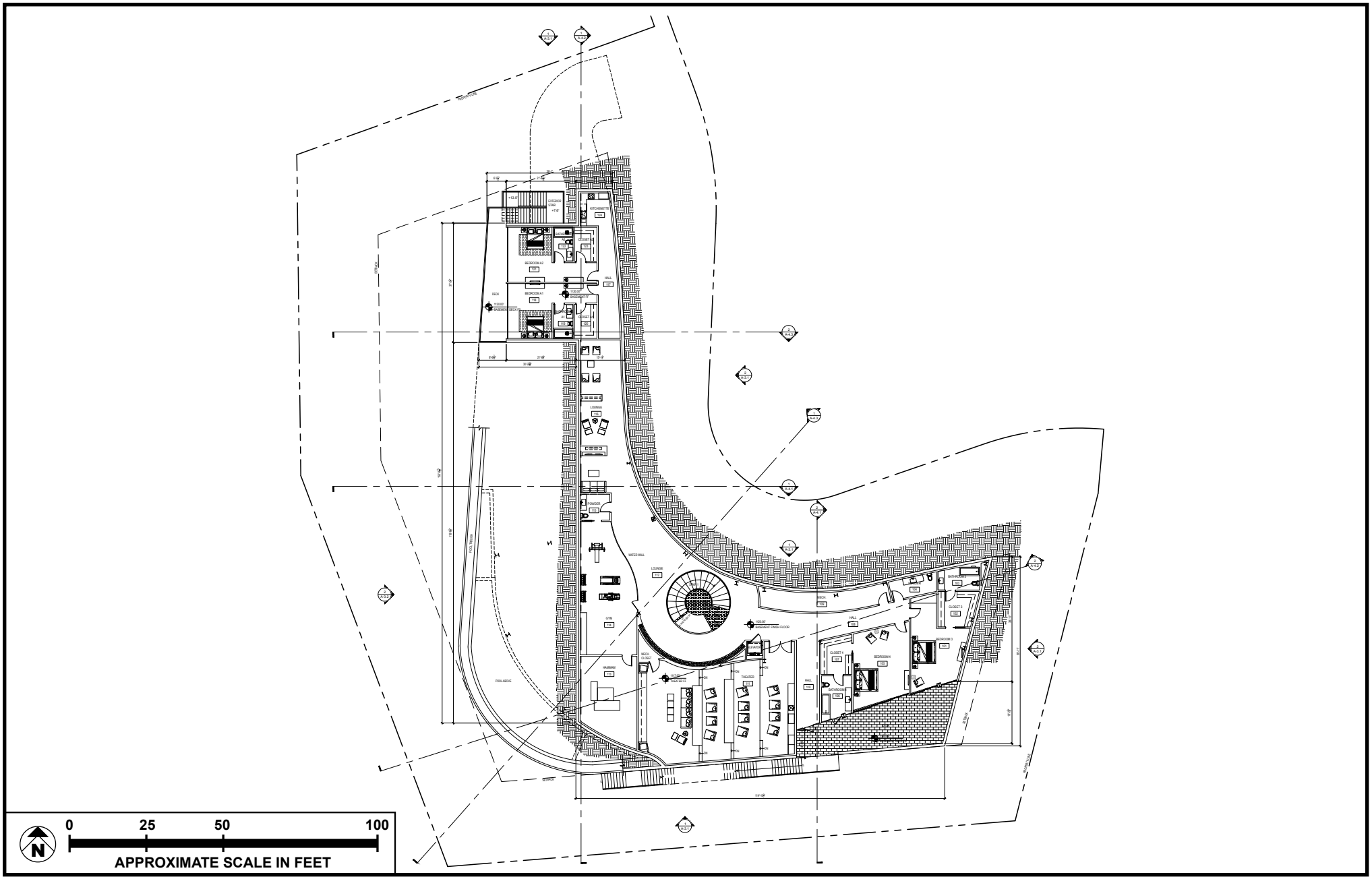
SOURCE: Ameen Ayoub Design Studio - 2016

FIGURE **2.0-5**

Meridian Consultants

Overall Site Plan

147-001-16



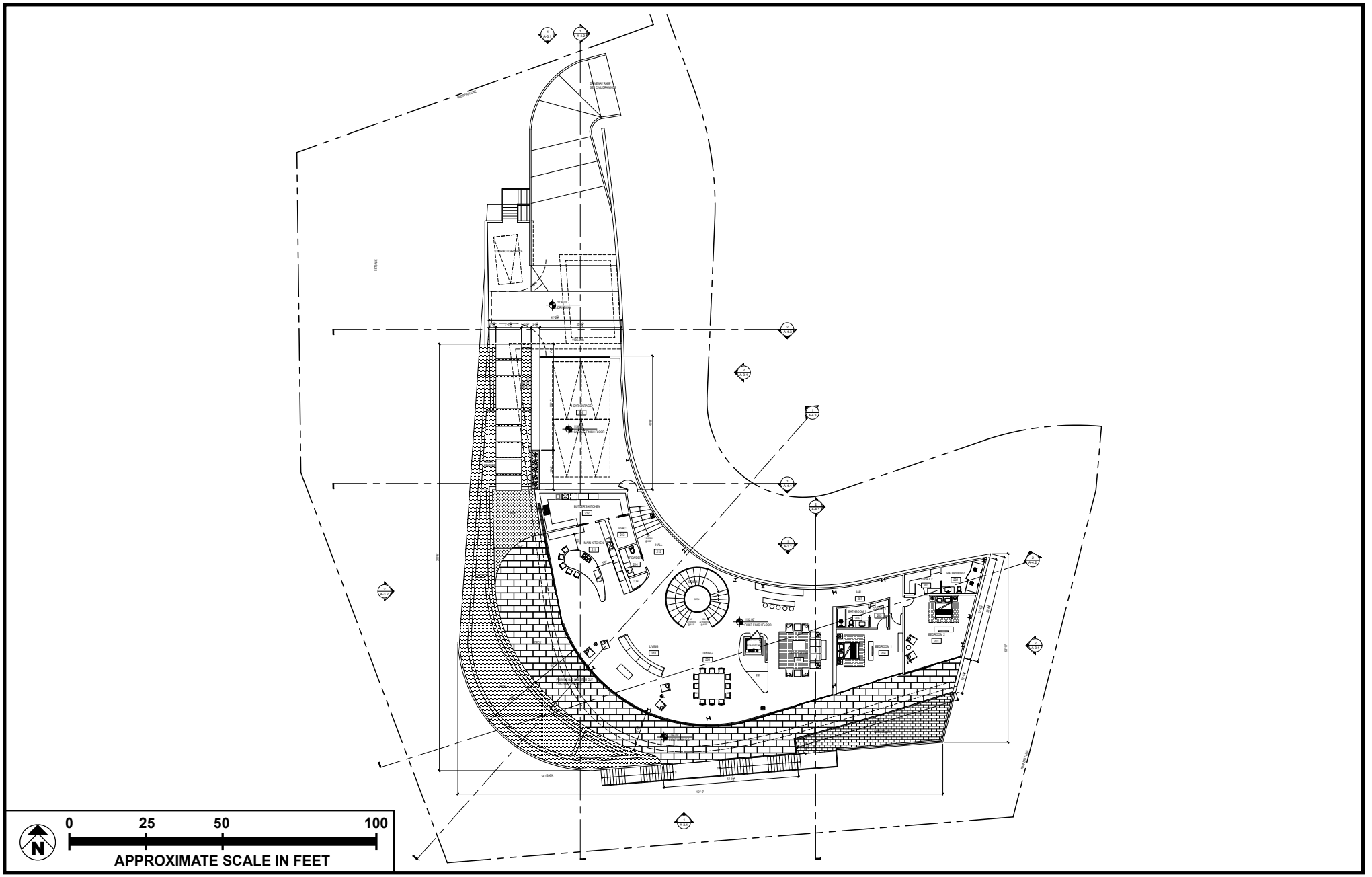
SOURCE: Ameen Ayoub Design Studio - 2016

FIGURE **2.0-6**

Meridian Consultants

Basement Floor Plan

147-001-16



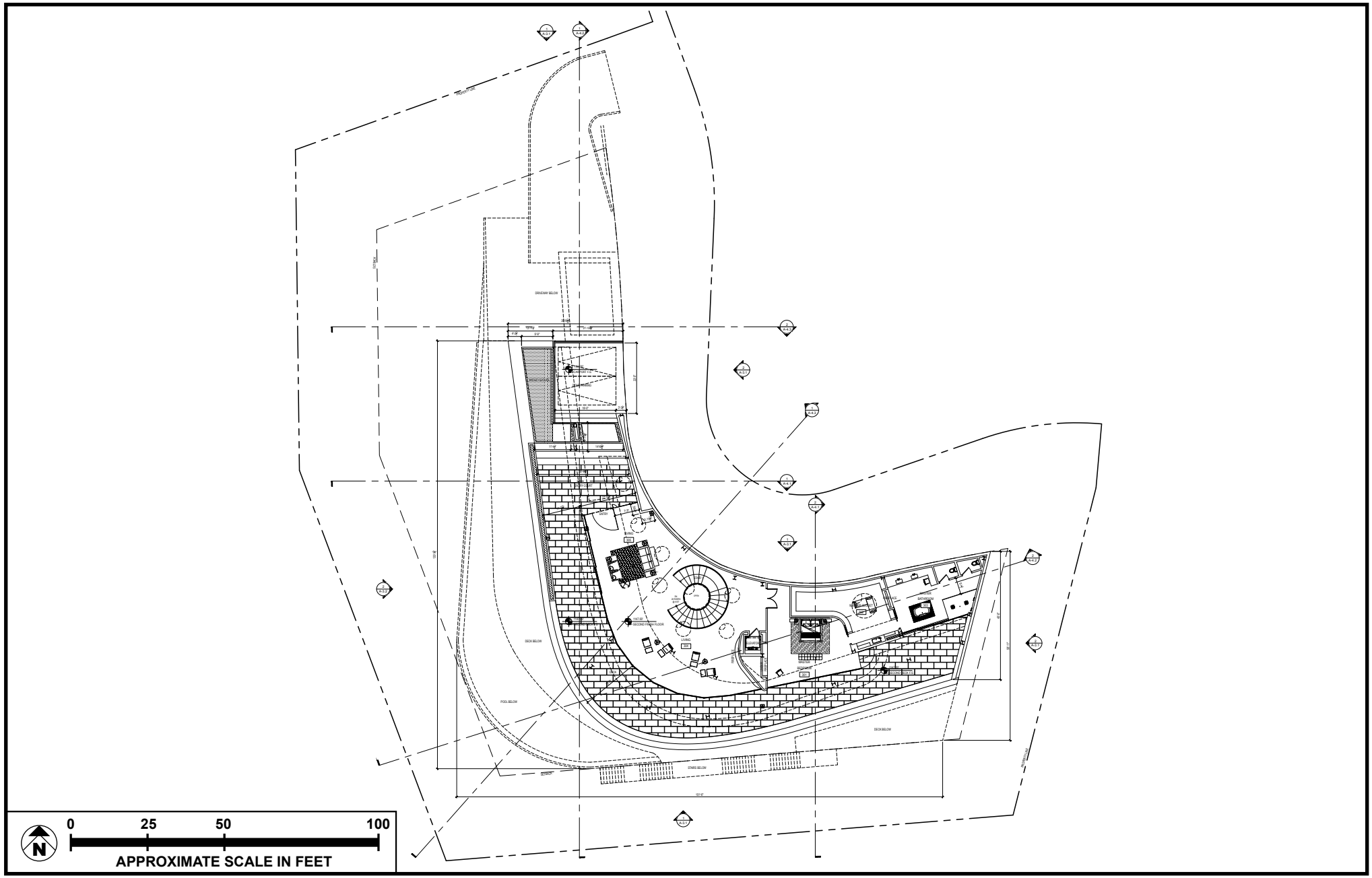
SOURCE: Ameen Ayoub Design Studio - 2016

