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January 27, 2022

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RE: Recirculation of Negative Declaration (ND) No. ENV-2016-4327-ND AND ERRATUM 1830-1849 North Blue Heights Drive (APN 5558015019)

The Department of City Planning Lead Agency published the Mitigation Negative Declaration (MND) on April 12, 2018 and circulated for a 30-day period that ended on May 14, 2018. The MND, along with the parent cases to the MND, Case Nos. PS-1437 and ZA-2017-3054-ZAD-ZAA, were appealed after the Zoning Administrator's determination was issued on September 4, 2019. The cases were heard by the Central Area Planning Commission (APC) on November 12, 2019, where the Central APC denied the appeal and sustained the determinations made by the Department. On November 26, 2019, City Council asserted jurisdiction over such actions pursuant to Charter Section 245 and vetoed the appeal denial. The City Council remanded the cases (Case Nos. PS-1437 and ZA-2017-3054-ZAD-ZAA) back to the Central APC for reconsideration. As such, the MND was never formally adopted and final.

The Department of City Planning hereby issues this Erratum of the circulated Mitigated Negative Declaration (MND), Case No. ENV-2016-4327-MND to reflect the revised project description and acknowledge that the Project as currently proposed does not need mitigation measures as previously identified in the circulated MND. Instead, the City finds as the Lead Agency that a Negative Declaration (ND) is the adequate environmental clearance for the project. The original project description, as noted in the circulated MND read:

The construction, use, and maintenance of a new 7,983 square-foot, two-story, single-family dwelling with an attached four-car garage and 7,158 square feet of exempt floor area within one basement level on an approximately 44,122.8 square-foot vacant lot located at 1830 North Blue Heights Drive. The residence also includes a driveway bridge, pool and spa, five retaining walls, and a two-car carport. The Project will also include a soil nail wall located on an approximately 71,203.8 square-foot vacant lot located at 1849 North Blue Heights Drive.

Since then, the applicant team made changes to the project's scope of work based on discussions with the Council District 4 Office, appellants, and community members. This resulted in the

reduction in Residential Floor Area, basement level, parking spaces, retaining walls, and grading quantities. Case No. ZA-2020-5987-ZV was filed to request relief from current grading provisions due to the adoption of Ordinance No. 184,802 (Baseline Hillside Ordinance).

The circulated Mitigated Negative Declaration identified eight (8) Mitigation Measures for the following impact categories: Biological Resources, Hazards and Hazardous Materials, and Transportation and Traffic. Recent updates to thresholds of significance pursuant to CEQA Guidelines Section 15064(b)(2) and 15064.7 resulted in new impact categories and revised Appendix G questions, and as a result, those impact categories were not previously captured in the circulated MND. The new impact categories added to the Appendix G consist of Energy and Wildfires, and revisions to Appendix G questions were also made to the Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Transportation and Traffic, and Utilities and Service Systems impact categories. In addition, previously identified mitigation measures were regulatory compliance measures that were incorrectly identified as mitigation measures. Further, newly created regulatory compliance measures satisfy the intent of some mitigation measures identified in the circulated MND.

The reduction of the project scope and application of regulatory compliance measures has created a project that has either less than significant or no impacts in all impact categories. This erratum outlines the justification of the Project's revision from a Mitigated Negative Declaration (MND) to a Negative Declaration (ND), as the previously identified impact categories have been reduced to less than significant due to the reductions in the project scope and the previously identified mitigation measures being Regulatory Compliance Measures (RCM). The erratum also responds to new and updated Appendix G questions found in the Biological Resources, Energy, Hazards and Hazardous Materials, Hydrology, Transportation and Traffic, Utilities and Service Systems, and Wildfire impact categories as part of the Initial Study Checklist. The information in the circulated Mitigated Negative Declaration for the sections identified below shall be superseded by the analysis provided in this erratum. This analysis in the erratum along with the relevant portions of the circulated MND shall comprise of the Negative Declaration (ND):

IV. Biological Resources

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

Less-Than-Significant Impact. 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.

