DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT

City Planning Commission

Date: January 25, 2018
Time: After 8:30 am
Place: Van Nuys City Hall
Council Chambers, Second Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing:
September 27, 2017

Case No.:	**CPC-2017-2864-ZC**
CEQA No.:	**ENV-2017-2865-ND** **ENV-2018-153-CE**
Related Case:	**None**
Council No.:	4 – Ryu
Plan Area:	Bel Air – Beverly Crest and Hollywood
Certified NC:	Bel Air – Beverly Crest and Hollywood Hills West
GPLU:	Residential Single-Family
Zones:	[Q]PF-1XL, [Q]R3-1XL, A1-1XL, C2-1, C4-1D, CR-1D, OS-1XL, PB-1, R1-1, R3-1, R4-1D, RD1.5-1XL, RD6-1, RE11-1, RE15-1, RE15-1-H, RE20-1-H, RE40-1, RE40-1-H, RE9-1
Applicant:	City of Los Angeles

PROJECT LOCATION: The area consists of the Bird Streets and Laurel Canyon neighborhoods within Council District 4 as shown in the proposed Ordinance Map.

PROPOSED PROJECT: The proposed Zone Change Ordinance establishes a Hillside Construction Regulation (HCR) Supplemental Use District (SUD) that applies specific supplemental development restrictions related to construction, grading quantities, and hauling requirements applicable to the Project Area. The proposed ordinance, by itself, does not authorize or expand any development or construction activities, but instead places development restrictions on construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas. The regulations would be triggered by application for a building permit for a “project” (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The Zone Change Ordinance would add the HCR SUD regulations in addition to the base zone (e.g., R1-1-HCR) to restrict the issuance of a building permit for a “project” (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD imposes specific supplemental development restrictions regarding the construction process including: proper identification of hauling vehicles, maximum quantity of allowable grading, and a site plan review process for projects relating to large-scale single-family units in the Project Area.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2017-2865-ND ("Negative Declaration"), and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT Negative Declaration.

2. Pursuant to CEQA Guidelines, Section 15308 (Class 8), an Exemption from CEQA, that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

3. Pursuant to Section 12.32(F) of the Los Angeles Municipal Code (LAMC), approve a recommendation that the City Council adopt a **Zone Change Ordinance** from those parcels lying within the project boundaries identified in the proposed Ordinance Map from [Q]PF-1XL, [Q]R3-1XL, A1-1XL, C2-1, C4-1D, CR-1D, OS-1XL, PB-1, R1-1, R3-1, R4-1D, RD1.5-1XL, RD6-1, RE11-1, RE15-1, RE15-1-H, RE20-1-H, RE40-1, RE40-1-H, and RE9-1, **<u>to</u>** [Q]PF-1XL-HCR, [Q]R3-1XL-HCR, A1-1XL-HCR, C2-1-HCR, C4-1D-HCR, CR-1D-HCR, OS-1XL-HCR, PB-1-HCR, R1-1-HCR, R3-1-HCR, R4-1D-HCR, RD1.5-1XL-HCR, RD6-1-HCR, RE11-1-HCR, RE15-1-HCR, RE15-1-H-HCR, RE20-1-H-HCR, RE40-1-HCR, RE40-1-H-HCR, RE9-1-HCR.

RECOMMENDED ACTIONS:

1. **Approve** and **Recommend** that the City Council **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2017-2865-ND ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Negative Declaration reflects the independent judgment and analysis of the City; and **ADOPT** Negative Declaration.

2. **Approve** and **Recommend** that the City Council **Determine**, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15308 (Class 8), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

3. **Approve** and **Recommend** that the City Council **Adopt** the **Zone Change Ordinance** establishing a **Zone Change** to those parcels lying within the proposed Ordinance Map from [Q]PF-1XL, [Q]R3-1XL, A1-1XL, C2-1, C4-1D, CR-1D, OS-1XL, PB-1, R1-1, R3-1, R4-1D, RD1.5-1XL, RD6-1, RE11-1, RE15-1, RE15-1-H, RE20-1-H, RE40-1, RE40-1-H, and RE9-1, to [Q]PF-1XL-HCR, [Q]R3-1XL-HCR, A1-1XL-HCR, C2-1-HCR, C4-1D-HCR, CR-1D-HCR, OS-1XL-HCR, PB-1-HCR, R1-1-HCR, R3-1-HCR, R4-1D-HCR, RD1.5-1XL-HCR, RD6-1-HCR, RE11-1-HCR, RE15-1-HCR, RE15-1-H-HCR, RE20-1-H-HCR, RE40-1-HCR, RE40-1-H-HCR, RE9-1-HCR.

4. **Adopt** the staff report as its report on the subject.

5. **Approve** and **Recommend** that the City Council **Adopt** the attached Findings.

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Director of Planning

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

TABLE OF CONTENTS

Project Analysis **A-1**
Project Summary
Background
Initiation
Research and Analysis
Conclusion

Findings **F-1**
General Plan/Charter Findings
Zone Change Findings
CEQA Findings

Public Communications **P-1**

Exhibits:
A – Proposed Bird Streets and Laurel Canyon Zone Change Ordinance and Map

B – Hillside Construction Regulation "HCR" Supplemental Use District Ordinance (Ordinance Number 184,827)

C – Motion (Council File 16-1472-S2)

D – Environmental Clearance – ENV-2017-2865-ND

E – Environmental Clearance – Notice of Exemption

PROJECT ANALYSIS

Project Summary

The proposed project is a zone change ordinance that applies the Hillside Construction Regulation ("HCR") Supplemental Use District (SUD) to the two neighborhoods commonly referred to as "Bird Streets" and "Laurel Canyon" in the residential hillside area of Council District 4. The HCR SUD was developed to limit hauling and construction activity in the hillside areas. On March 22, 2017, after the adoption of the HCR SUD Code Amendment, the City Council instructed the Planning Department in consultation with the City Attorney to prepare and present a Zone Change Ordinance to apply the HCR to the "Bird Streets" and "Laurel Canyon" neighborhoods as shown in the map (Exhibit A).

The HCR Supplemental Use District (Exhibit B) regulates large-scale single-family homes, the grading maximum for the RE40 zone, hauling operations, and construction activity in residential hillside areas. When applied to a specific area, the HCR SUD attempts to curtail the impact of cumulative construction related impacts of large-scale and small-scale hillside developments, by requiring standard best practices or conditions for projects of low and high intensity hauling requests. The main components of the HCR District include:

Department of City Planning Discretionary Review of Large Homes

- Single-family home developments with a cumulative Residential Floor Area of 17,500 square feet or greater would be required to go through the Site Plan review process with the Department of City Planning.

Maximum Grading Restrictions

- All single-family residential zones are limited to Cut and Fill "by-right" grading quantity maximums not to exceed 6,000 cubic yards.

- All single-family residential zones abutting or accessed by a substandard street are limited to Import or Export 75% of the "by-right" grading quantity maximums not to exceed 6,000 cubic yards.

Hauling Operation Standards and Construction Activity

- Standard conditions typically imposed by the Board of Building and Safety Commissioners during the Haul Route Approval process shall be required for all applicable hauling activity within the HCR District.

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.

- Construction activity is permitted between the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday. Interior construction work is permitted 8:00 a.m. to 6:00 p.m. on Saturday, exterior construction work on Saturday is

strictly prohibited. No illumination of the exterior of the site allowed after 6:00 p.m.

Initiation

In a motion (CF16-1472-S2) dated March 22, 2017, the City Council directed the Department of City Planning in consultation with the City Attorney, to prepare and present a Zone Change Ordinance to apply the proposed Hillside Construction Regulation (HCR) Supplemental Use District (SUD) to two neighborhoods in Council District 4, as was done for the Bel-Air Beverly Crest Community in December 2016 (Council File No.16-1472-S1), to regulate the construction of single family homes in the hillside areas and address construction related impacts.

Background

In 2014, the Department of City Planning initiated the Neighborhood Conservation work program, which included: an amendment to the Baseline Mansionization Ordinance (BMO) and Baseline Hillside Ordinance (BHO); an Interim Control Ordinance for 15 communities; new Historic Preservation Overlay Zones (HPOZs); an ordinance to create a new series of R1 Single Family Zones; rezoning of several communities subject to Interim Control Ordinances; the creation of a tailored zone for the hillside areas (the Hillside Construction Regulation "HCR" Supplemental Use District (SUD)); and the application of the HCR SUD for the Bel Air – Beverly Crest Community.

On March 17, 2017, the City Council adopted Ordinance No. 184,802 amending the Single-Family Zones (i.e., RA, RE, RS, R1) and shortly thereafter on March 22, 2017, Ordinance 184,827 was adopted, establishing the Hillside Construction Regulation Supplemental Use District. Changes to the Single-Family Zones included changes to the Hillside Development Regulations (otherwise known as Baseline Hillside Ordinance "BHO") which made changes to the guaranteed minimum Residential Floor Area (RFA), grading exemptions, the formula to calculate allowable "by-right" grading, and the overall maximum "by-right" grading quantities.

"By-right" grading allowances were increased in order to accommodate for the removal of an exemption for "cut and fill" underneath a structure. The amount of grading was reduced overall due to the removal of the exemption, however, the allowed non-exempt grading limits was increased to allow for flexibility in design and permit balancing of cut/dirt onsite. The amended "by-right" maximums are shown in the table below.

Zone	BHO Maximum "By-Right" Grading Quantity (cubic yards)
R1	2,000
RS	2,300
RE9	2,400
RE11	2,800
RE15	3,200
RE20	4,000
RE40	6,600
RA	3,600

During the development of the HCR SUD regulations in 2016, community members felt a maximum of 6,600 cubic yards overall, allowed for too much grading and would cause an increase in hauling. Through staff research, site visits, community outreach and public discourse with the

Council offices during the development of the HCR SUD, it was discovered that concerns regarding grading maximums were in large part concerns related to impacts caused by construction in the hillside communities. As lot sizes increased, "by-right" grading maximums increased, therefore increasing hauling sizes and trips. Additionally, several hillside roadways are considered substandard, or have a width narrower than 28 feet, so community members felt that the "by-right" grading quantities would feel or appear to be intensified within a concentrated area. These substandard streets pose a safety concern that is intensified as the number and size of hauling trips are increased.

The HCR SUD was developed with the intention that it may be applied to hillside single-family communities within the City where development is particularity intense. The HCR SUD allows for a more tailored approach to grading allowances and specialized hauling operations standards to provide for more accountability and protections to ensure public safety. The HCR SUD places restrictions on home size, maximum grading allowances, and hauling operation standards and conditions in an attempt to lessen the impact of construction on narrow, substandard hillside streets.

Research and Analysis

Development Patterns

From 2006 to 2016, the Project Area, consisting of both the "Bird Streets" and "Laurel Canyon" neighborhoods, experienced approximately 2,057,530 square feet of single family development, with roughly 78 percent being new construction and 22 percent being additions. Construction from new single-family home development projects combined with construction activity for "small-scale" projects such as remodels or additions happening concurrently are affecting the quality of life for community members in the Bird Streets and Laurel Canyon. These residents are faced with constant construction activity on a daily basis, generating public safety concerns for this area as numerous hauling vehicles occupy the residential streets simultaneously during any one time.