FIGURE **2.0-7**

Meridian Consultants

First-Floor Plan

147-001-16



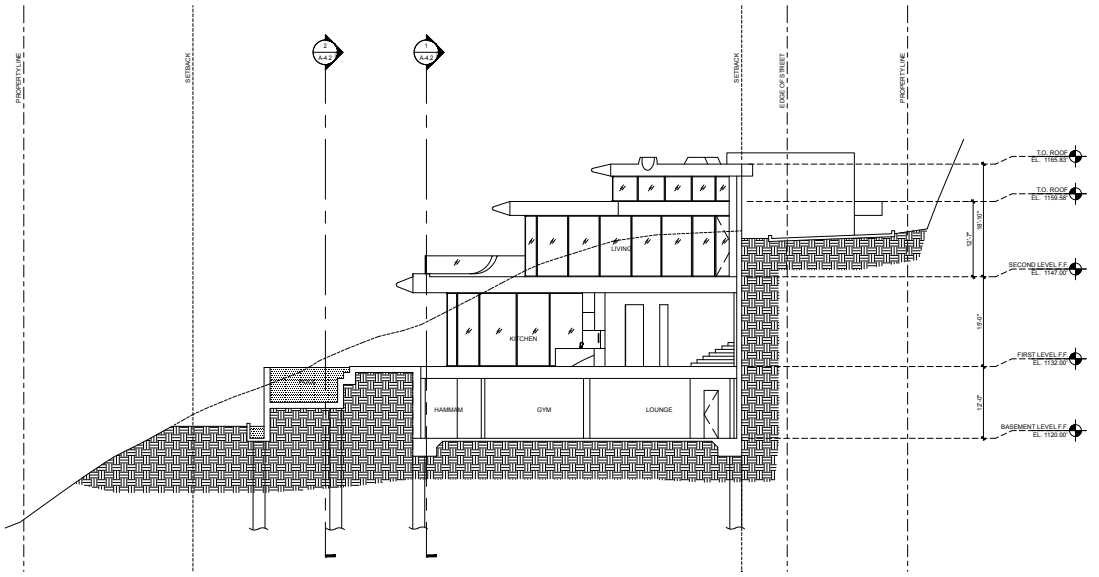
SOURCE: Ameen Ayoub Design Studio - 2016

FIGURE **2.0-8**

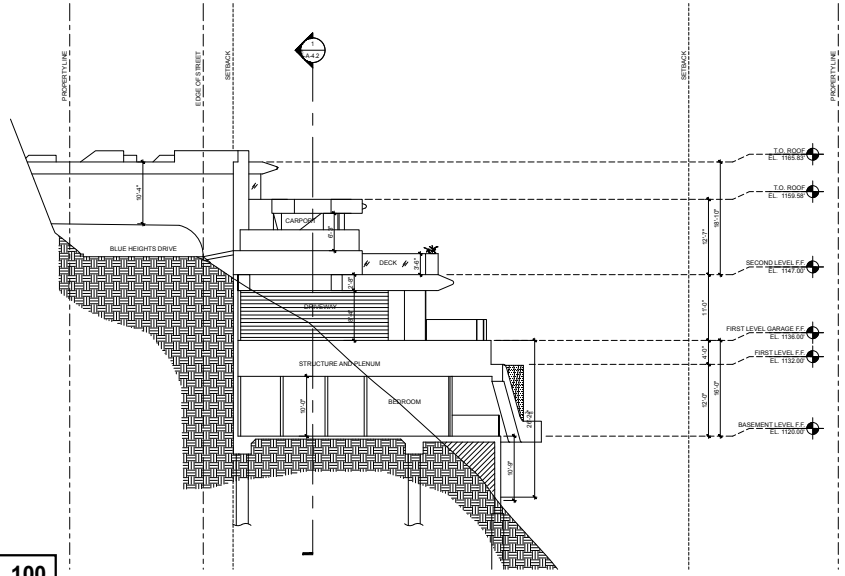
Meridian Consultants

Second-Floor Plan

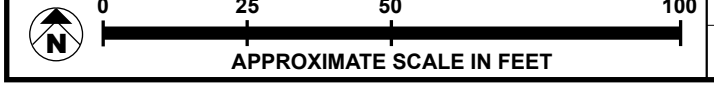
147-001-16



PROPOSED SECTION 1



PROPOSED SECTION 2



SOURCE: Ameen Ayoub Design Studio - 2016

FIGURE **2.0-9**

Meridian Consultants

Proposed Sections

147-001-16

3.0 INITIAL STUDY CHECKLIST

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(*CEQA Guidelines* Section 15063)

<table>
<tr><td colspan="2">LEAD CITY AGENCY:
City of Los Angeles</td><td colspan="2">COUNCIL DISTRICT:
CD 4 – David Ryu</td><td>DATE:</td></tr>
<tr><td colspan="5">RESPONSIBLE AGENCIES:
Department of City Planning</td></tr>
<tr><td colspan="2">PROJECT TITLE:
Blue Heights Residence Project</td><td colspan="2">ENVIRONMENTAL CASE:
ENV-2016-4327-MND</td><td>CASE NOS:
PS-1437
ZA-2017-3054-ZAD-ZAA</td></tr>
<tr><td colspan="2">PREVIOUS ACTIONS CASE NO.
Not Applicable</td><td colspan="3">☐ DOES have significant changes from previous actions.
☒ DOES NOT have significant changes from previous actions</td></tr>
<tr><td colspan="5">PROJECT LOCATION: The Project Site is located at 1830 and 1849 North Blue Heights Drive in the Bel Air – Beverly Crest neighborhood within the Hollywood Community Plan area in the City of Los Angeles, California, 90069 (the “Project Site”).</td></tr>
<tr><td colspan="5">PROJECT DESCRIPTION: See Section 2.0 of this Initial Study.</td></tr>
<tr><td colspan="5">ENVIRONMENTAL SETTING: See Section 2.0 of this Initial Study.</td></tr>
<tr><td colspan="3">COMMUNITY PLAN AREA: Hollywood
STATUS:
☐ Preliminary ☒ Does Conform to Plan
☐ Proposed ☐ Does NOT Conform to Plan
☒ Adopted in 1988</td><td>AREA PLANNING COMMISSION:
Central</td><td>CERTIFIED NEIGHBORHOOD COUNCIL:
Bel Air – Beverly Crest</td></tr>
<tr><td>EXISTING ZONING:
RE11-1</td><td>MAX DENSITY ALLOWED BY ZONING:
1 Dwelling Unit (DUs)
(1 DU / 11,000 SF)</td><td colspan="3">LA River Adjacent:
No</td></tr>
<tr><td>GENERAL PLAN LAND USE:
Very Low II Residential /
Low II Residential</td><td>MAX. DENSITY ALLOWED BY PLAN DESIGNATION:
Very Low II Residential: 2+ to 3 DU/gross acre
Low II Residential: 5+ to 7 DU/gross acre</td><td colspan="3">PROPOSED PROJECT DENSITY:
1 Dwelling Unit</td></tr>
</table>

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.

Amanda Briones	City Planning Associate	(213) 978-1328
Signature	**Title**	**Phone**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
EACH DETERMINATION IN THIS INITIAL STUDY CHECKLIST IS BASED UPON SECTION 4.0, ENVIRONMENTAL ANALYSIS. PLEASE REFER TO THE APPLICABLE SECTION THEREIN FOR A DETAILED DISCUSSION OF THE CHECKLIST DETERMINATIONS.					
4.1 AESTHETICS					
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☒	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
4.2 AGRICULTURE AND FOREST RESOURCES					
Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
4.3 AIR QUALITY					
Would the project:					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.4	**BIOLOGICAL RESOURCES**				
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒
4.5	**CULTURAL RESOURCES**				
Would the project:					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
4.6	**GEOLOGY AND SOILS**				
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☒	☐
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
4.7	**GREENHOUSE GAS EMISSIONS**				
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
4.9 HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 offsite?	☐	☐	☒	☐
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 offsite?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
4.10 LAND USE AND PLANNING					
Would the project:					
a.	Physically divide an established community?	☐	☐	☒	☐
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
4.11 MINERAL RESOURCES					
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
4.12 NOISE					
Would the project:					
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
4.13 POPULATION AND HOUSING					
Would the project:					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
4.14 PUBLIC SERVICES					
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i. Fire protection?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
	ii. Police protection?	☐	☐	☒	☐
	iii. Schools?	☐	☐	☒	☐
	iv. Parks?	☐	☐	☒	☐
	v. Other public facilities?	☐	☐	☒	☐
4.15 RECREATION					
Would the project:					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
4.16 TRANSPORTATION AND TRAFFIC					
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non---motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	☐	☒	☐	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e.	Result in inadequate emergency access?	☐	☒	☐	☐
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
4.17 TRIBAL CULTURAL RESOURCES					
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐
4.18 UTILITIES & SERVICE SYSTEMS					
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE					
Would the project:					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self---sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.0 ENVIRONMENTAL ANALYSIS

This section contains an assessment of impacts associated with the issues and subject areas identified in the Initial Study Checklist. The thresholds of significance are based on the L.A. *CEQA Thresholds Guide*.