As mentioned in the previously circulated MND, the Project Site is currently located on an undeveloped parcel of land, accessed via a Private Road Easement. The applicant submitted an updated Biological Resources Full Report (Appendix F), prepared by Alden Environmental, Inc. and dated July 28, 2021. The updated report agrees with the previous Biological Resources Review prepared SCWA Environmental Consultants, dated April 2, 2018, that 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 dated February 2020. The Biological Resources Full Report (Appendix F) survey of APNs 5558-015-019 and 5558-001-010, hereafter referred to as the study area, was conducted by Principal Wildlife Biologist Brian Leatherman of Leatherman Bioconsulting, Inc. on April 26, 2021. The updated report also refers to the survey of the study 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 F.

According to the Biological Resources Full Report (Appendix F), an updated Tree Report (Appendix G) prepared by Arborist Lisa Smith of The Tree Resource, dated March 27, 2021, and a supplemental Tree Letter (Appendix H) prepared by the same arborist dated July 22, 2021, one (1) protected tree and seven (7) non-protected trees on the Project Site would be removed during construction. The Biological Resources Full Report (Appendix F) concluded that nesting bird activity is possible, particularly in the denser 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, and as such, there are existing Regulatory Compliance Measures which address nesting bird protections.

The circulated MND required the Project to comply with Mitigation Measure MM-BIO-1 to prevent artificial illumination of natural areas and protect nocturnal biological resources. However, the Project is already subject to various municipal and state building codes that address artificial lighting and illumination that will reduce any potential impact on nocturnal biological resources. Additionally, the applicant has since submitted a Lighting Plan (Appendix J) which provides the location of interior and exterior lighting of the Project, as well as information regarding fixture type, brightness, and light color. As such, the Mitigation Measure may be characterized as a Regulatory Compliance Measure (RCM). Therefore, in conjunction with existing regulatory measures and project design features (Lighting Plan), impacts related to sensitive biological species or habitats would be reduced to less than significant.

- 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. Based on the criteria established in CEQA, 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 and Shrub Ordinance or the City's adopted street tree policies. According to the updated Tree Report (Appendix G) prepared by Arborist Lisa Smith of The Tree Resource, dated March 27, 2021, and a supplemental Tree Letter prepared by the same arborist dated July 22, 2021 (Appendix H), there are two (2) protected trees and seven (7) non-protected trees on site, and one (1) off-site protected tree. Additionally, these documents reported no protected shrubs onsite. The two protected trees onsite include one (1) black walnut and one (1) western sycamore, and the one (1) off-site protected tree is a black walnut. The proposed project will

remove the onsite black walnut and all seven non-protected trees as they are within the construction zone. The existing black walnut tree will be replaced at a four-to-one (4:1) ratio in the black walnut species with a minimum 24-inch box size, and the seven non-protected trees will be replaced at a one-to-one (1:1) ratio, to the satisfaction of the Board of Public Works, Urban Forestry Division. The supplemental Tree Letter states that the proposed protected tree removal and the location of the proposed replacement trees were reviewed and approved by the Board of Public Works, Urban Forestry Division.

The circulated MND required the Project to comply with Mitigation Measure MM-BIO-2 to reduce impacts related to the removal of the protected trees as a result of the Project. The Mitigation Measure further outlines the tree removal process through the Urban Forestry Division, including a required Tree Report, Board of Public Works approval, bonding (tree survival), and replacement tree location. Such procedures found in this Mitigation Measure are already required by the Board of Public Works, Urban Forestry Division and implemented through this agency. The updated Tree Report (Appendix G) and supplemental Tree Letter (Appendix H) is consistent with the City's Protected Trees and Shrubs Ordinance (Ordinance No. 186,873, effective February 4, 2021) and meets the replacement requirements to the satisfaction of the Urban Forestry Division. The Project will also be subject to the Tree Report's recommendations regarding construction, protective fencing, and planting within the protective tree zone. Therefore, in conjunction with Regulatory Compliance Measure and recommendations stated in the Tree Report and supplemental Tree Letter, impacts would be less than significant.