Grading Activity

In the Project Area some haul trips occur on substandard streets paved less than 28 feet wide and in some cases, paved less than 20 feet. In this section "smaller-scale" projects are defined as projects grading less than 1,000 cubic yards and "larger-scale" projects are defined as projects grading 1,000 cubic yards or more. Under current regulations, only larger-scale projects need Haul Route approval in which a public hearing is held by the Board of Building and Safety Commissioners (BBSC) to hear public comment, set hauling operation standards, and require (as-needed) specific conditions for Haul Route approval. Some hauling operation standards are generally the same for each project including requiring hauling vehicles to display an identification placard showing the project address they are hauling to, requiring hauling activity to occur within a set time frame, and ensuring streets are maintained and cleaned of debris at the end of each workday, amongst other hauling operation standards for "large-scale" projects. Although the Haul Route approval process requires these hauling operation standards, "smaller-scale" projects may not necessarily follow the same protocol since they are not required to obtain Haul Route approval. While smaller-scale projects are not reviewed and conditioned by BBSC, the cumulative

trips generated from multiple smaller-scale projects negatively affect the quality-of-life for residents living in the Bird Streets and Laurel Canyon neighborhoods.

As an example, one “smaller-scale” project hauling 500 cubic yards will need approximately 50 10-wheeler dump trucks (with a capacity of 10 cubic yards) to haul 500 cubic yards to or off the project site. Considering the trips needed to import and/or export, the hauling vehicle is approximately making 100 trips, 50 trips to the site and 50 trips off the site. As a result of these smaller-scale and larger-scale grading projects happening simultaneously, in any given year, thousands of hauling vehicles enter and exit the Bird Streets and Laurel Canyon neighborhoods. Described in the Table 1 is a summary of grading activity between 2011 and 2016.

Table 1
Grading Activity 2011 - 2016

Bird Streets						
Yearly Summary	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
Mean (Average)	266	189	607	562	1,124	1,326
Median	65	70	93	97	90	164
Mode	50	51	51	51	51	51
Grading Grand Total	9,043	6,418	28,517	30,369	75,285	31,822
Roundtrip Haul Trips *Estimate based on grading grand total*	1,810	1,284	5,704	6,074	15,057	6,364
Permit Issued for 1,000 c.y. or more	3	1	9	8	18	5
Grading Quantity for permit Issued for 1,000 c.y. or more	4,115	1,064	23,478	23,718	70,955	27,823
Approved Haul Routes (HR) *Permits not necessarily issued same year Does not include any on hold or in process*	-	-	2	17	10	14
Approved HR Grading Total	-	-	6,250	72,551	79,127	89,130
Laurel Canyon						
Yearly Summary	**2011**	**2012**	**2013**	**2014***	**2015**	**2016**
Mean (Average)	260	155	119	752	308	542
Median	51	51	51	61	75	78
Mode	50	51	51	51	51	51
Grading Grand Total	14,029	10,254	7,044	60,164	29,924	29,244
Roundtrip Haul Trips *Estimate based on grading grand total*	2,809	2,051	1,411	12,033	5,985	5,849
Permit Issued for 1,000 c.y. or more	4	0	1	1	5	6
Grading Quantity for permit Issued for 1,000 c.y. or more	7,675	0	1,575	50,000	15,962	20,746
Approved Haul Routes *Permits not necessarily issued same year Does not include any on hold or in process*	-	-	1	3	10	4
Approved HR Grading Total	-	-	50,000	13,294	43,297	28,170

**includes outlier*
Source: Los Angeles Department of Building and Safety

Table 1 depicts the total grading permits issued and the cumulative amount of grading approved (by cubic yards) in a year but it does not indicate that grading activity will occur immediately or within the year, however, the cumulative total of grading is still an indicator of the potential amount of haul trips generated. As shown in Table 1 the Bird Streets and Laurel Canyon neighborhoods will benefit from a lower “by-right” maximum than the BHO “by-right” maximum for the largest

zone. Compared to the 6,600 cubic yard “by-right” maximum of the BHO, the “by-right” maximum of the HCR reduces the amount of potential haul trips. The difference of 600 additional cubic yards could potentially generate 120 extra haul trips. Given the amount of development occurring in the Bird Streets and Laurel Canyon neighborhoods, 120 extra haul trips could potentially create added stress to the residential streets.

Conclusion

The proposed zone change reflects a recommendation intended to create and apply residential development standards that reflect the varying characteristics of Los Angeles’ unique neighborhoods. The Hillside regions of Los Angeles vary with regard to lot size, scale of development and adequacy and improvement of public roads. While the Baseline Hillside Ordinance provides a good foundation for development regulations in the hillside communities, it does not consider varying conditions of each type of hillside community within the City. The HCR SUD attempts to provide more prescriptive and context sensitive refinement to the BHO, making way for a more delicate tool in which the City can tailor development standards to suit the needs of individual Hillside Communities, such as is being proposed for Bird Streets and Laurel Canyon neighborhoods and currently applied in the Bel Air- Beverly Crest neighborhood.

FINDINGS (Zone Change)

General Plan/Charter Findings

In accordance with Charter Sections 556 and 558, the proposed zone change is in substantial conformance with the purposes, intent and provisions of the City's General Plan, and all applicable provisions of the Los Angeles Municipal Code (LAMC).

General Plan Framework/Bel Air – Beverly Crest Community Plan Consistency/and Hollywood Community Plan Consistency

The proposed Zone Change Ordinances for the Bird Streets and Laurel Canyon communities are consistent with the following goals, objectives, and policies of the General Plan Framework, in addition to several similar provisions echoed in most of the Community Plans that make up the Land Use Element of the General Plan.

General Plan Framework
The proposed Zone Change Ordinance is consistent with the following goals, objectives, and policies of the General Plan Framework:

Goal 3B	Preservation of the City's stable single-family residential neighborhoods.
Objective 3.5	Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
Policy 3.5.2	Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.
Policy 3.5.4	Require new development in special use neighborhoods such as water-oriented, rural/agricultural, and equestrian communities to maintain their predominant and distinguishing characteristics.
Policy 3.5.5	Promote the maintenance and support of special use neighborhoods to encourage a wide variety of these and unique assets within the City

Pursuant to Section 12.32(F) of the Los Angeles Municipal Code this proposal is for a zone change to those parcels lying within the Bird Streets and Laurel Canyon communities, bounded within the proposed Ordinance Map, from [Q]PF-1XL, [Q]R3-1XL, A1-1XL, C2-1, C4-1D, CR-1D, OS-1XL, PB-1, R1-1, R3-1, R4-1D, RD1.5-1XL, RD6-1, RE11-1, RE15-1, RE15-1-H, RE20-1-H, RE40-1, RE40-1-H, RE9-1 **to** [Q]PF-1XL-HCR, [Q]R3-1XL-HCR, A1-1XL-HCR, C2-1-HCR, C4-1D-HCR, CR-1D-HCR, OS-1XL-HCR, PB-1-HCR, R1-1-HCR, R3-1-HCR, R4-1D-HCR, RD1.5-1XL-HCR, RD6-1-HCR, RE11-1-HCR, RE15-1-HCR, RE15-1-H-HCR, RE20-1-H-HCR, RE40-1-HCR, RE40-1-H-HCR, and RE9-1-HCR. The current Baseline Hillside regulations for the Bird Streets and Laurel Canyon community do not provide the fine-grained tools required to regulate

hauling operations and standards for homes over 17,500 square feet. The addition of hauling operations help reduce impacts related to construction related activities along narrow and windy hillside streets. The standards applied by this supplemental use district contain standards required by the Department of Building and Safety for projects with large hauling jobs. Applying hauling regulations and standards provides this community the appropriate tool for managing the varying scales of smaller and larger projects, while ensuring that construction crews and developers are responsible. These regulations promote the maintenance and support the Bird Streets and Laurel Canyon community in a way that encourage the preservation of their unique assets within the City.

Reducing the grading maximum and regulating single family homes of a certain size helps prevent: major alterations of the City's natural terrain, the loss of natural on-site drainage courses, increases of drainage impacts to the community, off-site impacts, and increases to loads on under-improved hillside streets during construction within the Bird Streets and Laurel Canyon community. In order to address these issues, while still allowing for reasonable construction and grading activity in the Bird Streets and Laurel Canyon communities, the proposed zone change and supplemental use district proposes reducing the amount of grading allowed on a RE-40 zoned property from 6,600 to 6,000 cubic yards and requires a special review of homes larger than 17,500 square feet in all applicable zones. These regulations combined with the Baseline Hillside Ordinance, which restricts the building envelope and volume of earth allowed to be imported and exported from a property, including that beneath the footprint of the house, preserves the intent of the General Plan's goals and policies.

Bel Air – Beverly Crest Community Plan

The proposed zone change will promote the objectives, polices and goals of the Bel Air – Beverly Crest Community Plan by continuing to protect the character of the existing single-family neighborhood. By instituting more restrictive development and hauling regulations, the proposed zone change require new development to be compatible with neighborhood character and preserve the unique hillside assets this community provides the rest of the City. As new houses are developed and constructed in conformance with the proposed regulations, the overall existing character and construction practices in the proposed zone change area is preserved. The proposed zone change is consistent with applicable objectives and policies of the Bel Air – Beverly Crest Community Plan, including the following:

> ***Objective 1*** Preservation and enhancement of the varied and distinctive residential character of the community.

A portion of the Laurel Canyon neighborhood is within the Bel Air – Beverly Crest Community Plan area, with the other portion of Laurel Canyon and the Bird Streets neighborhood located within the Hollywood Community Plan area. In the Bird Streets and Laurel Canyon community, there is a need to minimize grading, limit land use intensity, and preserve natural topography in hillside areas. There is also a need to improve the visual environment and safety of the narrow, sometimes under-improved hillside roads through the development of appropriate criteria and controls. The zone change of this community helps preserve these needs by instituting department discretionary review of single family homes which exceed 17,500 square feet. By doing this, the City regulates and has an opportunity to address the appropriate environmental

impacts resulting from a development of that size, scale and intensity. The zone change also places maximum grading quantities for all single-family residential zones to be limited to a cut and fill "by-right" grading quantity maximum of 6,000 cubic yards for projects on a standard street and 75% of that on a substandard street. These restrictions regulate grading with an aim to preserve the natural topography of the Bird Streets and Laurel Canyon neighborhoods. Lastly, the zone change applies hauling operation standards for construction activity of smaller hauling projects. By regulating the development practices of smaller projects, the zone change protects the community from the effect of the aggregate of those smaller projects within a community with narrow, under-improved hillside streets.

Hollywood Community Plan

The proposed zone change will promote the objectives, polices and goals of the Hollywood Community Plan by minimizing grading so as to retain the natural terrain and ecological balance. By instituting more restrictive development and hauling regulations, the proposed zone change will require new development to be compatible with neighborhood character and preserve the unique hillside assets this community provides the rest of the City. As new houses are developed and constructed in conformance with the proposed regulations, the overall existing character and construction practices in the Bird Streets and Laurel Canyon neighborhoods are preserved. The proposed zone changes are consistent with applicable objectives and policies of the Hollywood Community Plan, including the following:

Objective 3.a Minimize grading so as to retain the natural terrain and ecological balance.

In the Bird Streets and Laurel Canyon neighborhoods, there is a need to minimize grading, limit land use intensity, and preserve natural topography in hillside areas. There is also a need to improve the visual environment and safety of the narrow, sometimes under-improved hillside roads through the development of appropriate criteria and controls. The zone change of this community helps preserve these needs by instituting department discretionary review of single family homes which exceed 17,500 square feet. By doing this, the City regulates and has an opportunity address the appropriate environmental impacts resulting from a development of its size, scale and development intensity. The zone change also places maximum grading quantities for all single-family residential zones to be limited to a cut and fill "by-right" grading quantity maximum of 6,000 cubic yards for projects on a standard street and 75% of that on a substandard street. These restrictions regulate grading with an aim to preserve the natural topography of the Bird Streets and Laurel Canyon neighborhoods. Lastly, the zone change applies hauling operation standards for construction activity of smaller hauling projects. By regulating the development practices of smaller projects, the zone change protects the community from the effect of the aggregate of those smaller projects within a community with narrow, under-improved hillside streets.