4.1 AESTHETICS

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if the Project introduced incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide*, the determination of whether a project would result in a significant impact on a scenic vista is made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The Project Site is located within the Bel Air – Beverly Crest neighborhood of the City of Los Angeles, approximately 2.5 miles south of the Hollywood Freeway (US 101). Based on the City of Los Angeles General Plan as well as State scenic highway designations, the Project Site is not located within or along a designated scenic corridor or roadway. Nonetheless, the Project Site is within the Hollywood Hills and looks out over the Los Angeles skyline. However, the Proposed Project would be visually compatible with the surrounding neighborhood and is similar in scale to other single-family residences in the neighborhood. The Proposed Project would alter the existing views and character of the surrounding area in a manner that is compatible with the urban form of the Hollywood Community Plan area. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if scenic resources would be damaged and/or removed by the development of a project. The Project Site is currently undeveloped. As such, there are no existing structures on the Project Site that can be identified as scenic resources. The Project Site is not bordered by or within the viewshed of a designated scenic highway. No historic buildings, rock outcroppings, or unique geologic features exist on the Project Site or within the Project Site. The *Protected Tree Report* (Appendix A) was prepared by Lisa Smith, The Tree Resource, on March 28, 2018, and approved by the City's Urban Forestry Division (Appendix A). The Project Site contains a total of nine (9) trees that would be removed during construction, two (2) of which are protected trees under the City's Native Tree Protection Ordinance No. 177,404. The removal of these trees would be to the satisfaction of the City's Urban Forestry Division. However, as previously mentioned, the Project Site is not located within a state scenic highway. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if the Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

Building Heights and Massing

With respect to building mass and height, land uses within the Project vicinity vary in use and height. Within the Hollywood area are commercial retail, office, restaurant, parking, residential, and mixed-use land uses ranging in various heights. Development within the proximity of the Project Site ranges from one to three stories in height. The Proposed Project would be two stories plus a basement level, and approximately 30 feet from the lowest adjacent grade to the top of the roof parapet. Therefore, the massing and height of the proposed development would be consistent with the general character of the area and, as such the Project's impacts with respect to building height and massing would be less than significant.

Views

At a height of approximately 30 feet above grade, the proposed residential building may be visible from private viewpoints within residential buildings in the Hollywood neighborhood. Existing views toward the

Hollywood Hills from this vantage point may be obstructed as a result of the Project. However, it should be noted that private views are not protected by any viewshed protection ordinance, and the alteration of private views would not constitute a significant impact. The visual impact of one building blocking another building is not considered a significant impact because the general characteristics of the urban setting would not be altered. As such, since there are no other buildings within the Project Site that are currently being proposed or contemplated, the Project's impact on obstruction of scenic public views would be less than significant.

Streetscape

The Project is accessible via a Private Street, so there will be no new street trees or improved sidewalks added. The façade of the proposed building would be articulated with geometric forms and variations in color. These design elements are intended to create visual interest. As such, and since there are no other existing buildings within the Project Site that are currently being proposed or contemplated, the Project's impact on the visual character of the streetscape would be less than significant.

Vandalism

The Project Site is only accessible via a Private Street, so there would be a minimal risk of environmental impacts that could result from the Project implementation due to graffiti and accumulation of rubbish and debris along the wall adjacent to public right-of-way. However, the Project Applicant shall be required to comply with applicable building code requirements, including Municipal Code Section 91.8104 that requires buildings to be maintained in a safe and sanitary condition and good repair and Municipal Code Section 91.8104.15 that requires portions of buildings visible from the street to be free from graffiti. With regulatory compliance, any potential impacts would be less than significant.

Shade and Shadow

Based on the *L.A. CEQA Thresholds Guide*, a Project of less than 60 feet would not be considered to cast a significant shadow. As such, the shade/shadow impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur if the Project introduces new sources of light or glare on or from the Project Site that would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of

whether the Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Project sources; and (b) the extent to which Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Project would be provided to illuminate the building entrances and common open space areas, and largely to provide adequate night visibility for residents and visitors and to provide a measure of security. The Project would include nighttime and security lighting along the building's frontages on North Blue Heights Drive. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Project would provide an additional source of nighttime illumination. Furthermore, due to its close proximity with surrounding residential buildings, the Project would utilize outdoor lighting designed and installed with shielding to reduce light-sourced impacts surrounding the Project Site. Additionally, since there are no other existing buildings or lighting on the Project Site that are proposed, the Project would not be required to change any current lighting for the Project Site. Therefore, light impacts from the Project would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Proposed Project would be constructed of architectural materials designed to minimize glare and reflected heat. The Project Site would only be accessible via a Private Street and would not be easily visible from public roadways. As such, the Project would not introduce any new sources of glare that are incompatible with the surrounding areas. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

a. Would the project 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 Project Site is located within a developed and heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California

Department of Conservation "Los Angeles County Important Farmland 2012" map, the Project Site is designated as "urban and built-up land."[2] No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site has a land use designation of Very Low II Residential/Low II Residential and is zoned for residential uses in the RE11-1 Zone. As such, the Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[3] No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site has land use designations of Very Low II Residential/Low II Residential and is zoned for residential uses in the RE11-1 Zone. As such, the Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is currently undeveloped land. No forested lands and minimal natural vegetation exists on or near the Project Site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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2 California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2012, map published January 2015, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf.

3 California Department of Conservation, Division of Land Resource Protection, "The Land Conservation (Williamson) Act" (2013), http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx.

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.3 AIR QUALITY

Impact Analysis

The following section incorporates reference information contained in the *Air Quality and Greenhouse Gas Emissions Technical Report*, prepared by Meridian Consultants, dated April 2018 (Appendix B).

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin ("Basin"), the applicable plan is the AQMP, which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on June 30, 2016.[4] The 2016 AQMP was prepared to comply with the Federal and State Clean Air Acts and amendments, to accommodate growth, reduce the high levels of pollutants in the Basin, meet National and State air quality standards, and

4 SCAQMD, *Final 2016 Air Quality Management Plan* (2017). http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp.

minimize the fiscal impact that pollution control measures have on the local economy. It builds on approaches taken from the previous AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections because the Growth Management chapter forms the basis of the land use and transportation control portions of the AQMP. Because impacts with respect to population, housing, and employment would be less than significant (see Section 4.13 below), the Project would not conflict with the AQMP. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the Project could have a significant impact where Project-related emissions would exceed Federal, State, or regional standards or thresholds, or where Project-related emissions would substantially contribute to an existing or projected air quality violation. The Project would contribute to regional and localized air pollutant emissions during construction and Project operation.

Construction Emissions

The Proposed Project would involve the construction of a new two-story, 11,478-square-foot single-family residence with an attached 1,114-square-foot four-car garage and 9,463 square feet of exempt basement floor area within two separate basement areas on the property located at 1830 North Blue Heights Drive; a Private Road Easement measuring 30 feet in width, within the parcels located at 1820, 1830, 1849, and 1850 North Blue Heights Drive, and improved with a 20-foot wide minimum roadway width from the frontage of the 1830 North Blue Heights Drive parcel to the intersection with Sunset Plaza Drive; and a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, would be built within the Private Road Easement and along the southerly side yard of the property located at 1849 North Blue Heights Drive.

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately six (6) months. Construction activities associated with the Project would be undertaken in three main steps: (1) site clearing; (2) site preparation/grading; and (3) building

construction. The building construction phase includes the construction of the proposed building, connection of utilities to the building, laying of irrigation for landscaping, application of architectural coatings, paving, and landscaping of the Project Site.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies daily emissions that are estimated for peak construction days for each construction phase.

The Project would contribute to regional and localized air pollutant emissions during construction (short term) and Project occupancy (long term). These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during demolition/site clearing and site preparation/excavation would primarily generate particulate matter less than 10 microns (PM10) and particulate matter less than 2.5 microns (PM2.5) emissions. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (ROG) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. As shown in **Table 4.3-1**, no emissions thresholds would be exceeded.

Table 4.3-1
Maximum Construction Emissions

Source	ROG	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Maximum	19.5	26.2	17.5	<0.1	3.5	2.0
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to **Appendix A** for Air Quality and Greenhouse Gas Modeling Output Sheets.*
Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 and 403.1, including watering disturbed areas a minimum of 3 times per day, replacing ground covers, and utilizing Tier 2 equipment.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxides.

These calculations assume that the Project would comply with all applicable standards of the SCAQMD, including the provisions of District Rule 403 —Fugitive Dust. Rule 403 requires that: all unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction; temporary dust covers shall be used; the construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind; all clearing,

earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust; all dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust; all dirt/soil materials transported off site shall be either sufficiently watered or securely covered to prevent excessive amount of dust; general contractors shall maintain and operate construction equipment so as to minimize exhaust emissions; and trucks having no current hauling activity shall not idle but be turned off. In addition, the Project is expected to comply with SCAQMD Rule 1113 limiting the volatile organic compound content of architectural coatings. With compliance with SCAQMD Rules, air quality impacts from the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Project. Area-source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod, as recommended by the SCAQMD. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**.

As shown in **Table 4.3-2**, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. As such, impacts would be less than significant.

Table 4.3-2
Maximum Operational Emissions

Source	ROG	NOx	CO	SOx	PM10	PM 2.5
	pounds/day					
Area	0.3	<0.1	0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	<0.1	0.1	0.3	<0.1	0.1	<0.1
Total	0.3	0.1	0.4	<0.1	0.1	<0.1
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to **Appendix A** for Air Quality and Greenhouse Gas Modeling Output Sheets.*
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxides.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. Given that the Basin is currently in State nonattainment for ozone, PM10, and PM2.5, projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance.[5] In regard to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."[6] If an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed before, the Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Additionally, the Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and there are no proposed or contemplated changes in the remaining parcels within the Project Site that would change the existing emissions from those properties. Therefore, impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Project construction activities and operations, as described previously, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to

5 California Air Resources Board (CARB), "Area Designation Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm.

6 South Coast Air Quality Management District (SCAQMD), *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003), Appendix A.

impact nearby sensitive receptors, defined as schools, residential homes, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The SCAQMD has developed localized significance thresholds (LSTs) based on the pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate lookup tables in the *Final Localized Significance Threshold Methodology* document prepared by the SCAQMD,[7] apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM2.5, LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 2, which covers the Northwest Coastal Los Angeles County area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project are surrounding residential uses. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82 feet) have been used to address the potential localized air quality impacts associated with the construction-related NOx, CO, PM10, and PM2.5 emissions for each construction phase. It has been assumed that the increase in the SCAQMD reported allowable emissions values increase in a linear fashion between the 1-acre, 2-acre and 5-acre standards. Therefore, for site areas that fall between the reported standards, LST values can be interpolated by relating the difference in site area to a change in emissions value. For example, a 3.5 acre standard would be interpolated to have allowable emissions values half way between the 2-acre and the 5-acre standard. For the Project, LST values for a 2.65-acre site were calculated in this way.