VI. Energy

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less than Significant Impact. The proposed Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. Construction of the project would require the use of electric power for as-necessary lighting and electronic equipment, in addition to the use of petroleum fuel for operating construction equipment. The project would be required to comply with the Airborne Toxics Control Measure from the California Air Resources Board (CARB), which restricts heavy duty diesel vehicle idling time to 5 minutes. The majority of the energy in the proposed Project would be sourced from electricity, natural gas, and petroleum for the purposes of lighting, climate control, and appliance operation. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency. As such, impacts of the proposed Project would be less than significant.

- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

No impact. The proposed Project involves the construction, use, and maintenance of a single-family dwelling. The Project would be designed to comply with all applicable state and local codes, including the California Green Building Standards Code and Title 24 regulations, as well as the City of Los Angeles Building Code, which would impose energy conservation measures. The Project would incorporate design features including, but not limited to, the following: efficient lighting technology; energy efficient heating, ventilation and cooling equipment; and Energy Star rated products and appliances. As such, the proposed Project would result in no impacts to state or local plans for renewable energy or energy efficiency.

IX. Hazards and Hazardous Materials

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

Less-Than-Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if the Project involved possible interference with an emergency response plan or emergency evacuation plan. 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. The nearest evacuation route is Laurel Canyon Boulevard, approximately 0.70 miles 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 interference with emergency evacuation plans, the Applicant has submitted the Construction Traffic Management Plan (Appendix I), stamped-approved on April 8, 2021, by the Department of Transportation which incorporated a Construction Staging and Parking Plan. The plan also includes requirements to ensure that construction traffic, access, circulation, and parking issues do not hinder emergency access during the construction phase of the project.

The City's Emergency Operations Plan (EOP) sets forth procedures for City personnel to follow in the event of an emergency situation stemming from natural disasters, technological incidents, nuclear defense operations, and other unforeseeable disasters or crises (City of Los Angeles 2018). Development of the Project site may require temporary on-street employee parking (up to 3 vehicle spaces). While temporary on-street parking may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans, and any planned closure are required to be coordinated with the City's emergency services prior to implementation.

Pursuant to LAMC Section 13.20.D.4(a), a Haul Route Approval from the Board of Building and Safety Commissioners (BBSC) is required because the Project proposes the import and/or export of 1,000 CY or more of earth material in a Hillside and Special Grading Area. Hauling operations and construction activities would be conducted in accordance with the approved Haul Route, which will be established by the City to ensure safe circulation on local streets during construction and hauling activities.

The Project would also be required to submit final driveway and street improvement plans and internal circulation plans to the Department of Public Works for review and approval, ensuring that site driveway access and internal site vehicular movement is designed in accordance with City design requirements related to emergency vehicle access. Prior to obtaining a building or construction permit, LAFD Development Services Unit conducts Fire Life Safety Plan Check and Fire Life Safety Inspections interpreting and enforcing the applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National codes concerning new construction and remodeling (LAFD 2020). Additionally, the Development Review Division of the City's Department of Transportation is responsible for reviewing and approving site plans, and roadway and traffic signal plans (Los Angeles Department of Transportation 2020).

The Department of Transportation and LAFD would be responsible for ensuring that future development does not impair or physically interfere with an adopted emergency

response or evacuation plan. As part of standard development procedures, plans would be submitted to the Department of Transportation and LAFD for review and approval to ensure that all new development has adequate emergency access and escape routes in compliance with City regulations. Specifically, LAFD would review the site plans and Project ingress/egress, and, if any concerns are raised, LAFD may require that the Project applicant develop an emergency response plan or similar document that identifies mapping of emergency exits, evacuation routes, and the location of nearest hospitals and fire stations. As such, Project implementation would not interfere with an emergency response plan due to existing regulatory/statutory requirements and consultation with LAFD.