<u>Public Necessity, Convenience, General Welfare, and Good Zoning</u>

Los Angeles **City Charter Section 558** and **LAMC Section 12.32(C)(7)** require that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare, and good zoning practice because its measures are needed to regulate single-family residential development in order to avoid the further

degrading effects of continuous construction in the Bird Streets and Laurel Canyon neighborhoods. The measures in the proposed ordinance are needed to avoid the continuing negative impacts resulting from construction activity to the Bird Streets and Laurel Canyon neighborhoods. Applied concurrently with the amended Baseline Hillside Ordinance, the supplemental use district provides more fine-grained tools for the Bird Streets and Laurel Canyon Community to protect the character of their community.

The proposed zone change substantially advance a legitimate public interest in that it will further protect the Bird Streets' and Laurel Canyon's single-family residential neighborhoods from development that often leads to structures with a proliferation of grading. In recent years, Citywide property values have increased rapidly and this high premium for land has driven a trend where property owners and developers tear down original houses and replace them with much larger structures or significantly remodel existing houses with large-scale two-story additions which are out-of-scale with the neighboring properties. These newer, larger structures often require more grading and hauling of dirt in Hillside areas that contain narrow, winding, often under-improved roads. Good zoning practice requires new development standards for single-family residential zones to further maintain and control the preservation of neighborhood character while promoting safe operating procedures in the process. This proposed Zone Change Ordinance accomplishes this requirement.

The proposed zone change is not arbitrary as the Department has thoroughly analyzed many different approaches and has determined that the proposed application of the Hillside Construction Regulation Supplemental Use District is streamlined and most directly deals with the issue of hauling, overdevelopment and construction impacts in the hillsides. There is a reasonable relationship between a legitimate public purpose which is maintaining existing integrity of hillside communities citywide and the means to effectuate that purpose. Delaying the implementation of this zone change could result in the continuation of over grading and an accumulation of hauling efforts that in aggregate may impact hillside neighborhoods in a manner which is inconsistent with the objectives of the General Plan and would create an irreversible negative impact on the quality of life in the communities within the City.

CEQA Findings

Pursuant to Section 210821(c)(3) of the California Public Resource Code, the Department of City Planning prepared a Negative Declaration (ENV-2017-2865-ND), which concludes that the proposed zone change for the Bird Streets and Laurel Canon Community (as bounded by the Proposed Ordinance Map) will result in less than significant impacts and/or that there will be no impacts. The Negative Declaration was published for a period of 20 days, from November 2, 2017 and complete by November 22, 2017. An Amended Initial Study/ Negative Declaration dated January 2018 was prepared to include some minor edits and clarifications which merely clarify, amplify, or make insignificant modifications to the Negative Declaration published on November 2, 2017 per the California Environmental Quality Act Guidelines Section 15073.5. Comments are addressed as they are submitted and will have a final response to comments by City Planning Commission hearing on January 25, 2018.

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

a) Based on the analysis in this Initial Study, the proposed zone changes would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project does not propose or authorize any new development. Further, development (e.g., additions, new construction) of single-family units that occurs pursuant to the proposed project would not impact any endangered fauna or flora, modify any special status species habitat, and would only occur on lots zoned for single-family development. Due to the highly urbanized nature of the project area and the surrounding area, construction activities and operation of future development would not impact the habitat or population in the Project Area. In addition, the proposed project does not propose or authorize any new development in any identified Biological Resource Areas. The proposed project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal. Furthermore, impacts to Cultural Resources and related archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures.

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

c) A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and regulatory compliance measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. The proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly.

Delegation of City Planning Commission Authority

In accordance with **Charter Sections Charter 559**, and in order to insure the timely processing of this ordinance, the City Planning Commission authorizes the Director of Planning to approve or disapprove for the Commission any modification to the subject ordinance as deemed necessary by the Department of Building and Safety and/or the City Attorney's Office. In exercising that authority, the Director must make the same findings as would have been required for the City Planning Commission to act on the same matter. The Director's action under this authority shall be subject to the same time limits and shall have the same effect as if the City Planning Commission had acted directly.

PUBLIC COMMUNICATIONS

Public Outreach/Community Meetings

In the months of June and July 2017, the Department of City Planning conducted site visits/meetings with various community members to hear and see the construction related issues facing their community. Each site visit included receiving feedback from the community members and seeing specific problematic sites. Described in the table below are the dates of the tour/meetings:

Laurel Canyon	Bird Streets
Friday, June 10 Friday, July 30	Friday, July 30

Due to the large area of Laurel Canyon, staff met with community members on two separate occasions. Additionally, community members continued to engage via individual telephone calls and conference calls with staff and the Council Office.

Stakeholder Correspondence and Public Hearing

Notices were mailed to the owners and occupants within a 500 foot radius of the Bird Streets and Laurel Canyon neighborhoods (as shown on the proposed map) regarding the Hillside Construction Regulation Supplemental Use District. From September to October 2017, approximately 45 written comments were received and approximately 23 individuals made verbal public testimony at the noticed Public Hearing on September 26, 2017. At the Public Hearing approximately two comments were against the proposed SUD, 11 comments were generally in favor of the SUD with the addition of extra and stricter regulations, and the remaining comments do not state a preference for or against the SUD, rather stated their general concerns. The following is a summary of the comments received:

General comments/ "in favor" of proposal

- Not anti-development, but need more and stronger restrictions.
- Construction causes hazardous situations when winding streets are reduced to one lane.
- Construction drags for several years causing constant traffic and noise.
- Reduce the allowable maximum cubic yards for import/export to reflect average size of lot and homes in the area.
- Limit the dedicated points of entry and cap number of trips for "by-right" projects.
- Restrict all construction vehicles (e.g. concrete pouring trucks, cranes, flatbed trucks, etc.) to same regulations as hauling vehicles.
- Reduce size of allowable dump truck size for hauling on substandard streets.
- Site Plan Review should be triggered at lower square footage threshold.
- Need additional limitations on construction worker parking.
- Require expiration of haul routes at 15 months without renewals.
- Permits issued only after approval of plans by applicable homeowners' association.
- Need higher fines for permit violations.

- Streets designated as “withdrawn from public use” must obtain a Special Permit.
- Additional restrictions on “overweight” and “oversized” vehicles.
- Increased minimums on Street bonds.
- Include Nichols Canyon as part of the zone change area.
- City of Los Angeles services like trash collection and fire should be able to access roads easily to provide service to the community.
- Categorical Exemptions should not be issued, more review is necessary.
- Mount Olympus should be excluded because it is a “planned community” so it does not follow the same building patterns.
- Need more enforcement of regulations.

Comments for “no change” or against proposal

- Limits should be allowed per “by-right.”
- All hauling and work to commence at 7 a.m., later start time in shorter time frame to cause more traffic and increase construction costs.
- Proposal burdens the builder and owner and restricts private property rights.
- Should be encouraging new housing, not making it more expensive.
- Mitigating measures are addressed for each new project anyways, no need for additional restrictions.

Exhibit A:
Proposed Bird Streets and Laurel Canyon Zone Change Ordinance and Map

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Case No:
CPC–2017–2864–ZC

ORDINANCE NO._____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

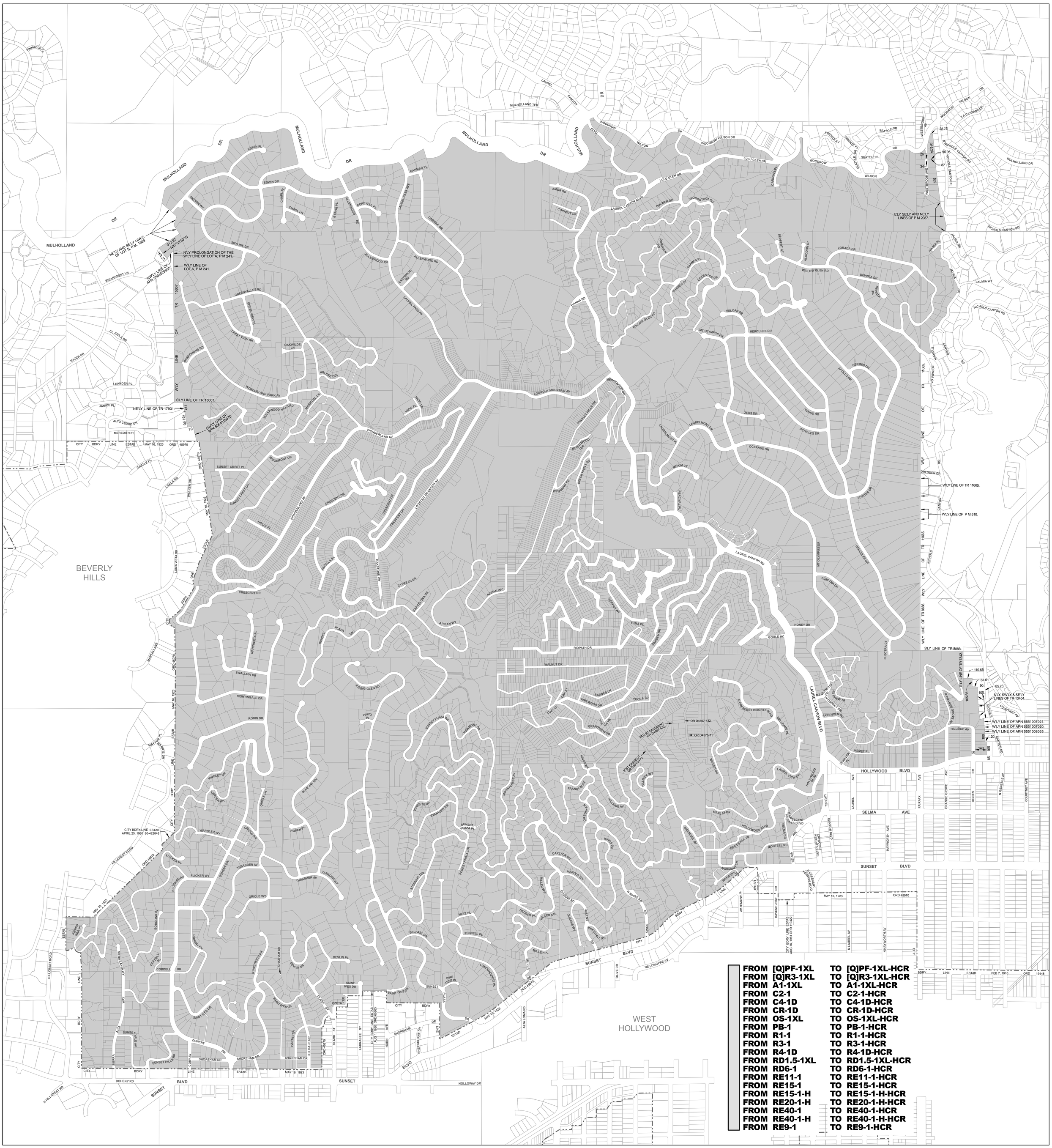
THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

SECTION 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on properties shown upon portions of the Zoning Map and the table for Section 1 below and incorporated herein by this reference, and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code.