Project Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, which shows the peak daily emissions that would be generated within the Project Site during construction activities for each phase, new emissions would not exceed the applicable construction LSTs for a 2.65-acre site in SRA 2. Additionally, since there are no

7 SCQAMD, *Final Localized Significance Threshold Methodology* (June 2003; rev. July 2008).

proposed or contemplated changes to uses within the Project Site, no other construction emissions would occur and, therefore, localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

Table 4.3-3
Localized Significance Threshold (LST) Worst-Case Emissions

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total maximum on-site emissions	20.0	13.6	2.8	1.8
LST threshold	163	980	8	4
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Project Area/energy emissions	<0.1	0.1	<0.1	<0.1
LST threshold	163	980	2	1
Threshold Exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to **Appendix A** for Air Quality and Greenhouse Gas Modeling Output Sheets.*
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Toxic Air Contaminants (TAC)

Though uses that make up the Project may store and use cleaning products and other chemicals that could be toxic if improperly used, the normal operations of the Project are not associated with the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants (TACs), and no toxic airborne emissions would typically result from Project implementation**.** Additional, no changes in the uses at the remaining properties within the Project Site are proposed or contemplated at this time and, therefore, no new toxic airborne emissions are expected from these properties. TACs are typically associated with uses such as automotive repair, dry cleaners, painting operations, and manufacturing facilities, none of which are located within the Project Site nor part of the Project.

In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to TACs at the regional, State, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, given the proposed uses and regulatory compliance, the Project would not generate substantial pollutant concentrations and impacts associated with the release of TACs would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project generated objectionable odors occur that adversely affected sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors are anticipated.

During the construction phase for the Project, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings, and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable.

Additionally, as the Project will include residential uses that do not create the type of objectionable odors associated with industrial uses. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Adherence with SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the proposed uses. Therefore, impacts from the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

Impact Analysis

The following section incorporates reference information contained in the *Protected Tree Report* prepared by Lisa Smith, The Tree Resource, dated March 28, 2018, and approved by the City's Urban Forestry Division (Appendix A), and information contained in the *Biological Resources Review,* prepared by SWCA Environmental Consultants, dated April 2, 2018 (Appendix C).

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species

in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in (a) the loss of individuals, or the reduction of existing habitat of a State- or Federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is currently located on an undeveloped parcel of land, accessed via a Private Road Easement. As stated in the *Biological Resources Review* (Appendix C), the Project Site does not contain any critical habitat or support 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 (CDFW) or US Fish and Wildlife Service (USFWS). The Project Site is located within Habitat Block 53/58 on the Eastern Santa Monica Mountains Habitat Linkage Planning Map. The *Biological Resources Review* (Appendix C) survey of APNs 5558-015-019 and 5558-001-010, hereafter referred to as the study area, was conducted by a SWCA Environmental Consultants Senior Biologist Jackie Worden on March 1, 2018. The survey evaluated biological resources within areas potentially subject to ground or vegetation disturbance by the Proposed Project. No special status species or special status habitats were found on the properties, nor evidence of wildlife movement. Plant and wildlife species observed during the site survey are presented in Appendix C.

However, a few trees on and around the Project Site would be removed during construction. The *Biological Resources Review* (Appendix C) concluded that nesting bird activity is possible, particularly in the more dense vegetation in the lower southwest areas of the parcel. However, nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. In addition to the existing regulatory measures, the Project would comply with Mitigation Measure **MM-BIO-1** to prevent artificial illumination of natural areas and protect nocturnal biological resources. Therefore, in conjunction with existing regulatory measures and project mitigation, impacts related to sensitive biological species or habitats would be reduced to less than significant.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Project to a less than significant level:

MM-BIO-1: Night Time Lighting (Hillside or Non-Urban Areas)

All lighting adjacent to natural areas shall be of low luminescence, directed downward or toward structures, and shielded to the extent necessary to prevent artificial illumination of natural areas and protect nocturnal biological resources, as determined appropriate by a qualified biologist.

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

Less than Significant Impact. The Project Site is located on two undeveloped parcels of land. Development of the Project Site as proposed would result in conversion of some of the Site's natural habitat into structures, pavement, and landscaping. However, no riparian habitat, streams or water courses necessary to support riparian habitat, or other sensitive natural community are located on or adjacent to the Project Site, as identified in the *Biological Resources Review* (Appendix C). Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in the alteration of an existing wetland habitat. The Project Site is located on two undeveloped parcels of land which do not contain any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would interfere with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located on two undeveloped parcels of land in the Bel Air – Beverly Crest neighborhood of the City of Los Angeles. The Project Site is not within a significant ecological area and does not contain a major water body. Furthermore, according to the *Biological Resources Review* (Appendix C), there is no evidence of wildlife movement through the Project Site. Therefore, impacts from the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide,* a project-related, significant adverse effect could occur if the Project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance[10] or the City's adopted street tree policies. As discussed in the *Protected Tree Report* (Appendix A), the Project Site contains a total of nine (9) trees, two (2) of which are protected black walnut trees. The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. In addition to Mitigation Measure **MM-BIO-1** to prevent artificial illumination of natural areas and protect nocturnal biological resources, the Project Applicant would comply with Mitigation Measure **MM-BIO-2** to reduce impacts related to the removal of the protected trees as a result of the Project. Therefore, in conjunction with project mitigation, impacts would be less than significant.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Project to a less than significant level:

MM-BIO-2: Tree Removal (Locally Protected Trees)

- All protected tree removals require approval from the Board of Public Works.

10 City of Los Angeles Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21

- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.

- A minimum of four trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed, consistent with the Tree Report prepared by Lisa Smith, The Tree Source (dated March 28, 2018) and approved by the Urban Forestry Division of the Bureau of Street Services, Department of Public Work. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.

- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.

- Bonding (Tree Survival):

    - The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.

    - The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

f. Would the project 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. A significant impact could occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State Habitat Conservation Plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would disturb historic resources that presently exist within the Project Site. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The Project Site is currently not listed on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument. The nearest identified historic resource is 1513 Forest Knoll Drive, approximately 0.5 miles south of the Project Site. This historic residence is designated as a Los Angeles Historic Cultural Monument due to its unique architecture.[11] Construction and operation of the Project would not impact these resources. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project would disturb

11 http://www.historicplacesla.org/ (accessed September 2016)

archaeological resources that presently exist within the Project Site. There are no known archaeological sites or archaeological survey areas on or in the vicinity of the Project Site. Furthermore, the Project Applicant shall to be required to comply with California Public Resources Code Section 21083.2 that sets forth the protocol if archaeological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential archeological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project Site is located on two undeveloped parcels of land. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Furthermore, the Project Applicant shall to be required to comply with California Public Resources Code Section 21083.2 that sets forth the protocol if paleontological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related significant adverse effect could occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. As discussed above, the Project Site is located within an urbanized area but is itself two undeveloped parcels of land. No known burial sites have been identified on the Project Site. Furthermore, the Project Applicant shall adhere to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 that set forth the protocol if human remains are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential impacts on human remains would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

Impact Analysis

The following section incorporates by reference information contained in *Geologic and Soils Engineering Exploration, Proposed Single-Family Dwelling Pad, Blue Heights Drive,* prepared by Grover Hollingsworth and Associates dated August 4, 2016 (Appendix D), and their follow up Response Reports dated November 15, 2016 and April 20, 2017 (Appendix D). The Department of Building and Safety Grading Division previously approved the geotechnical reports on December 14, 2016, and updated geotechnical reports on January 18, 2018.

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project is not located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the City records, the Project is not within an Alquist-Priolo Earthquake Fault Zone, although the Project is located within the Hollywood Fault Zone and a Special Grading Area. The Geotechnical Investigations (Appendix D) conducted for the Site indicated that active faults do not traverse the site and the occurrence of rupture on the site is considered low. The Geotechnical Report dated August 20, 2017, analyzed the slope stability of the 1849 North Blue Heights Drive parcel and recommended a soil nail impact wall to stabilize the parcel. Furthermore, the design of the project would have to conform to the California Building Code seismic standards and would be subject to review and approval by the Department of Building and Safety as part of the Building Permit process. As such, the Project would not expose people or structures to potential substantial adverse effects involving fault rupture. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

ii. Strong seismic ground shaking?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California.

The Project Site is located within the Hollywood Fault Zone and a Bureau of Engineering (BOE) Special Grading Area. The nearest active and potentially active fault is the Hollywood Fault 3,500 feet southeast of the Project Site. During a seismic event, the Site would likely be subject to ground shaking. However, the Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. The design of the project would be subject to review and approval by the Department of Building and Safety as part of the Building Permit process. Prior to the issuance of a building permit, the Project Applicant has provided geotechnical reports (Appendix D) documenting site constraints and describing appropriate design solutions. The Applicant would be required comply with the conditions that would be specified in the Department of Building and Safety's Geology and Soils Report approval letter dated January 18, 2018. In addition, adherence to current building codes and engineering practices and to the City's conditions of approval would ensure that the Project would not expose people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with locations in the Southern California region. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project site is located within a Liquefaction Zone. According to the Seismic Hazard Zones, Beverly Hills 7.5 Minute Quadrangle map, issued by the California Department of Conservation, California Geological Survey (CGS) on March 25, 1999, the Project Site is not included within a zone of potentially liquefiable soil. Furthermore, the Geotechnical Investigations (Appendix D) state that liquefaction is not considered a hazard at the 1830 North Blue Heights Drive parcel because the property is underlain by bedrock at a relatively shallow depth. The Geotechnical Report dated August 20, 2017, analyzed the slope stability of the 1849 North Blue Heights Drive parcel and recommended a soil nail impact wall to stabilize the parcel. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iv. Landslides?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to

substantial risk of injury. A project-related, significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the CDMG Seismic Hazard Zones Map of the Hollywood Quadrangle[12] and the City of Los Angeles Safety Element,[13] the Project Site is located in a designated earthquake-induced Landslide Hazard Zone. However, the site grading plans have been reviewed and approved by the Department of Building and Safety Grading Division which has incorporated site-specific conditions such as retaining walls and building foundations to minimize potential landslide hazards. Improving the Private Street , North Blue Heights Drive, would require 102 cubic yards of remedial grading and construction of a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, within the 30-foot wide Private Street Easement and along the southerly side yard of the property located at 1849 North Blue Heights Drive. The Geotechnical Report dated August 20, 2017, analyzed the slope stability of the 1849 North Blue Heights Drive parcel and recommended a soil nail impact wall to stabilize the parcel mitigate the risk of rock fall from the very steep offsite ascending cut slopes.

In addition, the Project Applicant would be required to adhere to the conditions contained within the Department of Building and Safety's Geology and Soils Report approval letter dated January 18, 2018. Compliance with these conditions would result in impacts that are less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have significant sedimentation or erosion impacts if it would (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site.

Although development of the Project Site has the potential to result in the erosion of soils during site preparation and construction activities, and the Site is located in a Landslide Hazard Zone, erosion would be reduced by implementation of erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Project would be low due to the proper precautions taken during the construction of the Project.