The Construction Traffic Management Plan (Appendix I) fulfills the requirements expressed in Mitigation Measure MM-HAZ-1, which requires the submission of a Construction Staging and Parking Plan and may be characterized as a Regulatory Compliance Measure. Therefore, impacts associated with an adopted emergency response or emergency evacuation plans would be less-than-significant.

X. Hydrology and Water Quality

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

No Impact. The Project would be required to comply with existing California Regional Water Quality Control Board (RWQCB) discharge permit requirements, the City of Los Angeles Low Impact Development (LID) ordinance, and the Los Angeles Municipal Code (LAMC) Stormwater, the Los Angeles Regional Standard Urban Storm Water Mitigation Plan (SUSMP), and Urban Runoff Pollution control requirements to water quality control. Implementation of the requirements on the project site would result in an improvement in surface water quality runoff as compared to existing conditions. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable management plan and impacts would result in no impact.

XVII. Transportation and Traffic

- a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less Than Significant Impact. 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 an element of the City General Plan, the Mobility Plan 2035 sets the following objectives and policies addressing the City circulation system:

- Safety First: Design and operate streets in a way that enables safe access for all users and modes of travel,
- Access for All Angelenos: Ensure a fair and equitable system which is accessible to all and accommodates the most vulnerable of users,
- World Class Infrastructure: provide a well-maintained and connected network of streets, paths, bikeways and trails.

The Project would comply with the Mobility Plan 2035 and would not disrupt public transportation services or alter existing public transportation routes and would not interfere or otherwise decrease the performance or safety of existing bikeways or

pedestrian facilities. As the Project would improve a portion of Blue Heights Drive, a private street, it would comply with the Safety First and Access for All Angelenos Elements to ensure safe street access and an equitable system accessible for all users. In addition, the Project would comply with the World Class Infrastructure Element as the project would improve Blue Heights Drive, a 30-foot-wide private street easement that is currently improved with a varying paved roadway width of 12 to 15 feet from the Project site to Sunset Plaza Drive to provide vehicular access to the proposed residences. As such, the Project would not conflict with the Mobility Plan 2035.

In addition, the Los Angeles Department of Transportation (LADOT) oversees transportation planning, design, construction, maintenance and operations within the City and includes recommended Vehicle Miles Traveled (VMT) to measure the quality of vehicular traffic. The following screening criteria is conducted to determine whether VMT analysis is needed:

- Tier 1 Screening Criteria: Indicates if projects will replace an existing number of residential units with a lesser number of residential units and is within one-half mile of a fixed-rail or fixed-guideway station.
- Tier 2 Screening Criteria: Indicates the net increase in daily trips and the net increase in daily VMT, and whether the Project consists of only retail uses less than or equal to 50,000 square feet.

The Project would not meet Tier 1 or Tier 2 Screening Criteria, outlined above. Per the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines, if a project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a development project would be required. Because the Project would result in a nominal increase of daily vehicle trips, much lower than the 250 daily trip threshold outlined by LADOT, the Project is not required to perform a VMT analysis. As it 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.

The Project Site is located in a Hillside and Special Grading Area, and currently proposes 6,838 cubic yards of grading, which is a reduction from the original proposal of 9,700 cubic yards, which requires a Haul Route Approval from the Board of Building and Safety Commissioners. As the proposed Project represents a discretionary request for new hillside construction greater than 1,000 square feet on a street less than 24 feet in width, the Project Applicant was required to submit a Construction Traffic Management Plan for review by the City's Department of Transportation (LADOT), in conjunction with LADOT's Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns during construction that are specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The proposed Project will be subject to the requirements detailed in the Project's Construction Traffic Management Plan reviewed and stamped-approved by LADOT on April 8, 2021 (Appendix I). Additionally, a haul route monitoring program 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.

The proposed measures in the Hillside Construction Traffic Management Plan include, but are not limited to, limiting construction to the hours allowed by the LAMC; the appointment of flag people; a Construction Contact for complaints or inquiries; on-site construction across two (2) separate phases; signage prohibiting unauthorized materials within and around the construction site; brush clearance; on-site and off-site parking limitations for employees; haul route; construction barriers in accordance with City requirements; site security; and unobstructed emergency access to and from the site. 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 be less than significant.