Table 1 for Section 1

Existing Zone	New Zone
[Q]PF-1XL	[Q]PF-1XL-HCR
[Q]R3-1XL	[Q]R3-1XL-HCR
A1-1XL	A1-1XL-HCR
C2-1	C2-1-HCR
C4-1D	C4-1D-HCR
CR-1D	CR-1D-HCR
OS-1XL	OS-1XL-HCR
PB-1	PB-1-HCR
R1-1	R1-1-HCR
R3-1	R3-1-HCR
R4-1D	R4-1D-HCR
RD1.5-1XL	RD1.5-1XL-HCR
RD6-1	RD6-1-HCR
RE11-1	RE11-1-HCR
RE15-1	RE15-1-HCR
RE15-1-H	RE15-1-H-HCR
RE20-1-H	RE20-1-H-HCR
RE40-1	RE40-1-HCR
RE40-1-H	RE40-1-H-HCR
RE9-1	RE9-1-HCR

SECTION 2. Pursuant to Section 12.32 F of the Los Angeles Municipal Code, and any amendment thereto, the use of that property described in Section 1 hereof are subject to the regulations of the Hillside Construction Regulation “HCR” Supplemental Use District regulations pursuant to Section13.20 of the Los Angeles Municipal Code.



Hillside Construction Regulation "HCR" District Zone Change

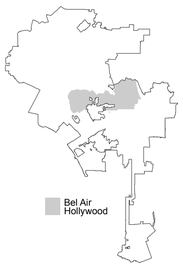
NORTH

750 375 0 750 Feet

CPC-2017-2864-ZC

CF/ 120517

City of Los Angeles



DATA SOURCES: DEPARTMENT OF CITY PLANNING-
DEPARTMENT & BUREAU OF ENGINEERING

SECTION 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 559 of the City Charter, **I APPROVE** this ordinance on behalf of the City Planning Commission and recommend that it **BE ADOPTED**.

By_____
Vincent P. Bertoni, AICP
Director of Planning

Date_____

File No._____

I hereby certify that the foregoing ordinance was passed by **a vote of not less than two-thirds of all its members** by the Council of the City of Los Angeles.

CITY CLERK

_____

Ordinance Passed_____

MAYOR

_____

Approved _____

Exhibit B:
Hillside Construction Regulation "HCR" Supplemental Use District Ordinance (Ordinance No. 184,827)

Case No:
CPC–2017–2864–ZC

ORDINANCE NO. 184827

An ordinance amending Sections 12.04, 12.32, 13.20, and 16.05 of the Los Angeles Municipal Code in order to establish a "HCR" Hillside Construction Regulation supplemental use district that may be applied to regulate the construction of single-family homes in hillside areas.

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

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

D. Certain portions of the City are also designated as being in one or more of the following districts, by the provisions of Article 3 of this chapter.

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

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

Land classified in an "O" Oil Drilling District, "S" Animal Slaughtering District, "G" Surface Mining District, "RPD" Residential Planned Development District, "K" Equinekeeping District, "CA" Commercial and Artcraft District, "POD" Pedestrian Oriented District, "CDO" Community Design Overlay District, "MU" Mixed Use 4 District, "FH" Fence Height District, "SN" Sign District, "RFA"

Residential Floor Area District, "NSO" Neighborhood Stabilization Overlay District, "CPIO" Community Plan Implementation Overlay District, or "RIO" River Improvement Overlay District, "CUGU" Clean Up Green Up Overlay District, "RG" Rear Detached Garage District or "HCR" Hillside Construction Regulation District is also classified in one or more zones, and land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

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

Sec. 2. Paragraph 2 of Subsection S of Section 12.32 of the Los Angeles Municipal Code shall be amended to add a new "HCR" Hillside Construction Regulation Supplemental Use District.

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

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

Sec. 3. The table of contents preceding Section 13.00 of the Los Angeles Municipal Code is amended to read as follows:

Section
13.01 "O" Oil Drilling Districts.
13.02 "S" Animal Slaughtering Districts.

13.03 "G" Surface Mining Operations Districts.
13.04 "RPD" Residential Planned Development Districts.
13.05 "K" Equinekeeping Districts.
13.06 Commercial and Artcraft Districts.
13.07 Pedestrian Oriented District.
13.08 "CDO" Community Design Overlay District.
13.09 Mixed Use District.
13.10 Fence Heights District.
13.11 "SN" Sign District.
13.12 "NSO" Neighborhood Stabilization Overlay District.
13.13 "RFA" Residential Floor Area District.
13.14 "CPIO" Community Plan Implementation Overlay District.
13.15 "MPR" Modified Parking Requirement District.
13.16 "HS" Hillside Standards Overlay District.
13.17 "RIO" River Improvement Overlay District.
13.18 "CUGU" Clean Up Green Up Overlay District.
13.19 "RG" Rear Detached Garage District.
13.20 "HCR" Hillside Construction Regulation District.
13.21 Violation.

Sec.4. Section 13.20 of the Los Angeles Municipal Code shall be renumbered as Section 13.21 and a new Section 13.20 shall be inserted to read as follows:

SEC.13.20. "HCR" HILLSIDE CONSTRUCTION REGULATION DISTRICT.

A. **Purpose.** This section sets forth procedures and guidelines for the establishment of the Hillside Construction Regulation (HCR) District in residential areas of the City. The purpose of the HCR District is to impose more restrictive grading limits and hauling operation standards than what is generally permitted by this Code in areas where the proposed district is adopted, thus reducing construction impacts.

B. **Establishment of the District.** The procedures set forth in Section 12.32 S of this Code shall be followed, however, each HCR District shall include only properties in residential zones. Boundaries shall be along street frontages and shall not split parcels. A HCR District may encompass an area which is designated, in whole or in part, as a Historic Preservation Overlay Zone (HPOZ) and/or Specific Plan. The HCR District shall include contiguous parcels, which may only be separated by Streets, ways or alleys or other physical features, or as set forth in applicable rules approved by the Director of Planning. Precise boundaries are required at the time of application to expand or create a HCR District.

C. **Relationship to other Zoning Regulations.** Unless the provisions of this section state otherwise, the underlying base zone regulations applicable to

a given project in a HCR District shall prevail pursuant to Sections 12.03, 12.04, 12.05, 12.07.01, 12.07.1, 12.08, 12.21, 12.23 and 12.32. Where the provisions of the HCR District conflict with those of a Specific Plan or HPOZ, then the provisions of the Specific Plan or HPOZ shall prevail. If provisions of the HCR District conflict with any other City-wide regulations in this Code or with provisions of other supplemental use districts other than the Specific Plan or HPOZ, then the requirements of the HCR shall prevail.

D. **Development Regulations.** Single-family home developments within a HCR District shall comply with each of the following Grading, Hauling and Hauling Operation Standards, as applicable:

1. **Maximum Grading.** For any single lot, the total cumulative quantity of Grading, or the total combined value of both Cut and Fill for the import and export of earth, or incremental Cut and Fill for Import and Export of earth shall be limited to the "by-right" maximum pursuant to Section 12.21 C.10 and shall not exceed 6,000 cubic yards.

2. **Maximum Import and/or Export for Hillside Areas Fronting Substandard Streets.** For a lot which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, the total cumulative quantity of Import and Export of earth combined, shall be no more than 75 percent of the "by-right" maximum pursuant to Section 12.21 C.10 and shall not exceed 6,000 cubic yards.

3. **Hauling Truck Trips.** A maximum of four trucks are permitted to haul per hour per project site. A grouping or convoy of hauling vehicles shall not be allowed; only one hauling vehicle is permitted per project site at any one time.

4. **Hauling Truck Operations.** As conditions of project approval for the issuance of a grading or building permit for projects in a HCR District, each of the following hauling operation standards shall be met:

(a) Projects required to obtain a Haul Route approval from the Board of Building and Safety Commissioners for the import and/or export of 1,000 cubic yards or more of earth material shall prominently post the final action letter with the approved Haul Route staff report on the job site at all times.

(b) No grading shall be performed within any areas designated "hillside" unless a copy of the grading permit is prominently posted on the job site at all times.

(c) All hauling vehicles must be identified by a placard identifying the project address which shall be prominently displayed on each hauling vehicle.

5. **Equipment.** As conditions of project approval for the issuance of a grading or building permit for projects in a HCR District, each of the following equipment standards shall be met:

(a) 10-wheeler dump trucks (with a 10 cubic yard capacity) or smaller are the only type of trucks permitted for hauling of earth. Notwithstanding the foregoing, the Board of Building and Safety Commissioners may authorize the use of other types of hauling vehicles for a project through the Haul Route approval process.

(b) Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

6. **Operating Hours and Construction Activity.** Compliance with each of the following standards shall be required for all projects in a HCR District requiring the issuance of a grading or building permit. However, if a Haul Route approval by the Board of Building and Safety Commissioners is required for import and/or export of 1,000 cubic yards or more, then the conditions set by the Board of Building and Safety Commissioners during the Haul Route approval process shall prevail and the following standards shall not apply.

(a) Hauling operations shall be conducted only on Monday through Friday, between the hours of 9:00 a.m. and 3:00 p.m. Hauling operations on Saturdays, Sundays, or state or federal designated holidays is strictly prohibited.

(b) Haul trucks shall be staged off-site and outside of the HCR District. As deemed necessary, the Board of Building and Safety Commissioners may permit staging on-site or in any alternate staging area by special condition during the Haul Route Approval process.

(c) Construction activity shall be limited to Monday through Friday, between the hours of 8:00 a.m. to 6:00 p.m. Exterior construction work at any other time is strictly prohibited. However, interior construction work may be conducted on Saturdays between the hours of 8:00 a.m. to 6:00 p.m. Excess exterior illumination of the site through the use of flood lights and/or similar lighting devices is strictly prohibited after 6:00 p.m. on any day of the week.

(d) A log noting the dates of hauling activity and the number of hauling truck trips per day shall be available on the job site at all times.

(e) The owner or contractor shall control dust caused by grading and hauling and provide reasonable control of dust caused or exacerbated by wind at all times. Grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire Department.

(f) Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Haul trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

(g) Streets shall be cleaned of spilled materials at the termination of each workday.

(h) "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit from the project site in each direction.

(i) Flag person(s) shall be required for all project sites. Flag persons with radio control and warning signs shall be in compliance with the latest edition of the "Work Area Traffic Control Handbook." Flag persons provided at the job site shall assist trucks in and out of the project area.

7. **Review Procedures for single-family home developments larger than 17,500 square feet.** The construction, erection, addition to, enlargement of or reconfiguration of any one-family dwelling that has a cumulative Residential Floor Area of 17,500 square feet or larger shall submit an application for a Site Plan Review before the issuance of related permits and entitlements. Application procedures and processing of the application shall be pursuant to Section 16.05 of the Los Angeles Municipal Code.

Sec. 5. Paragraph 2 of Subsection B of Section 16.05 of the Los Angeles Municipal Code is hereby amended to read as follows:

2. **Discretionary Approval.** An approval initiated by application of a property owner or representative related to the use of land including, but not limited to a:

(a) zone change;

(b) height district change;

(c) supplemental use district;

(d) conditional use approval;

(e) use, area or height variance;

(f) parcel map;

(g) tentative tract map;

(h) coastal development permit;

(i) development agreement;

(j) adjustments;

(k) density bonus greater than the minimums pursuant to Government Code Section 65915;

(l) density transfer plan;

(m) exception from a geographically specific plan;

(n) project permit pursuant to a moratorium or interim control ordinance;

(o) public benefit projects; or

(p) floor area deviation of less than 50,000 square feet pursuant to 14.5.7 of Article 4.5 of the Los Angeles Municipal Code.

(q) single-family dwelling with a cumulative Residential Floor Area of 17,500 square feet or larger within the HCR District pursuant to 13.20 of Article 3 of the Los Angeles Municipal Code.