12 California Department of Conservation, Division of Mines and Geology, "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (1998).

13 *City of Los Angeles General Plan*, "Safety Element" (1990).

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), and would be required to comply with the standards designed to limit potential erosion impacts. All on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. For all these reasons, impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. According to the CDMG Seismic Hazard Zones Map of the Hollywood Quadrangle[14] and the City of Los Angeles Safety Element,[15] the Project Site is located in a designated earthquake-induced Landslide Hazard Zone. However, the site grading plans have been reviewed and approved by the Department of Building and Safety Grading Division which has incorporated site-specific conditions such as retaining walls and building foundations to minimize potential landslide hazards. Improving the Private Street , North Blue Heights Drive, would require 102 cubic yards of remedial grading and construction of a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, within the 30-foot wide Private Street Easement and along the southerly side yard of the property located at 1849 North Blue Heights Drive. The Geotechnical Report dated August 20, 2017, analyzed the slope stability of the 1849 North Blue Heights Drive parcel and recommended a soil nail impact wall to stabilize the parcel mitigate the risk of rock fall from the very steep offsite ascending cut slopes. Additionally, construction of the Project would comply with the City of Los Angeles Uniform Building Code (Building Code) which is designed to assure safe construction, including implementing code requirements to prevent soil erosion and liquefaction. For all these reasons, impacts would less than significant.

14 California Department of Conservation, Division of Mines and Geology, "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (1998).

15 *City of Los Angeles General Plan*, "Safety Element" (1990).

Mitigation Measures: No mitigation measures are necessary.

d. Would the project be located on expansive soil, as defined in Table 181-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and that shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The Project Site is currently located on an undeveloped parcel of land. The Geotechnical Investigations (Appendix D) indicate that soils on the Project Site possess non-expansive characteristics. Construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, Los Angeles Municipal Code and other applicable building codes which includes building foundation requirements appropriate to site-specific conditions. Moreover, there is no construction proposed or contemplated on the remaining properties within the Project Site. For all these reasons, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. The Project's wastewater demand would be accommodated via connections to this existing wastewater infrastructure. No septic tanks or alternative disposal systems would be utilized. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

The following section incorporates reference information contained in the *Air Quality and Greenhouse Gas Emissions Technical Report*, prepared by Meridian Consultants, dated April 2018 (Appendix B).

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. A significant impact could occur if a project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. The background and regulatory context of GHG emissions is discussed in the Air Quality and Greenhouse Gas Technical Report (Appendix B).

As detailed therein, construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the Project and for the typical year of operation. As shown in **Table 4.7-1, Proposed Project Construction Greenhouse Gas Emissions,** this process determined that the maximum GHG emissions from construction activities would be 189.1 MTCO2e.

The GHG emissions resulting from operation of the Project were calculated assuming code compliance with the LA Green Building Code. As shown in **Table 4.7-2, Proposed Project Operational Greenhouse Gas Emissions**, GHG emissions generated by the Project would be 28.5 MTCO2e per year.

The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Although GHG emissions are quantified and shown in **Table 4.7-1** and **4.7-2**, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project. Assessing the significance of a project's contribution to cumulative global climate change involves: (1) evaluating the project's sources of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by the lead agency or other regional state agency. As described below, the Project would be consistent with the City of Los Angeles goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the *Hollywood Community Plan, LA Green Plan,* and *Sustainable City pLAn*. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.7-1
Proposed Project Construction Greenhouse Gas Emissions

Year	CO2e Emissions (Metric Tons per Year)
2018	179.5
2019	135.2
Total Construction GHG Emissions	**314.7**
Annualized Over Project's Lifetime (30-years)	**10.5**

*Source: CalEEMod. Refer to **Appendix A** for Air Quality and Greenhouse Gas Modeling Output Sheets.*
For comparative purposes, SCAQMD recommends that construction-related GHG emissions be amortized over the assumed operational lifetime of a project, which is recommended by SCAQMD as 30-years.

Table 4.7-2
Proposed Project Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions ($MTCO_2e$/year)
Construction (amortized)	10.5
Operational (mobile) sources*	14.1
Area sources	0.2
Energy	6.0
Waste	0.2
Water	0.7
Total	**31.7**

*Source: CalEEMod. Refer to **Appendix A** for Air Quality and Greenhouse Gas Modeling Output Sheets*
$MTCO_2e$ = metric tons of carbon dioxide emissions.
** N2O emissions are negligible.*

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. Substantial evidence supports the finding that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of GHG emissions, including AB 32, SB 32, and the corresponding Scoping Plan. A new development project that can demonstrate that it complies with the LA Green Building Code is considered consistent with Statewide GHG reduction goals

and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

Sustainable Communities and Climate Protection Act (SB 375)

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. This act requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP). CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2040. As mentioned above, the Project would be within the employment and population forecasts.

Green Building Standards (CALGreen) Code

In November 2008, the California Building Standards Commission established the California Green Building Standard Code (CALGreen Code), which sets performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. As of January 1, 2011, the CALGreen Code is mandatory for all new building construction in the State. The CALGreen Code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.

In December 2010, the Los Angeles City Council adopted various provisions of the CALGreen Code as part of Ordinance No. 181,480, thus codifying certain provisions of the CALGreen Code as the new Los Angeles Green Building Code (LA Green Building Code). The LA Green Building Code imposes more stringent green building requirements than those contained within the CALGreen Code, and is applicable to the construction of every new building, every new building alteration with a permit valuation of over $200,000, and every building addition unless otherwise noted. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. In 2016, the Los Angeles City Council adopted the 2017 Los Angeles Green Building Code, which is in effect as of January 1, 2017. The 2017 Los Angeles Green Building Code contains mandatory measures for residential and nonresidential development related to site development; water use; weather resistance and moisture development; construction waste reduction; disposal and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; outdoor air quality; and electric vehicle charging requirements. The GHG emissions resulting from operation of the proposed Project were estimated with incorporation of the following GHG reduction measures. Measures include reducing water demand by at least 20 percent due to low-flow and/or high

efficiency water fixtures such as low-flow toilets, showerheads, faucets, and high-efficiency clothes-washers and dishwashers.

City of Los Angeles Sustainable City pLAn

On April 8, 2015, the City of Los Angeles released the Sustainable City pLAn ("pLAn") which defines a roadmap for actions to be taken by the City over the next 20 years to create a City that is environmentally healthy, economically prosperous, and equitable in opportunity. The pLAn addresses increasing local water and solar energy resources, energy efficiency in new buildings, carbon and climate leadership and waste and landfills. The pLAn also addresses the housing shortage in the City by calling for 100,000 new housing units by 2021, leading to 150,000 new housing units by 2035, with policies to encourage that 57 percent of these units be built near transit in 2025 and 65 percent by 2025 to help the City meet its GHG reduction goals. In 2014, 43 percent of new housing units in the City were built near transit.

On carbon and climate leadership, the pLAn states that the City will reduce GHG emissions below the 1990 levels called for by state law by 2020. The City's objectives are to reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035 and 80 percent by 2050. By 2017, the City will develop a comprehensive climate action and adaptation plan. Strategies and policy initiative include creating a benchmarking policy for building energy use, and incentivizing or requiring Leadership in Energy and Environmental Design (LEED) Silver or better for new construction.

The Project would be consistent with the planned land use and population growth for the Hollywood Community Plan area and would not conflict with the AQMP. As described previously, through required implementation of the LA Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs. The Project's generation of GHG emissions would not make a cumulatively considerable contribution to or conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard.

The types and amounts of hazardous materials that would be used in connection with the Project would include typical household products use by the residents (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products is not considered to create a significant hazard to the public or the environment.

Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. However, all potentially hazardous materials would be used and stored in accordance with applicable Federal, State, and Local regulations. As such, the Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project 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?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if a project included: (a) The risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) The creation of any health hazard or potential health hazard. A common list of potentially hazardous materials that may be found at the Project Site could consist of, but are not limited to, the following:

Household Products

By far the most common hazardous materials are those found or used in the home for such activities as cleaning, painting, and pest control. However, it is expected that household products would be used and stored in accordance with applicable federal, State, and local regulations.

Asbestos-Containing Materials

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture the tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC) classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). The Project Site is located on two undeveloped parcels of land. Therefore, there is no potential for asbestos-containing materials at the Project Site.

Lead-Based Paint

While lead-based paint was taken off the market, it is estimated that 80 percent of existing buildings built prior to 1978 contain lead paint. However, the Project Site is located on two undeveloped parcels of land. Therefore, there is no potential for lead-based paint at the Project Site.

Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCBs) are man-made organic chemicals that were formerly manufactured for use in various industrial and commercial applications as a result of their non-flammability, chemical stability, high boiling point, and electrical insulating properties. While the manufacture of PCBs was banned in 1979, these hazardous materials may be found in products associated with transformers, electrical equipment, motor oil, hydraulic systems, cable and thermal insulation, adhesives and tapes, oil-based paint, caulking, plastics, and floor finish.[16] The Project Site is located on two undeveloped parcels of land so not PCBS are expected to be present.

16 US Environmental Protection Agency (USEPA), "Polychlorinated Biphenyls," http://www.epa.gov/wastes/hazard/tsd/pcbs/about.htm (accessed September 2016).

Methane Gas

The Project Site is not located within a Methane Hazard Area.[17]

Radon

According to the Radon Potential Zone Map for Southern Los Angeles County, California,[18] the Project Site is not located within a Radon Zone.

Based on the preceding, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest LAUSD schools to the Project Site are the Gardner Street Elementary School, located 1.7 miles away at 7450 Hawthorn Avenue, Hubert Howe Bancroft Middle School, located 2.6 miles away at 929 N Las Palmas Avenue and Fairfax Senior High School located 1.8 miles away at 7850 Melrose Avenue. Therefore, the Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project 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?

No Impact. The Project Site is located on two undeveloped parcels of land. No aboveground storage tanks (ASTs) have been identified at the Project Site, nor was there any indication of an underground storage tank (USTs) on the Project Site. No leaking underground storage tanks (LUSTs) have been identified within one-half mile of the Project Site[19]. Additionally, there are no aboveground storage tank (ASTs) within one-

17 City of Los Angeles Department of Planning, *Zone Information and Map Access System (ZIMAS)*, http://zimas.lacity.org/, accessed September 2016.

18 California Geologic Survey, *Radon Potential Zone Map for Southern Los Angeles County, California,* map, prepared by Ron Churchill (January 2005), http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/sr182map.pdf.