The circulated Mitigated Negative Declaration (MND) addressed the project's potential impacts relating to haul routes and transportation pedestrian and vehicular traffic with the imposition of Mitigation Measure MM-TRANS-1. This measure addresses regulatory measures that are currently required for a Haul Route approval pursuant to the Municipal Code and to the satisfaction of the Department of Building and Safety. Additionally, the Project Site is located within the Hillside Construction Regulation (HCR) Supplemental Use District (Ordinance No. 185,491, effective May 28, 2018) which established new regulations to provide special protections against construction related impacts of single-family residential developments in hillside areas, including hauling truck operations standards and construction operating hours. As the recent changes to the Municipal Code, transportation impact assessment for hillside developments, and haul route approval process have taken place to reduce impacts to the City's circulation system, it is appropriate for Mitigation Measure TRANS-1 to be characterized as a Regulatory Compliance Measure (RCM), and, as such, the previously identified impact has been reduced to less than significant due to existing Regulatory Compliance Measures.

As the Project proposes to export 5,992 cubic yards of earth, it will be required to obtain a Haul Route Permit from LADBS prior to construction activities. The proposed Project will be required to comply with all conditions attached to the Haul Route Permit in order to perform export activities. Therefore, compliance with the Hillside Construction Traffic Management Plan dated April 8, 2021 (Appendix I), along with all conditions attached to the Haul Route Permit, will reduce any impacts to the City's circulation system to less than significant.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No-Impact. In September 2013, the Governor's Office signed Senate Bill 743 (SB 743) into law, starting a process that changes the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, Level of Service, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. Per the California Office of Planning and Research's (OPR) revisions to the CEQA Guidelines, a lead agency may elect to be governed by the vehicle miles travelled (VMT) guidelines immediately. However, beginning July 1, 2020, the VMT guidelines shall apply Statewide. To date, the City of Los Angeles has adopted a methodology or corresponding thresholds of significance for purposes of evaluating the

potential traffic impacts of development projects based on VMT. As referenced in Checklist Question XVII. (a), the Project does not meet the criteria to perform a VMT analysis. Therefore, it is not anticipated that the Project trips would be in conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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

Less-Than-Significant Impact. A significant impact would occur if the proposed Project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed Project would not include unusual or hazardous design features and the proposed Project is compatible with existing uses. The Project proposes a land use that complements the surrounding urban development, utilizes the existing roadway network and will improve the existing private street along Blue Heights Drive. Access to on-site parking areas is provided through a driveway bridge and car port located on Blue Heights Drive. Additionally, any potential hazards are also addressed in the Project's Hillside Construction Traffic Management Plan stamped-approved April 8, 2021 (Appendix I) by LADOT. This plan includes safety measures such as construction barricades, signage, and fencing, that would reduce any potential safety hazards resulting from construction of the Project. The Project will conform to the City's design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety to the satisfaction of the Department of Public Works, Bureau of Engineering.

The previous circulated Mitigated Negative Declaration (MND) addressed the project's potential impacts relating to roadway design and safety hazards with the imposition of Mitigation Measure MM-TRANS-1. This mitigation measure requires appropriate traffic signs for pedestrian and vehicle safety as well as a parking and driveway plan, to the satisfaction of the Department of Public Works, Bureau of Engineering and the Department of Transportation (LADOT). As previously mentioned, the Project's Hillside Construction Traffic Management Plan (Appendix I) was approved by LADOT and includes such safety measures and a parking and driveway plan for its construction phase. It is appropriate for Mitigation Measure MM-TRANS-1 to be characterized as a Regulatory Compliance Measure (RCM) as the expressed impact concerns are addressed and fulfilled through the Project's Traffic Management Plan. Therefore, impacts would be less-than-significant due to the existing Regulatory Compliance Measures.