Sec. 6. Paragraph 1 of Subsection C of Section 16.05 of the Los Angeles Municipal Code is hereby amended to read as follows:

1. **Site Plan Review.** No grading permit, foundation permit, building permit, or use of land permit shall be issued for any of the following development projects unless a site plan approval has first been obtained pursuant to this section. This provision shall apply to individual projects for which permits are sought and also to the cumulative sum of related or successive permits which are part of a larger project, such as

piecemeal additions to a building, or multiple buildings on a lot, as determined by the Director.

(a) Any development project which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential floor area.

(b) Any development project which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof.

(c) Any change of use to a Drive-Through Fast-food Establishment or any change of use to a Fast-food Establishment, either of which results in a net increase of 500 or more average daily trips as determined by, and using the trip generation factors promulgated by the Department of Transportation.

(d) Any change of use other than to a Drive-Through Fast-food Establishment or to a Fast-food Establishment which results in a net increase of 1,000 or more average daily trips as determined by, and using the trip generation factors promulgated by the Department of Transportation.

(e) Any residential (including Apartment Hotel or mixed-use) building located within the Greater Downtown Housing Incentive Area.

(f) Any single-family residential development with a cumulative Residential Floor Area of 17,500 square feet or larger located in the HCR District.

This subdivision shall not apply to one-family dwellings located outside of a HCR District.

Sec. 7. **URGENCY CLAUSE.** The City Council finds and declares that this ordinance is required for the immediate protection of the public peace, health and safety for the following reasons: The proliferation of out-of-scale developments in single-family residential neighborhoods throughout the City poses a current and immediate threat to the public welfare, including degradation of neighborhood character, loss of neighbors' privacy, curtailment of development potential, and negative impacts to aesthetics and general quality of life; and that allowing the Interim Control Ordinances that were adopted by the City Council on March 25, 2015, to expire without providing for the adoption of permanent, context-sensitive R1 zones would result in that threat to the public welfare. For these reasons, this ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.

Sec. 8. **SEVERABILITY.** If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

Sec. 9. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than three-fourths** of all its members, at its meeting of MAR 22 2017.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved MAR 28 2017

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
ADRIENNE S. KHORASANEE
Deputy City Attorney

Date March 16, 2017

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted

March 16 2017

See attached report.

_____
Vincent P. Bertoni, AICP
Director of Planning

File No. CF 16-1472-S1

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Exhibit C:
Motion (Council File 16-1472-S2)

Case No:
CPC–2017–2864–ZC

MOTION

PLANNING & LAND USE MANAGEMENT

On January 18, 2017 the Planning and Land Use Management (PLUM) Committee considered a report and draft ordinance to amend the Municipal Code to establish a Hillside Construction Regulation (HCR) Supplemental Use District (SUD), to regulate the construction of single family homes in hillside areas, (Council File No. 16-1472-S1).

In addition, the report recommended approval of a proposed Zone Change Ordinance to apply the proposed SUD to the Bel Air-Beverly Crest community to provide tailored and context sensitive regulations for single family dwelling units within the Bel Air-Beverly Crest community.

Similarly two neighborhoods in Council District 4, *Laurel Canyon* and the *Bird Streets*, would benefit from the proposed hillside construction SUD, inasmuch as in recent years there has been an increasing number of large, single-family homes being constructed on the substandard lots of the Hollywood Hills area due to the great demand for such homes therein. In turn, this over development is resulting in significant infrastructure impacts including landslides and water main breaks.

The proposed new "Hillside Construction Regulation" SUD represents context sensitive zoning meant to establish hauling operation standards, construction activity standards, grading limits, and discretionary review process for large scale single-family dwelling units. As such, the two Hollywood Hills neighborhoods of *Laurel Canyon* and the *Bird Streets*, would benefit from this land use regulatory control, inasmuch as these neighborhoods are located in areas that are narrow, often unpaved, and substandard even according to the City's standards for hillside streets.

I THEREFORE MOVE that the Council instruct the Planning Department, in consultation with the City Attorney, to prepare and present a Zone Change Ordinance to apply the proposed Hillside Construction Regulation (HCR) Supplemental Use District (SUD) to two neighborhoods in Council District 4, as was done for the Bel Air-Beverly Crest Community (Council File No. 16-1472-S1), to regulate the construction of single family homes in hillside areas as follows: (1) the *Laurel Canyon* neighborhood, generally bounded by West Hollywood to the South and West; Hollywood to the East; and Studio City to the North, and (2) the *Bird Streets* neighborhood, generally bounded by the Trousdale Estates neighborhood of Beverly Hills to the West; Sunset Plaza and the rest of the Hollywood Hills to the North and East; and the Sunset Strip and West Hollywood to the South.

PRESENTED BY: _____
DAVID E. RYU
Councilmember, 4th District

ORIGINAL

MAR 22 2017

SECONDED BY: _____

rrm

Exhibit D:
Environmental Clearance – ENV-2017-2865-ND

Case No:
CPC–2017–2864–ZC

City of Los Angeles

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

AMENDED INITIAL STUDY / NEGATIVE DECLARATION

Hillside Construction Regulation "HCR" Supplemental Use District Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles

Case Number: ENV-2017-2865-ND

Project Location: The Project Area includes all lots zoned for Single-Family Residential Use ("R1" and "RE") within the neighborhoods of Bird Streets and Laurel Canyon in the City of Los Angeles.

Council District: 4 – Ryu

Project Description:

This Amended IS/ND dated January 12, 2018 includes some minor edits and clarifications which merely clarify, amplify, or make insignificant modifications to the Negative Declaration published on November 2, 2017 per the California Environmental Quality Act Guidelines Section 15073.5. The proposed Zone Change Ordinance (Project) would apply the Hillside Construction Regulation (HCR) Supplemental Use District (SUD) over the proposed areas requiring projects to adhere to specific regulations related to construction, grading quantities, and processes applicable to hillside areas within the Project Area. The Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to a single-family dwelling unit located entirely or partially in the Project Area). The Project would apply regulations to restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD establish new requirements including: proper identification of hauling vehicles, maximum quantity of allowable grading, and a review process for projects relating to large-scale single-family units in the Project Area. Where the Project is silent on a topic, the base zone regulations shall prevail.

PREPARED BY:

City of Los Angeles
Department of City Planning
Policy Planning Bureau

January 2018

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Hillside Construction Regulation "HCR" Supplemental Use District Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles

AMENDED INITIAL STUDY/ NEGATIVE DECLARATION

Case No. ENV-2017-2865-ND

PREPARED BY:
The City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012-2601

JANUARY 2018

TABLE OF CONTENTS

Page

I. INTRODUCTION I-1

II. PROJECT DESCRIPTION II-1

III. INTIAL STUDY CHECKLIST III-1

IV. ENVIRONMENTAL IMPACT ANALYSIS IV-1

1. Aesthetics IV-1
2. Agriculture and Forest Resources IV-4
3. Air Quality IV-6
4. Biological Resources IV-10
5. Cultural Resources IV-13
6. Geology and Soils IV-16
7. Greenhouse Gas Emissions IV-20
8. Hazards and Hazardous Materials IV-25
9. Hydrology and Water Quality IV-29
10. Land Use and Planning IV-34
11. Mineral Resources IV-36
12. Noise IV-37
13. Population and Housing IV-41
14. Public Services IV-42
15. Recreation IV-44
16. Transportation and Traffic IV-45
17. Tribal Cultural Resources IV-47
18. Utilities and Service Systems IV-48
19. Mandatory Findings of Significance IV-52

V. PREPARERS V-1

VI. ACRONYMS AND ABBREVIATIONS VI-1

LIST OF FIGURES

Page

Figure 1: Project Area II-2

LIST OF TABLES

Page

Table 1: Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2006 to 2016 ..... II-4

Table 2: Total Grading in the Project Area from 2006 to 2016 ..... II-4

Table 3: Major Provisions of the Hillside Construction Regulation “HCR” District II-6

Table 4: Historical Cultural Monuments IV-14

Table 5: City of Los Angeles Guidelines for Noise Compatible Land Use IV-37

Table 6: Vibration Levels for Construction equipment IV-39

Table 7: LAFD Fire Stations Serving the Project Area IV-42

Table 8: LAPD Police Stations Serving the Project Area IV-42

I. INTRODUCTION

This Amended IS/ND dated January 12, 2018 includes some minor edits and clarifications which merely clarify, amplify, or make insignificant modifications to the Negative Declaration published on November 2, 2017 per the California Environmental Quality Act Guidelines Section 15073.5. The subject of this Initial Study/Negative Declaration (IS/ND) is a Zone Change Ordinance (Project) for the Bird Streets and Laurel Canyon neighborhoods ("Project Area") that establishes a Hillside Construction Regulation "HCR" Supplemental Use District (SUD) in the Project Area. The Project, by itself, does not propose or authorize any development. The regulations are triggered by application for a building permit for a "project" defined as the construction, erection, alteration of, or addition to a single-family dwelling unit located within the proposed HCR SUD (Refer to **Figure 1**). The HCR SUD regulates permitted grading quantities, hauling operations, and plan review process for single-family zoned lots within the SUD. The Project would impose additional development restrictions to supplement the provisions included in LAMC Chapter 1; Planning and Zoning Code, and any other City ordinance. Where the HCR SUD is silent on a topic, the LAMC requirements control.

The Project Area includes all lots zoned Single-Family Residential ("R1" and "RE") within Bird Streets and Laurel Canyon neighborhoods of the City of Los Angeles (City).

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

PROJECT INFORMATION

Project Title:	Hillside Construction Regulation "HCR" Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles
Project Location:	Single-Family Zones (R1, RE) located within the neighborhoods of Bird Streets and Laurel Canyon of Council District 4 (CD 4) in the City of Los Angeles
Lead Agency:	City of Los Angeles Department of City Planning 200 N. Spring St., Room 667 Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

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

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

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

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

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Location

The Project Area includes all lots zoned single-family residential ("R1" and "RE") within the area that is commonly referred to as "Bird Streets" and "Laurel Canyon" neighborhoods in the City of Los Angeles (refer to **Figure 1, Project Area**). The Project Area totals 3.43 square miles in the Bel Air – Beverly Crest and Hollywood Community Plan Areas. The Zone Change Ordinance would apply to new construction intended for single-family use on parcels that were previously zoned for another use (e.g., Multi-Family Residential and Commercial) in the Project Area. The majority of parcels in the Project Area are zoned for single-family use, so the occurrence of such events is expected to be minimal.

Project Area and Hillside Areas Background

The Bird Streets and Laurel Canyon neighborhoods are located adjacent to the Santa Monica Mountains, and the majority of the parcels are zoned for single-family use[1] and designated as "Hillside Area" subject to the Single-Family Zone Hillside Area Development Standards (Hillside Area Development Standards). Development that occurs on lots in designated "Hillside Areas" would be subject to applicable provisions included in the Los Angeles Municipal Code (LAMC) Chapter 1, (Planning and Zoning Code), Article 2 (Specific Planning-Zoning Comprehensive Zoning Plan), Section 12.21 (General Provisions), Subsection C (10), as well as any other relevant local, state, and federal rules. Development that occurs on lots in a designated "Hillside Area" would be subject to the City's Hillside Area Development Standards, including specific requirements regarding setbacks, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10). Additionally, as applicable, provisions included in LAMC Section 12.21.C(10) may be superseded by a Supplemental Use District such as Hillside Standards "HS" Overlay District adopted pursuant to LAMC 13.16. or the Hillside Construction Regulation "HCR" District adopted pursuant to LAMC 13.20.