19 California Department of Toxic Substances Control, EnviroStor, http://www.envirostor.dtsc.ca.gov/public/ (Accessed September 2016)

half mile of the Project Site that are permitted by the City of Los Angeles[20]. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such 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. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airports to the Project Site are the Bob Hope Airport (6.4 miles northeast), Santa Monica Airport (6.8 miles southwest), the Van Nuys Airport (9.14 miles northwest) and the Los Angeles International Airport (10.35 miles southwest). However, none of these airports are located within two miles of the Project Site. Due to its distance from these airports, the Project Site is not located in a designated Airport Hazard Area. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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. The Project is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact with Project Mitigation. The Project site is located on Blue Heights Drive in the City of Los Angeles, which is not a selected disaster route as identified by the City's General Plan.[21] The nearest evacuation route is Laurel Canyon Boulevard, approximately 0.70 mile northeast of the Project Site. No public street closures would occur during construction that could have the potential to interfere with vehicles within the immediate vicinity of the site. However, North Blue Heights Drive is currently a Substandard Hillside Limited Private Street with widths varying between 12 feet and 15 feet. Neither Blue Heights Drive nor Sunset Plaza Drive contain pedestrian sidewalks. To mitigate potential

20 State Water Resources Control Board, *GeoTracker,* http://geotracker.waterboards.ca.gov/, accessed September 2016.

21 *City of Los Angeles General Plan* "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

interference with emergency evacuation plans, the project shall be required to submit a Hillside Construction Staging and Parking Plan for review and approval by the Board of Building and Safety Commissioners, and an Emergency Evacuation Plan. Therefore, with project mitigation, impacts would be reduced to less than significant.

Mitigation Measures: The following mitigation measures are proposed to reduce impacts from the Project to a less than significant level:

MM-HAZ-1: Hillside Construction and Staging and Parking Plan

- Prior to the hearing for a Haul Route Approval, the applicant shall submit a Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners. Each plan shall be designed to prevent the blockage of two-way traffic on streets in the vicinity of the construction site.

- The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way and the private street Blue Heights Drive through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:

    - No construction equipment or material shall be permitted to be stored within the public right-of-way or within the private street Blue Heights Drive.

    - During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.

    - On substandard hillside streets, including the private street Blue Heights Drive, only one hauling truck shall be allowed on the street at any time.

    - Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.

    - Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.

    - All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.

- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the first intersection of Blue Heights Drive and the public street along the haul route.

- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

- Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.

- 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.

- The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.

- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

- The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site.

- During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

MM-HAZ-2: Emergency Evacuation Plan

Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

h. Would the project 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 Project is located in a Very High Fire Hazard Severity Zone (VHFHSZ),[22] lands designated by the City of Los Angeles Fire Department pursuant to Government Code 51178 that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. A Very High Fire Hazard Severity Zone is defined as any area that poses a threat of fire from adjoining natural brush hillside areas. The Project must comply with the Brush Clearance Requirements of the Fire Code. As such, the owner is required to maintain a Fuel Modification Zone in such a condition as not to provide an available fuel supply to augment the spread or intensity of a fire. Prohibited plant materials include, but are not limited to, eucalyptus, acacia, palm, pampas grass, and conifers such as cedar, cypress, fir, juniper, and pine. With code compliance, impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are necessary.

22 City of Los Angeles Department of City Planning, *ZIMAS,* "Parcel Profile Reports"

4.9 HYDROLOGY AND WATER QUALITY

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water quality if discharges associated with the 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, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the Project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction Impacts

The three general sources of potential short-term, construction-related stormwater pollution associated with the Project are: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

The Project would be required to demonstrate compliance with LAMC Section 64.70, the Low Impact Development (LID) Ordinance standards, and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period, which would reduce the Project's impact to the stormwater infrastructure. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

With regulatory compliance, any potential water quality impacts from the Project during construction would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Operation Impacts

Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. As noted, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. The Project area is not a significant source of groundwater for public water supplies. Though storm water does percolate into the ground under existing conditions, the proposed changes would not be of a magnitude to result in demonstrable reduction in groundwater recharge. Impacts of surface water runoff would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. No streams or river courses are located on or within the vicinity of the Project Site. Implementation of the Project would not increase site runoff or result in changes to the local drainage patterns. Implementation of a SWPPP for the Project would reduce the amount of surface water runoff after storm events because the Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing three-quarters of an inch of rainfall in a 24-hour period. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

There are no streams or rivers in the vicinity of the Project Site. However, the Project Site is currently undisturbed hillside and the Proposed Project will result in mostly impervious surfaces for the property located at 1830 North Blue Heights Drive. Pursuant to local City policy, stormwater retention would be required as part of the Low Impact Development (LID) implementation features for any project with more than 500 square feet of impervious surfaces. According to the Department of Building and Safety Geotechnical Report approval letter dated January 18, 2018, all retaining walls in the Project Site shall provide a standard surface backdrain system and all drainage shall be conducted to a public street in an acceptable manner. Construction of a soil nail impact wall along the southern side yard of the 1849 North Blue Heights parcel would mitigate the risk of rock fall from the very steep offsite ascending cut slopes. Therefore, implementation of the Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site, thus impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project 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. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on surface water quality if discharges associated with the 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, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the 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 Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Pursuant to local City policy, stormwater retention would be required as part of the Low Impact Development (LID) implementation features for any project with more than 500 square feet of impervious surfaces. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. A significant impact could occur if the project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Construction of the Project, such as grading and excavation activities, could potentially degrade water quality through erosion and subsequent sedimentation. However, the implementation of BMPs and compliance with all Federal, State, and Local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project 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?

No Impact. A significant impact could occur if the project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Safety Element of the City's General Plan, the Project Site is not located within a designated flood zone.[23] Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

h. Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The Project Site is not in an area designated as a 100-year flood hazard area. Therefore, the Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

i. Would the project 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 could occur if the project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. As such, the Project would not likely 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. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

j. Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A significant impact would occur if the project site was sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (e.g., seiche and tsunami), or if the project site was located adjacent to a hillside area with

23 *City of Los Angeles General Plan, "*Safety Element," Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, (1996).

soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential seiche or tsunami zone. With respect to the potential of the Project to expose people or structures to risk involving inundation by mudflow, the Project Site is located on sloped lots and not located within a flood zone, such the potential for mudflow to inundate the Site is low. However, according to the CDMG Seismic Hazard Zones Map of the Hollywood Quadrangle[24] and the City of Los Angeles Safety Element,[25] the Project Site is located in a designated earthquake-induced Landslide Hazard Zone. However, the site grading plans have been reviewed and approved by the Department of Building and Safety Grading Division which has incorporated site-specific conditions such as retaining walls and building foundations to minimize potential landslide hazards. The Project Applicant would be required to adhere to the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter dated January 18, 2018. Compliance with these conditions would result in impacts that are less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.10 LAND USE AND PLANNING

Impact Analysis

a. Would the project physically divide an established community?

Less Than Significant Impact. A significant impact could occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to *the L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located in the Hollywood Community Plan Area of the City of Los Angeles. The neighborhood contains uses similar to the Proposed Project. The Project is requesting a Private Street entitlement for the 1830 North Blue Heights Drive parcel to legally front and access the existing Private Road Easement. No alteration of street pattern is proposed and no separation of uses or disruption of

24 California Department of Conservation, Division of Mines and Geology, "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (1998).

25 *City of Los Angeles General Plan*, "Safety Element" (1990).

access between land use types would occur as a result of the Project. Therefore, the Project would not significantly disrupt or divide the physical arrangement of the established community.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project conflict with an 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?

Less than Significant Impact. A significant impact could occur if a project is inconsistent with the *General Plan* or zoning designations currently applicable to a project site, and would cause adverse environmental effects, which the General Plan and Zoning Ordinance are designed to avoid or mitigate. The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use plans and the municipal zoning code.

***SCAG Regional Comprehensive Plan*.** The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The guiding principles of the RCP are: (1) Improve mobility for all residents; (2) Foster livability in all communities; (3) Enable prosperity for all people; and (4) Promote sustainability for future generations. The Project would be consistent with policies set forth in the RCP because it would develop the site with use consistent with location.

***City of Los Angeles General Plan*.** The land use component of the City of Los Angeles General Plan is set forth in Community Plans. The Project Site is within the Hollywood Community Plan area. The Hollywood Community Plan Land Use Map designates the Project site for Very Low II Residential and Low II Residential land uses. The Proposed Project is for a single-family home and therefore conforms to the Land Use designation of the General Plan.

Los Angeles Municipal Code. Development of the Project Site is subject to the constraints of the Los Angeles Municipal Code (LAMC), especially Chapter I, the Planning and Zoning Code. The Project Site is zoned RE11-1 in a Hillside Area which permits single-family dwellings with a minimum lot width of 70 feet and a minimum lot area of 11,000 square feet. The Project Site is subject to the Baseline Hillside Ordinance (Ordinance No. 179,883). The Project is requesting a Private Street entitlement for the 1830 North Blue Heights Drive parcel to legally front and access the existing Private Road Easement; a Zoning Administrator's Determination to allow eight (8) retaining walls and a five-foot front yard setback; a Zoning Administrator's Adjustment to allow a 10-foot retaining wall within the side yard setback, and to

allow a 2-foot, 7-inch northwesterly side yard setback; a Haul Route Approval by the Board of Building and Safety Commissioners for the export of 9,700 cubic yards of soil; and Urban Forestry Approval for the removal of two (2) protected Black Walnut trees on the Project Site. Other than the requested entitlements, the project is otherwise compliant with the development regulations pursuant to the Los Angeles Municipal Code. Based on the above, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a Habitat Conservation Plan or natural community conservation plan. No such plans are presently applicable to the Project Site or surroundings. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.11 MINERAL RESOURCES

Impact Analysis

a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

No Impact. A significant impact could occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if a project would convert an existing or future regionally-important mineral extraction use to another use, or if a project would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within a designated MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[26] No mineral resources are known to exist beneath

26 *City of Los Angeles General Plan,* "Safety Element" (1990).

the Project Site. Therefore, no impacts associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project 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. As noted, the Project Site is not located within a MRZ-2 Area. The Project Site is not designated as a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.12 NOISE

Impact Analysis

The following section incorporates reference information contained in the *Noise Monitoring* field activity report, prepared by Meridian Consultants, dated September 1, 2016 (Appendix E).

a. Would the project result in 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. A significant impact could occur if a project would generate excessive noise that would cause the ambient noise environment to exceed standards set forth in the City of Los Angeles Noise Ordinance (Noise Ordinance) or the City of Los Angeles CEQA Thresholds Guide. The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. However, the Noise Ordinance also states that this limitation does not apply where compliance is technically infeasible. According to the City of Los Angeles CEQA Threshold Guide, a significant noise impact could occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at a noise-sensitive location or construction activities lasting more than 10 days in a three-month period would increase ambient noise levels by 5 dB(A) or more at a noise-sensitive location. The Threshold Guide defines

sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks."[27]

To identify the existing ambient noise levels at nearby off-site sensitive receptors as well as the general vicinity of the Project Site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(l) of the LAMC, shown in **Figure 4.12-1, Noise Monitor Locations**. The measured noise levels are shown in **Table 4.12-1, Existing Ambient Daytime Noise Levels in the Project Site Vicinity**.