- d) *Result in inadequate emergency access?*

Less-Than-Significant Impact. A significant impact would occur if the Project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The Project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the Project Site or surrounding area. Additionally, emergency access to and from the Project Site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD), including the applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National codes concerning new construction and remodeling. The Project is also required to submit final driveway plans and internal circulation plans to the City Department of Public Works for review and approval, ensuring that site driveway access and internal site vehicular movement are designed in accordance with City design requirements related to emergency vehicle access.

The measures proposed in the Project's Hillside Construction Traffic Management Plan stamped-approved April 8, 2021 (Appendix I), including unobstructed emergency access, a project hotline for complaints and inquiries, and a Construction Liaison Officer tasked with responding to inquiries and concerns, will also ensure that all emergency access adjacent to the Project Site remains free and unobstructed. Corresponding mitigation measures now characterized as Regulatory Compliance Measures are addressed and fulfilled through the Project's Traffic Management Plan. Such requirements will reduce potential impacts relating to inadequate emergency access to less than significant levels.

The previous circulated Mitigated Negative Declaration (MND) addressed the project's potential impacts relating to pedestrian safety and emergency access with Mitigation Measures MM-TRANS-3 and MM-TRANS-4. MM-TRANS-3 includes the requirement for staging and maintenance of pedestrian access during construction, pedestrian facilities, and covered walkways. MM-TRANS-4 includes parking restrictions during Red Flag Days and the on-site storage of demolition and construction materials. As mentioned in previous paragraphs, the Project's Hillside Construction Traffic Management Plan (Appendix I) approved by LADOT imposes requirements to ensure the facilitation of incoming pedestrian and vehicle traffic and promote safety, in addition to the restriction of construction materials along Blue Heights Drive and off-street parking limits. Additionally, the Project Site is located within the Hillside Construction Regulation (HCR) Supplemental Use District (Ordinance No. 185,491, effective May 28, 2018) which established new regulations to provide special protections against construction related impacts of single-family residential developments in hillside areas, including hauling truck operations standards, construction operating hours and staging. Such regulations will help reduce impacts by limiting construction vehicles onto the private street and directing the role of the Department of Building and Safety, Grading Division for implementing safety standards in the haul route approval process. The Project is subject to meet the requirements of the Red Flag Day Parking program, is a joint operating program between the Los Angeles Fire Department (LAFD) and LADOT to remove illegally parked vehicles within a Very High Fire Hazard Severity Zone during a Red Flag Day.

As the recent changes to the Municipal Code, transportation impact assessment for hillside developments, and haul route approval process have taken place to reduce impacts to the City's emergency access guidelines, it is appropriate for Mitigation Measures MM-TRANS-3 and MM-TRANS-4 to be characterized as Regulatory Compliance Measures (RCM). Therefore, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts previously identified would be less than significant due to existing Regulatory Compliance Measures.

XIX. Utilities and Service Systems

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less-Than-Significant Impact. A significant impact would occur if the proposed 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 and Power (LADWP) conducts water planning based on forecast population growth. The addition of one residential unit as a result of the

proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2020 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Refer to Response to Checklist Question XIX (a).

- c) *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?*

Refer to Response to Checklist Question XIX (a).

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

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

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Refer to Response to Checklist Question XIX (d).

XX. Wildfire

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. A significant impact may occur if the Project would impact an adopted emergency response plan or emergency evacuation plan. Although the Project is located in a Very High Fire Hazard Severity Zone (VHFHSZ) within hillside terrain with vegetation susceptible to wildland fires, the Project would not substantially impair an adopted emergency response or evacuation plan due to the Project's Hillside