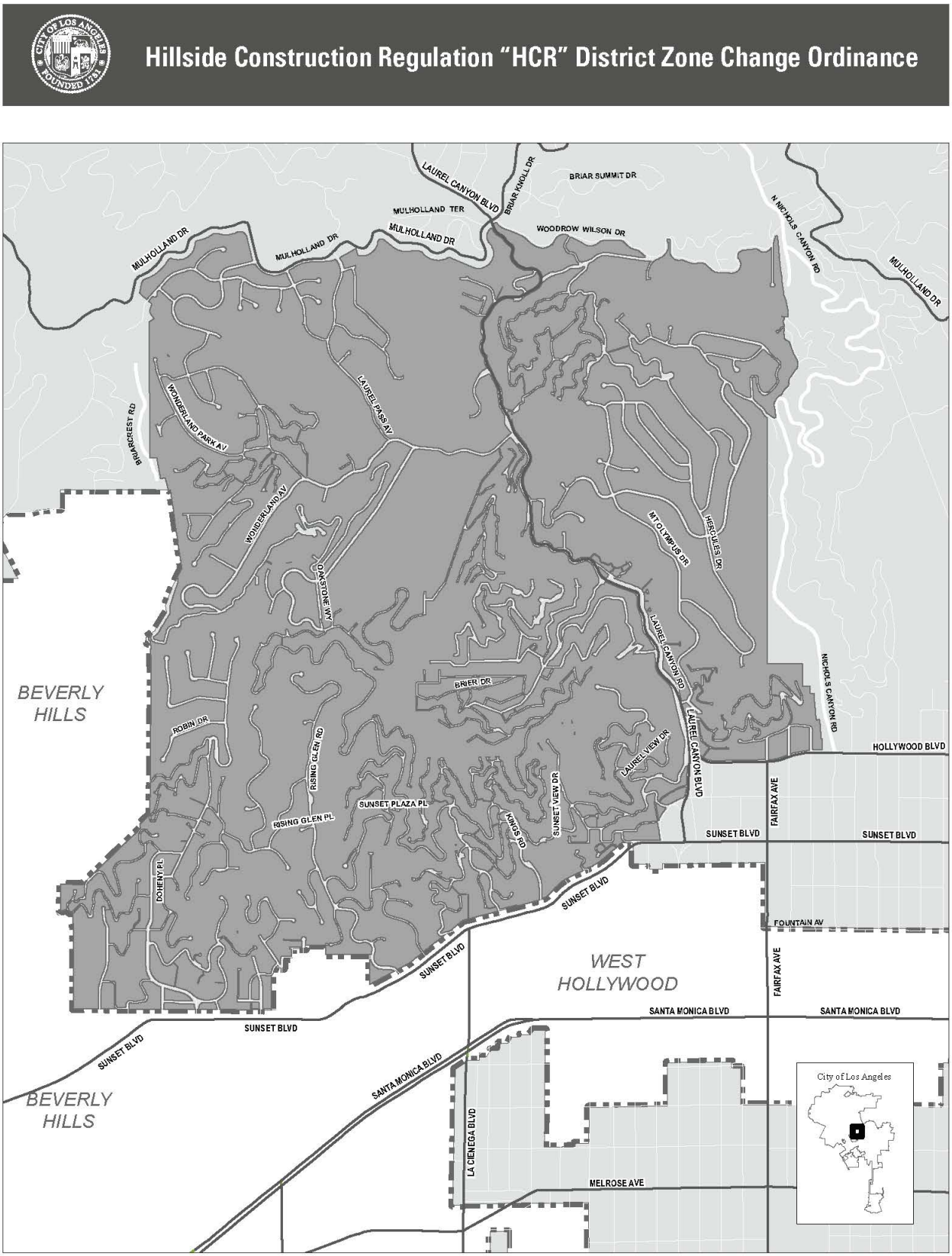
Further, the Single-Family Regulations (also known as Baseline Mansionization Ordinance (BMO) Baseline Hillside Ordinance (BHO)) were adopted in March 2017 which addressed out-of-scale developments and extensive hillside grading for projects that involve construction, erection, alteration of, or addition to single-family units within single-family zones. These rules are now in effect citywide.

---

[1] NavigateLA, http://navigatela.lacity.org/navigatela/, accessed June 20, 2017

[2] Multi-family housing units include two-family dwelling units, multiple dwellings, group dwellings, and apartment houses.

Figure 1. Project Area



PROPOSED PROJECT

Project Background

The City Council adopted several single family zone code amendments throughout the years, first in 2008, then 2011, and in March of 2017 (Ordinance 184,802), as a way to address concerns of perceived out-of-scale development and extensive hillside grading. The single family code amendments made modifications to the single family regulations relating to scale, massing, and grading in designated "Hillside Areas," for projects that involve construction, erection, alteration of, or addition to single family units within single family zones.

The Project will facilitate the addition of another zoning tool to address issues in the "Hillside Areas." The proposed Zone Change Ordinance will designate the Bird Streets and Laurel Canyon neighborhoods as a HCR SUD, thereby limiting the cumulative grading quantity for development, mandating specific hauling operation standards, and imposing a review procedure for single-family homes larger than 17,500 square feet. The major components of the HCR SUD are described further in the following section.

The total square footage of new construction, demolition, and additions from 2006 to 2016 for the Project Area is displayed in **Table 1, Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2006 to 2016.** The square footage quantities are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in development, a ten-year time frame more accurately represents trends.

As shown in **Table 1**, **Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2006 to 2016**, the Project Area experienced a net increase in square footage of development within the single-family zones (i.e., total square footage of new development and/or additions to existing structures). In the span of ten years, from 2006 to 2016, the Project Area experienced approximately 2,057,530 square feet of single family development, with roughly 78 percent being new construction and 22 percent being additions; and approximately 437,316 cubic yards of grading was issued building permits as shown in **Table 2, Total Grading in the Project Area from 2006 to 2016**.

To address these trends, the Project would implement the HCR SUD which includes prescriptive regulations for grading amounts and hauling operations. The proposed zone change is only being proposed for the Project Area as shown on the map although the HCR SUD may be proposed for other neighborhoods in the future. Currently, the Bel Air – Beverly Crest neighborhood is the only community with a HCR SUD.

Table 1
Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2006 to 2016

Type of Construction	Total Square Footage
Bird Streets	
Demolition	212,389
New Construction	524,856
Additions	219,002
Total New Construction and Additions	743,858
Net*	531,469
Laurel Canyon	
Demolition	463,167
New Construction	1,532,674
Additions	361,852
Total New Construction and Additions	1,894,526
Net*	1,431,359

Source: City of Los Angeles Department of City Planning and Department of Building and Safety
Notes: Data for each single-family neighborhood includes only Single-family Dwellings
Net = Total New Construction and Additions minus Demolition

Table 2
Total Grading in the Project Area from 2006 to 2016

Area	Grading Amount
Bird Streets	206,508
Laurel Canyon	230,808
Citywide	67,860,391

Source: City of Los Angeles Department of City Planning and Department of Building and Safety
Notes: Units for Grading amount are in Cubic Yards

Proposed Project

The Project would establish a HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. Specifically, the Zone Change Ordinance applies a Hillside Construction Regulation "HCR" SUD over the Project Area. The Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The HCR SUD would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD establish new construction requirements including: proper identification of hauling vehicles, maximum quantity of allowable grading, and a discretionary review process for projects relating to single-family units in the Project Area. Where the HCR SUD is silent on a topic, the base zone regulations prevail. Detailed map identifying parcels that will be included in the HCR SUD are shown on the proposed Zone Change Ordinance Map (See **Figure 1. Project Area**) and provisions of the HCR SUD are provided in **Table 3, Major Provisions of the Hillside Construction Regulation "HCR" District**.

The Project would apply these development standards to single-family zoned parcels contained in the Project Area (See **Figure-1**). The HCR SUD does not apply to the construction,

redevelopment, rehabilitation, or renovation of multi-family housing units[2] or any properties not zoned for single family use (i.e., R1 and RE), or any properties not within the specified Project Area.

A detailed summary of the regulations included in the HCR SUD is provided in **Table 3**, **Major Provisions of the Hillside Construction Regulation "HCR" SUD**. In general, the HCR SUD would establish standards for:

- Total cumulative quantity of hillside grading
- Hauling operations and hours
- Construction hours
- Discretionary site plan review

INCORPORATION BY REFERENCE

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

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

- 2008 Baseline Mansionization Ordinance (BMO) (Ordinance No. 179,883)
- 2011 Baseline Hillside Ordinance (BHO) (Ordinance No. 181,624)
- 2017 Single-Family Zones Code Amendment (Ordinance No. 184,802)
- 2017 Hillside Construction Regulation (HCR) Code Amendment (Ordinance No. 183,497)

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

Table 3
Major Provisions of the Hillside Construction Regulation "HCR" SUD

Grading
• All single-family residential zones are limited to Cut and Fill "by-right" grading quantity maximums not to exceed 6,000 cubic yards. • All single-family residential zones abutting a substandard street are limited to Import or Export 75% of the "by-right" grading quantity maximums not to exceed 6,000 cubic yards.
Hauling Operation Standards and Construction Activity
As conditions of approval, the following shall be met: • Standard conditions typically imposed by the Board of Building and Safety Commissioners during the Haul Route approval process shall be required for all applicable hauling activity within the HCR SUD. • Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m. • Construction activity permitted between the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday. Interior construction work permitted 8:00 a.m. to 6:00 p.m. on Saturday, exterior construction work on Saturday is strictly prohibited. No illumination of the exterior of the site allowed after 6:00 p.m.
Review procedures
• Single-family home developments with a cumulative Residential Floor Area of 17,500 square feet or larger are now required to go through a discretionary site plan review process with the City Planning Department.
Restrictions
• Wherever the provisions of the HCR SUD are silent the base zone regulations shall prevail. Where the provisions of an HCR SUD conflict with those of a Specific Plan or Historic Preservation Overlay Zone (HPOZ), then the provisions of the Specific Plan or HPOZ shall prevail. If provisions of the HCR SUD conflict with any other City-wide regulations in the L.A.M.C. or supplemental use districts other than the Specific Plan or HPOZ, then the requirements of the HCR SUD shall prevail.
Source: City of Los Angeles Department of City Planning

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

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**
City of Los Angeles	CD 4 – Ryu

PROJECT TITLE:	**ENVIRONMENTAL CASE NO:**
Hillside Construction Regulation Supplemental Use District Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles	ENV-2017-2865-ND

PROJECT LOCATION: The Project Area includes all lots zoned Single-Family Residential ("R1" and "RE") within the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles.

PROJECT DESCRIPTION: This Amended IS/ND dated January 12, 2018 includes some minor edits and clarifications which merely clarify, amplify, or make insignificant modifications to the Negative Declaration published on November 2, 2017 per the California Environmental Quality Act Guidelines Section 15073.5. The Project is a proposed Zone Change Ordinance which would establish a Hillside Construction Regulation (HCR) Supplemental Use District (SUD) that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. The Project, by itself, does not propose or authorize any development/construction or expand any new or existing land uses. The Project also does not change heights, or densities. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The Zone Change Ordinance would add the HCR SUD regulations to the base zone (e.g., R1-1-HCR) to restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD detail specific requirements regarding the construction process including: proper identification of hauling vehicles, maximum quantity of allowable grading, a Site Plan review process for large-scale projects relating to single-family units in the Project Area, and restrictions on hauling operation standards and construction activity. Where the HCR SUD is silent on a topic, the base zone regulations prevail.