Construction of the Project would require the use of equipment for site clearing, excavation, grading, foundation preparation, installation of utilities, and building construction. These activities would last more than 10 days within a three-month period. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 6:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Construction is prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dB(A) noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Proposed Project would exceed the numerical noise threshold of 75 dB(A) at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Proposed Project would exceed the existing ambient noise levels at two of the identified off-site sensitive receptors by more than the 5 dB(A) threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases. As such, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Impacts would be less than significant.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities.[28] Based on this data, **Table 4.12-2, Typical Outdoor Construction Noise Levels** presents composite noise levels pertaining to the type and number of construction equipment that would occur at the Project Site.

27 City of Los Angeles, *L.A.* CEQA Thresholds Guide (2006), p. I.1-3.

28 USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances,* PB 206717 (1971).

Table 4.12-1
Existing Ambient Daytime Noise Levels in the Project Vicinity

Site	Location	Primary Noise Source	Leq (15-minute)
Site 1	On Blue Heights Drive, northwest of the Project Site.	Low amount of traffic, construction occurring down hill	49.5
Site 2	On Blue Heights Drive, south border of Project Site.	Low amount of traffic, construction occurring down hill	51.4
Site 3	On Blue Heights Drive, east of the Project Site, near border of nearest residence.	Low amount of traffic, construction occurring down hill	49.8

Measurements were taken on Wednesday, September 1, 2016 from 7:59 AM through 8:52 AM.

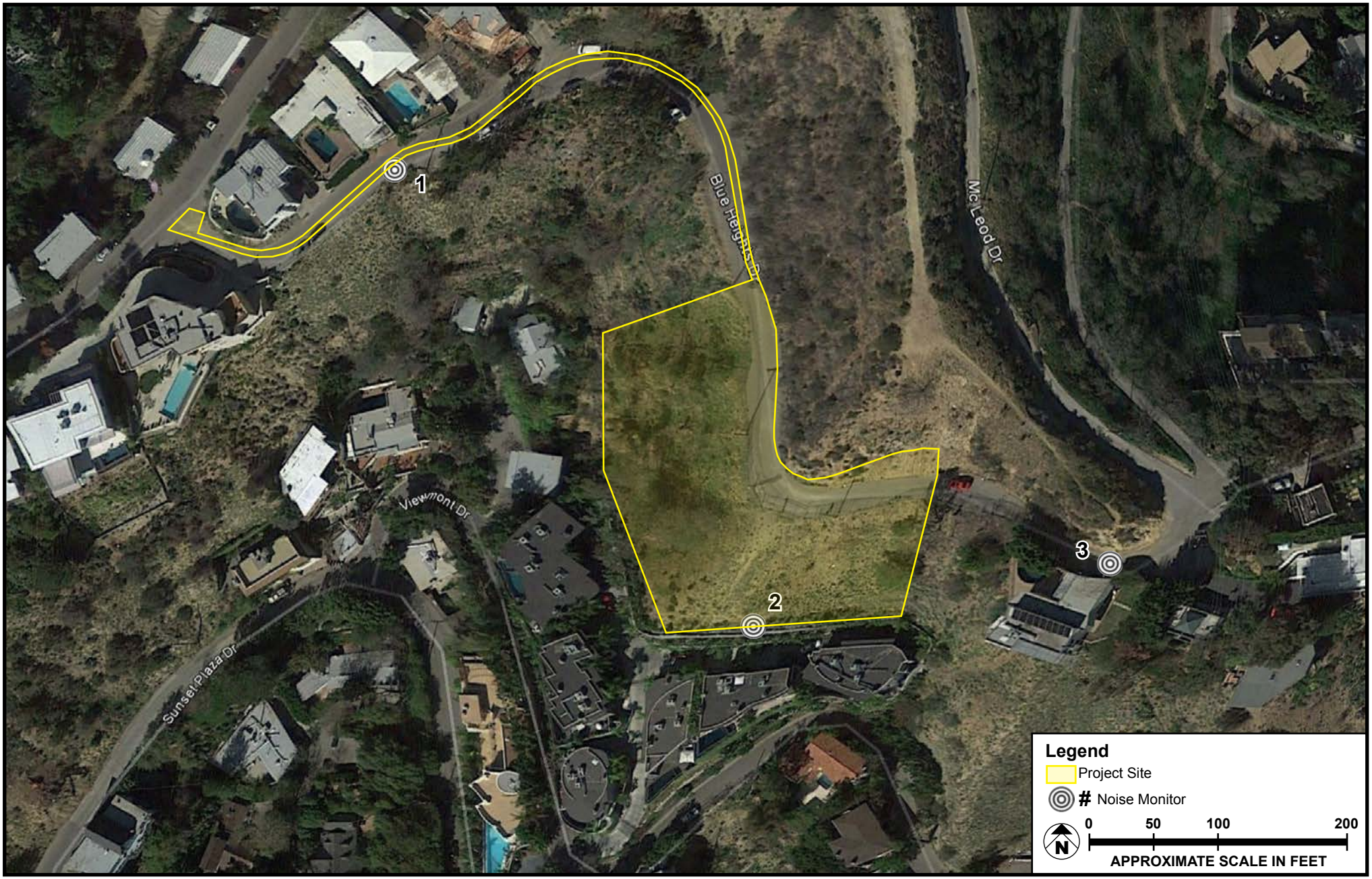
Table 4.12-2
Typical Outdoor Construction Noise Levels

	Approximate Leq dB(A) with Mufflers			
Construction Phase	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Demolition	92	86	80	74
Site Preparation	88	82	76	70
Grading	93	87	81	75
Building Construction	94	88	82	76
Architectural Coating	88	82	76	70

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0 (August 2006).

The nearest sensitive receptors are the single-family dwellings around the Project Site. Given the measured ambient noise levels along the edge of the Project Site, construction noise would exceed ambient exterior noise levels at the nearest identified off-site sensitive receptors by more than 5 dB(A) during construction. As such, a substantial temporary increase in ambient noise levels would occur at the identified off-site sensitive receptors. However, the Project shall to reduce noise levels to the extent feasible in order to comply with the LAMC Noise Ordinance. Therefore, impacts will be less than significant.

Mitigation Measures: No mitigation measures are necessary.



SOURCE: Google Earth - 2016

FIGURE **4.12-1**

Meridian Consultants

Noise Monitor Locations

147-001-16

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. Vibration is sound radiated through the ground. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Neither the City of Los Angeles nor the County of Los Angeles have a significance threshold to assess vibration impacts during construction. FTA guidance provides vibration criteria for human annoyance based on the frequency of vibration events and sensitivity of land uses. For residential buildings subject to infrequent vibration events (construction) the criterion is 80 VdB. **Table 4.12-3, Vibration Source Levels for Construction Equipment**, identifies vibration levels for the types of construction equipment that would operate at the Project Site during construction. Given the separation of the single-family residences – the closest residence is 40 feet south of the Project Site – vibration levels as experienced in these residences would not be expected to exceed 86 VdB. However, the Project shall to reduce vibration levels to the extent feasible in order to comply with the LAMC Noise Ordinance, including using equipment with muffling and shielding devices, along with creating temporary noise barriers or noise blankets around stationary construction noise sources. As such impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.12-3
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Excavator	0.040	0.014	0.011	0.008	0.005	80	71	69	66	62
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Final Report, 2006.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The primary long-term noise source associated with the Project would be Project-related traffic. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. The Project would not result in a substantial increase in traffic volumes. Therefore, permanent changes in ambient noise would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The Project does not involve uses that are sources of substantial increases in periodic noise. Noise from traffic and the residential activities associated with the Project exist in the Project vicinity without the Project. As discussed above, substantial temporary increases in ambient noise levels are likely during construction. However, the Project shall to reduce vibration levels to the extent feasible in order to comply with the LAMC Noise Ordinance, including using equipment with muffling and shielding devices, along with creating temporary noise barriers or noise blankets around stationary construction noise sources. Therefore, impacts will be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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. A significant impact may occur if a proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near a project site. There are no airports within a two-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are necessary.

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. The Project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are necessary.

4.13 POPULATION AND HOUSING

Impact Analysis

a. Would the project 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. A significant impact could occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The Project consists of a single residence on the property located on 1830 North Blue Heights Drive and a soil nail wall, measuring 430 feet in length and a maximum height of 35 feet, along the southerly side yard of the property located on 1849 North Blue Heights Drive within an existing residential neighborhood. As such, the Project does not represent substantial unplanned growth. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would consist of the development of new residential land uses on a site that is currently an undeveloped parcel of land. No Impacts would not occur.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would consist of the development of a new residential land use on a site that is currently undeveloped land. No housing or people would be displaced. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.14 PUBLIC SERVICES

Impact Analysis

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

i. Fire Protection

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

The nearest fire station is Fire Station No. 41, located at 1439 North Gardner Street, approximately three miles from the Project Site. The Project would include a total of one dwelling unit. While the Project could generate new calls for service to the site, the neighborhood response time would not be altered and the construction of new fire department facilities would not be needed.

The project would be required to consult with the Department of Building and Safety and the Fire Department to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing Department of Water and Power (DWP) water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or DWP. Therefore, in conjunction with existing regulatory measures, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

ii. Police Protection.

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time the project is completed compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Hollywood Area is served by the Hollywood Community Police Station, located at 1358 North Wilcox Avenue, approximately 4.5 miles east of the Project site. While the Project could generate new calls for service to the site, the neighborhood response time would not be altered and the construction of new police facilities would not be needed. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iii. Schools.

Less Than Significant Impact with Project Mitigation. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential

floor area; (b) the demand for school services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The size and residential profile of the Project is not expected to generate substantial demand for LAUSD school services. In addition, the Project Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995 to offset LAUSD school service costs. However, the proposed haul route falls within a quarter-mile radius of several LAUSD schools. With implementation of the referenced mitigation measure, the impact to public school facilities will be less than significant.

Mitigation Measures: No mitigation measures are necessary.