Construction Traffic Management Plan stamped-approved April 8, 2021 (Appendix I). The Project is located on a narrow private hillside street with limited emergency access. As stated previously in Section IX. Hazards and Hazardous Materials and Section XVII. Transportation and Traffic, the Construction Management Plan provides an on-site equipment staging area and for shuttling of workers to and from the Site. The Project avoids the need for prolonged street closures due to construction activities and anticipates up to two to three on-street vehicle parking to occur during the grading and foundation phase of construction. In addition, the Project would not cause permanent alterations to vehicular circulation routes and patterns or impede public access or travel on public rights-of-way. Therefore, impacts would be less than significant.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less-Than-Significant Impact. The project may have a significant impact if the project would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. The Project Site is located in a VHFHSZ in hillside terrain with vegetation susceptible to wildland fires. Therefore, the Project is subject to comply with LAMC requirements (LAMC Section 57.322) to protect against wildland fire. LAMC requirements include brush clearance (LAMC Section 57.322.1), landscape vegetation requirements (LAMC Section 57.322.1.1.8), and inspections (LAMC Section 57.322.2) for effective protection of homes located in a VHFHSZ from wildfires. The proposed Project was reviewed and previously approved by the City of Los Angeles Fire Department. Existing LAFD fire stations in the vicinity would serve the proposed project. In the event of a wildfire, the nearest fire station is LAFD Fire Station No. 41, located at 1439 North Gardner Street, approximately 3.5 driving miles from the Project Site. The addition of one single-family residence within the existing urban setting and would not substantially increase the demand for LAFD services. Through compliance with Fire Code requirements, and proximity to existing LAFD stations, impacts would be less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less-Than-Significant Impact. A project may have a significant impact if it would require the installation of associated infrastructure that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment. The Project would install a 20-foot-wide paved roadway within the 30-foot-wide private street easement that is currently improved with a varying paved roadway width of 12 to 15 feet from the Project site to Sunset Plaza Drive. The Project is subject to the review and approval by the LAFD and building construction and occupancy would be required to comply with fire department codes and regulations. The Project is located in a VHFHSZ and subject to compliance with the applicable LAMC requirements to protect against wildland fire. The Project's installation of associated infrastructure would be limited to street improvements within the private street easement, and therefore would not exacerbate fire risk within the area. As the Project's roadway improvements would be minimal and previously approved by the City Fire Department, impacts with regards to associated infrastructure exacerbating fire risk would be less-than-significant.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Less-Than-Significant Impact. A project may have a significant impact if it would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The Project Site is located downslope and not located within a flood zone. Storm water or any runoff irrigation waters would be directed through design features including an appropriately sized stormwater planter and drainage system, drainage inlets on Blue Heights Drive, and compliance with regulatory requirements for an approved SUSMP, the Project would not result in a significant increase in site runoff or change the local drainage patterns in a manner which would result in flooding on or offsite.

In addition, the LADBS Approval Letter dated January 18, 2018, and the State of California's Seismic Hazards Zones map for the Hollywood Quadrangle indicates that portions of the Site are located within areas subject to earthquake induced landslides. The Project design incorporates remedial grading, retaining walls, and conventional and/or drilled-pile foundations bearing on competent bedrock to minimize potential landslide hazards. Additionally, Site grading plans are required to be reviewed and approved by the Los Angeles Department of Building and Safety, as well as incorporate site-specific recommendations of a soils engineer for stabilization of soils to address potential landslide hazards. The Project plans were previously reviewed by LADBS Grading Division and the Geology and Soils Approval Letter is included in Appendix C. Through compliance with applicable regulatory requirements, the Project would not expose people or structures to significant downslope or downstream flooding or landslide risks resulting from runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less-than-significant.

In summary, this erratum identifies no new impacts regarding impact categories which were recently listed in the updated Appendix G questions. Additionally, all of the impact categories which were previously identified as requiring mitigation measures are in fact sufficiently addressed through Regulatory Compliance Measures. There are no impacts that require the imposition of mitigation measures for the project. Therefore, the previously circulated MND (ENV-2016-4327-MND) is revised as a Negative Declaration (ENV-2016-4327-ND).

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Attachments: Biological Resources Full Report (Appendix F)
Protected Tree Report (Appendix G)
Supplemental Tree Letter (Appendix H)
Hillside Construction Management Plan (Appendix I)
Lighting Plan (Appendix J)