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

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

PROPONENT NAME	**TITLE**	**TELEPHONE NUMBER**
Christine Saponara	Senior City Planner	213-978-1363
ADDRESS 200 North Spring Street, Suite 667 Policy Division Los Angeles, CA 90012	**SIGNATURE (Official)** Christine Saponara	**DATE** 1/12/2018

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**	**DATE:** 1/12/2018
City of Los Angeles	4 – Ryu	

RESPONSIBLE AGENCIES: City of Los Angeles Department of City Planning

PROJECT TITLE:	**ENVIRONMENTAL CASE:**	**RELATED CASES:**
Hillside Construction Regulation Supplemental Use District Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles	ENV-2017-2865-ND	CPC-2017-2864-ZC

PREVIOUS ACTIONS CASE NO.

☐ DOES have significant changes from previous actions.
☒ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION: This Amended IS/ND dated January 12, 2018 includes some minor edits and clarifications which merely clarify, amplify, or make insignificant modifications to the Negative Declaration published on November 2, 2017 per the California Environmental Quality Act Guidelines Section 15073.5. The Project is a proposed Zone Change Ordinance which would establish a Hillside Construction Regulation (HCR) Supplemental Use District (SUD) that applies specific requirements related to construction, grading quantities, and process applicable to the Project Area. The Project, by itself, does not propose or authorize any development/construction or expand any new or existing land uses. The Project also does not change heights, or densities. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The Zone Change Ordinance would add the HCR SUD regulations to the base zone (e.g., R1-1-HCR) to restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD detail specific requirements regarding the construction process including: proper identification of hauling vehicles, maximum quantity of allowable grading, a Site Plan review process for large-scale projects relating to single-family units in the Project Area, and restrictions on hauling operation standards and construction activity. Where the HCR SUD is silent on a topic, the base zone regulations prevail.

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

ENVIRONMENTAL SETTING: The Project Area includes all lots zoned single-family residential (i.e., "R1" and "RE") within the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles. The Project Area totals 3.43 square miles in the Bel Air – Beverly Crest and Hollywood Community Plan Areas. The neighborhoods of Bird Streets and Laurel Canyon are largely comprised of single-family residential units.

PROJECT LOCATION: The Project Area includes all lots zoned Single-Family Residential ("R1" and "RE") within the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles. Bird Streets neighborhood generally bounded by Trousdale Estates neighborhood of the City of Beverly Hills, Sunset Plaza, the Hollywood Hills, the Sunset Strip and the City of West Hollywood; and Laurel Canyon neighborhood generally bounded by West Hollywood, Hollywood and Studio City.

COMMUNITY PLAN AREA: Bel Air–Beverly Crest Community Plan **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☒ ADOPTED in 1996	**AREA PLANNING COMMISSION:** South Valley, Central, West Los Angeles	**CERTIFIED NEIGHBORHOOD COUNCIL:** Hollywood Hills West, Bel Air – Beverly Crest
EXISTING ZONING: A1-1XL, OS-1XL, R1-1, RE11-1 RE15-1, RE15-1-H, RE20-1-H, RE40-1-H, C2-1	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Single-Family Residential		
COMMUNITY PLAN AREA: Hollywood Community Plan **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☒ ADOPTED in 1988	**AREA PLANNING COMMISSION:** South Valley, Central, West Los Angeles	**CERTIFIED NEIGHBORHOOD COUNCIL:** Hollywood Hills West, Bel Air – Beverly Crest
EXISTING ZONING: [Q]PF-1XL, [Q]R3-1XL, C4-1D, PB-1, R1-1, R3-1, R4-1D, RD1.5-1XL, RD6-1, RE11-1, RE15-1-H, RE40-1, RE40-1-H, RE9-1	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Residential Single-Family		

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.

Giselle Joyce B. Corella	City Planning Associate	213-978-1357
Signature	**Title**	**Phone**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ **AESTHETICS**	☐ **GREENHOUSE GAS EMISSIONS**	☐ **POPULATION AND HOUSING**
☐ **AGRICULTURE AND FOREST RESOURCES**	☐ **HAZARDS AND HAZARDOUS MATERIALS**	☐ **PUBLIC SERVICES**
☐ **AIR QUALITY**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☐ **BIOLOGICAL RESOURCES**	☐ **LAND USE AND PLANNING**	☐ **TRANSPORTATION AND TRAFFIC**
☐ **CULTURAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **TRIBAL CULTURAL RESOURCES**
☐ **GEOLOGY AND SOILS**	☐ **NOISE**	☐ **UTILITIES**
		☐ **MANDATORY FINDINGS OF SIGNIFICANCE**

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

PROPONENT NAME:
City of Los Angeles Department of City Planning

PHONE NUMBER:
(213) 978-1357

APPLICANT ADDRESS:
200 N Spring St., Room 667
Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:
Department of City of Los Angeles

DATE: 1/12/2018

PROPOSAL NAME (If Applicable):
Hillside Construction Regulation Supplemental Use District Zone Change Ordinance for the Bird Streets and Laurel Canyon neighborhoods in the City of Los Angeles

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN THE ATTACHMENT, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN THE ATTACHMENT FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
1. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☒	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment 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. BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 Wildlife 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?	☐	☐	☐	☒
5. CULTURAL RESOURCES					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
9. HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
14. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	☐	☐	☒	☐
ii.	Police protection?	☐	☐	☒	☐
iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐
15. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards 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?	☐	☐	☐	☒
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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

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

Evaluation of Environmental Impacts:

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the L.A. CEQA Thresholds Guide.[3]

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c)(3)(D)). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

[3] City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006).

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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

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

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

ADDITIONAL INFORMATION:

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

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

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

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

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

PROPONENT NAME:	TITLE:	TELEPHONE NO:	DATE:
Christine Saponara	Senior City Planner	(213) 978-1363	1/12/2018

IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

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

IMPACT ANALYSIS

1. AESTHETICS

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

Less Than Significant Impact.

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

The Project Area consists of single-family zoned properties in the Bird Streets and Laurel Canyon neighborhoods comprising roughly 6.37 square miles of in the Bel Air – Beverly Crest and Hollywood Community Plan Areas. In general the Project Area is residential, with some commercial, public, open space, and agricultural land uses.

The purpose of the “HCR SUD” is to impose more restrictive grading limits and hauling operation standards.

It is expected that development will continue to occur in the Project Area in the form of new construction and additions to single family residential units. In general, the type of development (single family residential) would not block views or vistas as recent changes to single-family zone regulations further curtail out-of-scale homes (Ordinance 184,802). Further, the addition of the HCR SUD only relates to construction phase impacts (i.e., grading and hauling) which are generally temporary in nature and therefore would not result in any permanent impacts. Further, public views of scenic vistas (e.g., the Mulholland Parkway Scenic Corridor) are intermittent and would continue to be so even after adoption of the Project.

Individual projects located along Mulholland Drive would be required to abide by the design standards, environmental protection measures, grading limits, and building standards included in the Mulholland Scenic Parkway Specific Plan and all future development (e.g., new construction, additions, and/or rehab), that occurs on lots in designated “Hillside Areas” would be subject to the City’s “Hillside” Development regulations (LAMC Section 12.21C(10)).

Development (e.g., additions and/or new construction) of single-family zoned properties that occurs pursuant to the HCR SUD would be required to abide by any applicable

regulations included in the applicable Community Plan, Specific Plan, and the LAMC Chapter 1, Planning and Zoning Code.

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

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

Less Than Significant Impact.

Currently, scenic highways officially designated by the California Department of Transportation (Caltrans) within the City of Los Angeles is a six mile portion of the Pasadena Freeway (also known as the Arroyo Seco Historic Parkway) and portion of the recently designated Topanga Canyon State Scenic Highway (State Route 27). The Project Area is not located along or near the Arroyo Seco Historic Parkway or the Topanga Canyon State Scenic Highway. No impact would occur to scenic resources within a state scenic highway.

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

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

Less Than Significant Impact.

The Project Area is primarily developed with single-family residences and open space uses.

As shown in **Table 1,** a substantial amount of new development including demolition of existing single-family units and additions to existing single-family units, has occurred throughout the Project Area. In an effort to regulate and reduce the amount of construction phase impacts in the Project Area, the Project includes specific requirements relating to discretionary review of large-scale homes 17,500 square feet or larger, grading and hauling operations. The Project, by itself, does not propose or authorize any development, and it is important to note that the HCR SUD regulations only applies to properties zoned for single-family use and the regulations only relate to processes, hauling and grading which are generally construction phase impacts.

Development that occurs on lots in designated “Hillside Areas” would also be subject to applicable provisions included in the City’s “Hillside” Development regulations (LAMC Section 12.21C(10)). In general, the Project would result in beneficial environmental effects related to visual character by providing prescriptive construction requirements (including additions and new construction) in the Project Area. In particular, the HCR

SUD would reduce the number of haul trucks allowed both in terms of quantity and hours, thereby reducing potential for temporary visual quality impacts.

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

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

Less than Significant Impact.

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

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

Implementation of the Project would prevent illumination of exterior construction activity or the exterior of single-family construction sites after 6:00 p.m. Haul truck trips would be limited between the hours of 9:00 am and 3:00 pm which would be expected to reduce haul trucks in the neighborhood during nighttime hours (particularly in the winter when the sun sets earlier).

Development will continue to occur in the Project Area including demolition and modifications to existing single family homes and new development. Residential single family uses either are currently producing some light (as in the case of existing homes) or would generally be located in areas that are developed and well lit. Further, single family residential uses would not be expected to emit large amounts of nighttime lighting. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the Project would be required to comply with all applicable regulations that address light and glare including LAMC Chapter 9, Article 3, Section 93.0117.[4] Impacts would be less than significant and no further analysis is required.

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

2. AGRICULTURE AND FOREST RESOURCES

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

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

No Impact.

The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category.[5] No parcels in the Bird Streets and Laurel Canyon neighborhoods are categorized as significant farmland. The HCR SUD would only apply to single-family lots zoned R1 and RE, and would not apply to sites zoned for agricultural use. Therefore, implementation of the HCR SUD would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required.

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

No Impact.

The Project Area does include some parcels zoned for agricultural use. However, the HCR SUD applies only to properties intended for single-family residential use. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the Project Area does not contain any lands covered by a Williamson Act contract. Therefore, the Project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur and no further analysis is required.

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

No Impact.

The Project Area consists of single-family residentially zoned properties in the Bird Streets and Laurel Canyon neighborhoods. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production.[6] The Project

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5 State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2014 Important Farmland Map, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed June 20, 2017.

6 City of Los Angeles General Plan, Conservation Element, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed June 20, 2017.

would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.

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

No Impact.

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

Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[7] Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[8] A variety of street trees are located throughout the Project Area, along the parkways adjacent to single-family residences and on private property, but are largely ornamental. There is no forest land or timberland in the Project Area. No impacts would occur and no further analysis is required.

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

No Impact.

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

The Project, by itself, does not propose or authorize development and only proposes to modify grading and hauling limits, as well as impose a discretionary review process for large scale home developments 17,500 square feet or larger within the Project Area. No impacts would occur and no further analysis is required.

7 California Public Resources Code Section 12220[g].

8 California Public Resources Code Section 4526.

3. AIR QUALITY

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

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

Less Than Significant Impact.

The Project Area is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the SCAQMD. The SCAQMD has adopted a 2016 AQMP that focuses on achieving clean air standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles.[9]

The 2016 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Consistency with the assumptions in the AQMP is established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The 2016 AQMP based its assumptions on growth forecasts contained in the SCAG's 2016 RTP/SCS.[10] The 2016 RTP/SCS is based on growth assumptions through 2040 developed by each of the cities and counties in the SCAG region.

The Project would implement the HCR SUD which applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The Project, by itself, does not propose or authorize any development nor does it authorize or expand any new or existing land uses. Further, the HCR SUD only relates to construction phase impacts (i.e., grading and hauling) which are generally temporary in nature and would not result in any permanent impacts or population increases.