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available. A significant impact would occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.[29] The standard ratio of neighborhood and community parks to population is 4 acres per 1,000 residents within a 1- to 2-mile radius (for neighborhood and community parks, respectively). The projected resident population of the Project represents a relatively small change in the population of the local community and as such would not have a

29 *City of Los Angeles General Plan*, "Service Systems Element."

substantial impact on the City's park ratio. The potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

v. Other public services

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether a project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, seven (7) regional branch libraries, 56 community branches, and two (2) bookmobile units consisting of a total of five (5) individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The new population associated with the Project is comparably small. Any new service demand associated with the Project would likely be dispersed over several locations. Furthermore, changing demographic characteristics, such as the growing use of the internet for research and reading purposes, is considered to offset demand for physical library facilities. For these reasons, it is not expected that the Project would result in the need for any alteration in library facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.15 RECREATION

Impact Analysis

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 could occur if a project includes substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for recreation and park services anticipated at the time of Project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the Project's proportional contribution to the demand; and (c) whether the Project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Project includes on-site recreational amenities, such as a pool and gym, intended to serve the needs of the residents. Notwithstanding, it may be assumed that the future occupants of the Project would utilize recreation and park facilities in the surrounding area. There are multiple parks and recreation centers are located within around two (2) miles of the Project Site and are available to serve the future residents of the Project Site, including Fryman Canyon Park located approximately 1.36 miles to the northwest, Briar Summit Open Space Preserve located approximately 1.48 miles to the northeast, Trebek Open Space located approximately 1.40 miles to the northeast, Wattle Garden Park and Runyon Canyon Park located approximately 1.50 miles to the east, Franklin Canyon and Coldwater Canyon Park located approximately 1.75 miles to the west, and West Hollywood Park located approximately 1.35 miles to the south.

The estimated occupancy of the Project would not result in a substantial increase in use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of such facilities would result. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project does not include recreational facilities. As stated previously, the Project would not generate a substantial increase in population and, therefore, would not generate a substantial increase in demand for existing park or recreation facilities that would require the construction or expansion of existing recreational facilities.

Mitigation Measures: No mitigation measures are necessary.

4.16 TRANSPORTATION AND TRAFFIC

a. Would the project 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 with Project Mitigation. A significant impact could occur if the Project were to result in substantial increases in traffic volumes in the vicinity of the Project such that the existing street capacity experiences a decrease in performance. As relates to the Los Angeles Department of Transportation policies and procedures, the Project would not generate sufficient trips to require a traffic study. As such, it would not conflict with any applicable plan or policy establishing measures of effectiveness of the circulation system.

Construction vehicles would contribute to increased traffic in the Project vicinity. However, construction trips are limited to specific hours and days as per the municipal code. Construction trips would be temporary during the duration of Project construction. Therefore, it is not anticipated that the construction trips would contribute to a significant increase in the overall congestion in the Project vicinity. Impacts would less than significant.

The Project Site is located in a Hillside and Special Grading Area, and proposes 9,700 cubic yards of grading, which requires a Haul Route Approval from the Board of Building and Safety Commissioners. Temporary land or street closures associated with project construction activity are expected to impact nearby street capacities. In light of the increase in construction activity in Hillside Grading Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program (http://ladbs.org/LADBSWeb/haul-route.jsf) is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor, usually a Grading Inspector, is assigned to a geographic area to monitor haul route and keep track of daily activities in order to minimize impacts to neighboring residents. Haul Route are tracked for each district to identify the locations of construction sites for which a haul route was required.

According to NavigateLA as of March 16, 2018, one (1) pending haul route, located at 1700 North Viewmont Drive, is located within a 500-foot radius of the Project Site, but not on the same street as the Project Site. The Haul Route Approval will include regulatory compliance measures and recommended

conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners to reduce the impacts of construction related to hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. With implementation of the referenced mitigation measure, the impact to traffic and transportation will be less than significant.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Project to a less than significant level:

MM-TRANS-1: Transportation (Haul Route)

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

b. Would the project 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?

Less than Significant Impact. The Los Angeles County Congestion Management Plan (CMP) requires analysis be conducted if 150 or more trips attributable to the Project are added to a mainline freeway-monitoring location in either direction during the morning or afternoon weekday peak hours or if 50 or more peak-hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic. The Project is a single residence. It would not add sufficient trips to the road network to require CMP analysis. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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. This question would apply to the Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related uses are proposed. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact with Project Mitigation. A significant impact could occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. No public street closures would occur during construction that could have the potential to interfere with vehicles within the immediate vicinity of the site. As part of the Project, the Applicant is requesting approval of Blue Heights Drive as a Private Street. This approval includes the determination that the roadway design of Blue Heights Drive does not pose a hazard. However, Blue Heights Drive is a Substandard Hillside Limited Private Street with widths varying between 12 feet and 15 feet. Neither Blue Heights Drive nor Sunset Plaza Drive contain pedestrian sidewalks. In conjunction with the following mitigation measure, and compliance with Haul Route approval conditions, potential impacts of the private street design would be reduced to less than significant.

Mitigation Measure: The following mitigation measure is proposed to reduce impacts from the Project to a less than significant level:

MM-TRANS-2: Safety Hazards

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

e. Would the project result in inadequate emergency access?

Less than Significant Impact with Project Mitigation. A significant impact could occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve a project or adjacent uses. As part of the Project, the Applicant is requesting approval of Blue Heights Drive as a private street. This approval includes the determination that Blue Heights Drive is adequate for access. However, as previously stated, Blue Heights is a Substandard Hillside Limited Private Street with widths varying between 12 feet and 15 feet. Neither Blue Heights Drive nor Sunset Plaza Drive contain pedestrian sidewalks. In conjunction with Mitigation Measures **MM-TRANS-1** and **MM-TRANS-2**, Mitigation Measures **MM-TRANS-3** and **MM-TRANS-4** will further mitigate potential impacts to be less than significant.

Mitigation Measures: The following mitigation measures are proposed to reduce impacts from the Project to a less than significant level:

MM-TRANS-3: Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

MM-TRANS-4: Inadequate Emergency Access

- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.

- All demolition and construction materials shall be stored on-site and not within the public right-of-way nor the private street during demolition, hauling, and construction operations.

f. Would the project 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. A significant impact could occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site. No transit, bicycle or pedestrian facilities are present or planned within the Project vicinity. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.17 TRIBAL CULTURAL RESOURCES

Impact Analysis

Would the cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. The Project Site is not listed nor eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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 to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. The City notified the appropriate tribes via a pre-consultation letter on March 7, 2017. The Gabrieleno Band of Mission Indians – Kitzh Nation requested consultation on March 28, 2017. A phone consultation was conducted on May 11, 2017 wherein they requested an on-site Certified Native American monitor during any and all ground disturbance activities. On May 19, 2017, the City requested for substantial evidence to identify the presence any Tribal Cultural Resources on the site but did not receive such evidence. Thus, the City closed consultation with the Gabrieleno Tribe on June 5, 2017. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.18 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. A significant impact could occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). The Los Angles RWQCB enforces wastewater treatment and discharge requirements for properties in the Project area. Currently, wastewater from the Project area is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP), a public facility subject to the State's wastewater treatment requirements. Though the Project would generate more wastewater than is currently generated on the Project Site, pollutant loads would be typical of residential wastewater already treated by HTP. Furthermore, as discussed below, HTP has the available capacity to accommodate the additional waste associated with the Project. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project 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. A significant impact could occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

The Los Angeles Department of Water & Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system. Water entering the Los Angeles Aqueduct Filtration Plant (LAAFP) undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The daily plant flow is approximately 362 mgd, averaged over calendar year 2013. Therefore, the LAAFP has a remaining capacity of over 200 mgd, depending on the season.[30]

It is estimated that the Project would have a daily demand of less than 500 gallons. This does not take into account measures within the LA Green Building Code and with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Given the available capacity of the LAAFP, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. The HTP treats an average daily flow of 362 mgd, and has the capacity to treat 450 mgd.[31] This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP. It is estimated that the Project would generate less than 500 gpd of wastewater. Given the available capacity of the HTP, the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

Given the above, potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

30 Los Angeles Department of Water and Power, *Urban Water Management Plan* (2016)

31 City of Los Angeles Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant," http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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, resulting in the construction of new stormwater drainage facilities. The Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarter inch of rainfall in a 24-hour period. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water, during dry seasons would be 513,540 acre-feet per year (afy) for 2015 and 611,800 afy for 2020. The *UWMP* projects adequate water supplies through 2040. [32] As such, it is expected that LADWP has sufficient water supplies available to serve the Project. Furthermore, as previously stated, the Project Applicant would adhere to current standards, including the Green Building Code, that would reduce demand on local water supplies. Impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

32 City of Los Angeles Department of Public Works, *2015 City of Los Angeles Urban Water Management Plan* (2016).

e. Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the *Wastewater Facilities Plan* or *General Plan* and its elements. As stated above, the Hyperion Treatment Plant is expected to have capacity to serve the Project. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan ((SWMPP), or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Chiquita Canyon Landfill and the Manning Pit Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction

waste. The Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons.[33] The Manning Pit Landfill has a remaining capacity of 540,000 tons.[34] Thus, the Chiquita Canyon Landfill and Manning Pit Landfill combined have a remaining permitted daily intake of approximately 5.4 million tons. The Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy).

The Project's generation of solid waste would be less than 1 ton per year. This estimate is conservative because it does not factor in any recycling or other waste diversion programs. The amount of solid waste generated by the Project is within the available capacities at area landfills. The Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility.

Based on the above, solid waste impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste during both construction and operation that is typical of a single-family residential building and would comply with all Federal, State, and Local statutes and regulations regarding proper disposal. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.19 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

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

33 County of Los Angeles Department of Public Works, *Los Angeles Countywide Integrated Waste Management Plan, 2011 Annual Report* (March 2013).

34 County of Los Angeles Department of Public Works (February 2014).

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. A significant impact could occur if the Project would have an identified potentially significant impact for any of the issues cited above. As indicated by the analysis in this Initial Study, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the Project potentially affect important historic or prehistoric resources. Though potentially significant impacts were identified with respect to construction noise and the removal of trees, implementation of the mitigation measures described in this Initial Study would reduce those impacts to less than significant levels. Therefore, impacts on the quality of the environment would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. Cumulative impacts could occur when the impacts of two or more separate projects are considerable when viewed together. In the preceding topical analyses, cumulative impacts have been considered where appropriate. For example, the evaluation of air quality impacts considered the Project's cumulative contribution to federal or State nonattainment pollutants within the South Coast Air Basin and the evaluation of traffic impacts considered the cumulative effect of other proposed projects in the immediate vicinity. Through the analyses, no significant cumulative impacts were identified for the Project.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact with Project Mitigation. As discussed in the preceding sections, the Project could result in potentially significant impacts due to removal of trees and hillside construction staging. Mitigation Measures **MM-BIO-1, MM-BIO-2**, **MM-HAZ-1, MM-HAZ-2, MM-TRANS-1, MM-TRANS-2, MM-TRANS-3** and **MM-TRANS-4**, have been identified to address these impacts. With incorporation of these measures, impacts of the Project would be less than significant.

Mitigation Measures: Applicable mitigation measures have been identified in the Biological Resources, Noise, and Public Services sections in this Initial Study.

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