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

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

Less Than Significant Impact.

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants.

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

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

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO) volatile organic compounds (VOC), nitrogen dioxide (NO2), sulfur dioxide (SO2), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), and lead (Pb) are primary air pollutants. Of these, CO, SO2, NO2, PM10, and PM2.5 are "criteria air pollutants," which means that ambient air quality standards have been established for them at the federal (National Ambient Air Quality Standards (NAAQS) and state level (California Ambient Air Quality Standards (CAAQS)). The SoCAB is currently in nonattainment for the one-hour and eight-hour ozone (O_3), PM10, PM2.5, and Pb.[11]

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

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.

- A log noting the dates of hauling and the number of trips (i.e., trucks) per day shall be available on the job site at all times. A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles for multiple project sites shall be allowed.

- The owner or contractor shall control dust caused by grading and hauling and provide reasonable control of dust caused or exacerbated by wind. Grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire Department.

- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Haul trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

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

Further, individual projects would be required to implement dust control measures consistent with SCAQMD Rule 403 (Fugitive Dust) during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the dust generation source:

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).

- Replace ground cover in disturbed areas as quickly as possible.

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11 2016 NAAQS and CAAQS Attainment Status for SCAB, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2, accessed November 7, 2016.

- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content.

- Water active grading sites at least twice daily during construction activities.

- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.

- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.

- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the sites each trip.

- Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

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

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

Less Than Significant Impact.

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

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

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

An impact is significant if sensitive receptors (such as children and the elderly) are exposed to substantial pollutant concentrations such as toxic air contaminants (TACs) and CO concentrations. Sensitive receptors include residences, schools, playgrounds,

childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The land uses located within the vicinity of the Project Area that are sensitive to air pollution include residential uses, schools, churches, and parks.

During construction, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited scale and the duration of future single family residential development construction activities, the Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Further, the Project would reduce construction phase impacts in Project Area by establishing specific standards related to construction process and limiting grading and hauling. Emissions typically associated with some phases of construction of single-family homes would be lessened with the implementation of the HCR SUD. Development that occurs pursuant to the Project would not include any sources of risk to sensitive receptors during operation. The surrounding land uses are primarily single-family residential and commercial, with no substantial sources of toxic air contaminants. Consequently, future development would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

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

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

Less Than Significant Impact.

Construction activities that occur pursuant to the Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity would be required to comply with SCAQMD Rule 402.[12] A less than significant impact relative to an odor nuisance would occur during construction activities associated with future development.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[13] The Project, by itself, would not authorize or propose any development. Further, the Project relates only to construction activities and not any of the odor-producing uses listed above. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, the implementation of the Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required.

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

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

4. BIOLOGICAL RESOURCES

Would the project:

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

No Impact.

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

The Project Area is located adjacent to the Santa Monica Mountains which is identified as a Biological Resource Area in the City's General Plan Conservation Element.[15] With the potential exception of native trees protected by LAMC Ordinance No. 177,404, the Project does not propose or authorize any new development in the habitat areas identified above, or expand any new or existing land uses. Activities that occur pursuant to the proposed HCR SUD would only be permitted on single-family zoned parcels and properties intended for single-family use (i.e., "one-family dwellings" are permitted in an "A1" Agricultural Zone per Section 12.05 of the LAMC). As such, the proposed HCR SUD would not directly affect any special status species and would not modify any special status species habitat.

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

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

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

Less than Significant Impact.

A significant impact would occur if a riparian habitat and/or other sensitive natural communities identified locally or regionally, by the California Department of Fish and Wildlife (CAFWS) or United States Fish and Wildlife Service (USFWS), were to be

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14 City of Los Angeles General Plan, Conservation Element, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed July 18, 2017.

15 City of Los Angeles General Plan Draft EIR, Biological Resources Element, Figure BR-1A and BR1B, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf, accessed July 18, 2017.

adversely modified by the HCR SUD. The Project Area is mostly comprised of single-family units (i.e., zoned R1 and RE). The USFWS maintains a National Wetlands Inventory to identify riparian habitats including: estuarine and marine deepwater, estuarine and marine wetland, freshwater emergent wetland, freshwater forested/shrub wetland, freshwater pond, lake and riverine.[16, 17] According to the USFWS National Wetlands Inventory, some of these riparian habitats are located in the Project Area. However, the addition of the HCR SUD would impose more restrictive regulations for grading quantities, hauling operations and discretionary review process for large-scale new construction or additions and implementation of the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City of Los Angeles Conservation Element. Therefore, no less than significant impacts would occur and no further analysis is required.

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

No Impact.

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

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

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

Less Than Significant Impact.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project Area.[18] However, a number of mature trees are scattered along the parkways and located on private property within the Project Area. Although the trees are mainly ornamental, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA.

Construction activities that occur pursuant to the Project would occur on lots zoned for single-family development and would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to

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16 City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed June 26, 2017.

17 US Fish and Wildlife Service National Wetlands Inventory, Wetlands Data Mapper, http://www.fws.gov/wetlands/Data/Mapper.html, accessed June 26, 2017.

18 Santa Monica Conservancy, Santa Monica Conservancy Zone – Rim of the Valley Corridor, www.smmc.ca.gov/parkland_map.pdf, accessed July 20, 2017.

any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required.

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

Less Than Significant Impact.

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

> Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree*:*
>
> *Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa),*
>
> *Southern California Black Walnut (Juglans californica* var*. californica),*
>
> *Western Sycamore (Platanus racemosa), and*
>
> *California Bay (Umbellularia californica).*

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

Additionally, there is a proposed code amendment (Case file number: CPC-2016-4520-CA) to include native shrub species in the definition of "Protected Tree" which would additionally include the Mexican Elderberry *(Sambucus Mexicana)* and Toyon *(Heteromeles arbutifolia)* as a "Protected Tree." Any subsequent code amendments to include additional Protected Trees would also be considered, thus, compliance with the City's Protected Tree Ordinance would ensure that impacts to protected trees would be less than significant and no further analysis is required.

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

No Impact.

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

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

5. CULTURAL RESOURCES

Would the project:

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

Less Than Significant Impact.

A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[19] Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Under the City's Cultural Heritage Ordinance local buildings and sites that meet the criteria for designation can be declared "Historic-Cultural Monuments" (HCMs) by the City Council after recommendation from the Cultural Heritage Commission. Any person can nominate a building or site for designation and the property owner does not need to give consent. The majority of Historic-Cultural Monuments are single-family houses. Additionally, the City has a Historic Preservation Overlay Zones (HPOZs) Program (commonly known as historic districts) to provide for review of proposed exterior alterations and additions to historic properties within designated districts. The City has adopted HPOZs for various single-family neighborhoods citywide,[20] however, no HPOZs are located within the Project Area boundaries.[21]

There are several HCMs located within the Project Area, including the Wonderland Air Force Base; a complete list of the HCMs are shown in **Table 4**, **Historic Cultural Monuments**. Any future projects which are designated a HCM would need to comply with the HCM regulations, processes and procedures for any demolitions, alterations, and/or additions to the building in addition to complying with the regulations of the HCR SUD and other applicable ordinances and provisions of the LAMC. The Project would establish the HCR SUD over the Project Area which will require specific requirements related to construction, grading quantities, and a discretionary review process for large-scale new construction or additions applicable to the hillside areas within the Project Area. The proposed HCR SUD by itself does not include any proposed development to any existing structures. As such, there is no potential for historical resources to be affected by the Project. Therefore, impacts to historical resources would be less than significant. No further analysis is required.

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19 California Public Resources Code Section 21084.1

20 Department of City Planning Office of Historic Preservation, http://preservation.lacity.org/, accessed June 26, 2017.

21 Department of City Planning Office of Historic Preservation, http://preservation.lacity.org/, accessed June 26, 2017.

Table 4
Historic Cultural Monuments

Historic Cultural Monument Name	Site Address
Bird Streets	
Hillside House by Carl Maston	8707 St. Ives Drive
Laurel Canyon	
Bailey House – Case Study House #21	9038 Wonderland Park Ave.
Zieger House	8941 Wonderland Park Ave.
Wonderland Air Force Base	8953 Wonderland Ave.
1513 Forest Knoll Drive Residence	1513 Forest Knoll Dr.
Wolf Residence	8530 West Hedges Place
Polito House	1650 North Queens Rd.
Chateau Marmont	8225 Marmont Ln.; 8215-8221 Sunset Blvd. and 8244 Monteel Rd.
Stahl House – Case Study House #22	1635 Woods Dr.
Storer House	8161 Hollywood Blvd.
Kun Residence	7960 Fareholm Dr.

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

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

Less Than Significant Impact.

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

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

Development in the Project Area would continue to be subject to the numerous laws and regulations that require state, and local agencies to consider the effects of a Project on potentially buried cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction personnel shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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

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

Less Than Significant Impact.

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

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

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

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

Less Than Significant Impact.

In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e).

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

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.

Less Than Significant Impact.

Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. A small portion of the Project Area is located within the Alquist-Priolo Earthquake Fault Zone (i.e., along Sunset Blvd., Laurel Canyon Blvd., and Hollywood Blvd. from La Cienega Blvd. to Ogden Dr.)[22,23]. The Project by itself does not propose or authorize any development so no ground rupture is expected to occur from the proposed Zone Change Ordinance. Future development in the Project Area located with Alquist-Priolo Earthquake Fault Zone would be subject to the provisions of the Alquist-Priolo Earthquake Fault Zoning Act.

Therefore, there would be less than significant impacts related to ground rupture. No further analysis is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact.

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

The Project would establish a HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The Project, by itself, does not propose or authorize any development. All development in the Project Area would be required to comply with all relevant California Building Code (CBC)[24] and the City of Los Angeles Uniform Building Code (UBC) seismic standards, and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. Additionally, development that occurs on lots in designated “Hillside Areas,” of Bird Streets and Laurel Canyon, are subject to the City’s “Hillside” Development regulations, including specific requirements regarding setbacks,

22 City of Los Angeles General Plan, Safety Element, Exhibit A Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 27, 2017.

23 NavigateLA, http://navigatela.lacity.org/navigatela/, accessed June 27, 2017.

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

maximum RFA, verification of existing RFA, height limits, lot coverage, grading, off-street parking, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10). Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact.

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

Portions of the Project Area are potentially susceptible to liquefaction,[25,26] and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. Construction activities that occur pursuant to the Project would be required to comply with current seismic design provision of the California Buiding Code and City's Building Code, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required.

iv) Landslides?

Less Than Significant Impact.

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

A number of the single-family zoned lots located in the Bird Streets and Laurel Canyon area are susceptible to bedrock landslides and small shallow surface landslides.[27] In general, development in the Project Area is required to comply with all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development of lots in designated "Hillside Areas." In addition, if deemed necessary by Department of Building and Safety, project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures

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25 City of Los Angeles General Plan, Safety Element, Exhibit B Areas Susceptible to Liquefaction in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 27, 2017.

26 NavigateLA, http://navigatela.lacity.org/navigatela/, accessed June 27, 2017.

27 City of Los Angeles General Plan, Safety Element, Exhibit C Landslide Inventory & Hillside Areas in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 27, 2017.

would ensure that the Project would not create substantial geologic risk due to landslides. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

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

The Project Area is located in a section of the City dominated by hills. Construction activities in designated "Hillside Areas" are subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City's Low Impact Development (LID) Ordinance (LAMC Ordinance No. 181899).[28] LID is a stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. Further, the Project would reduce the potential for erosion by establishing specific standards related to construction processes. Total hillside grading and hauling would be limited; therefore erosion potential would be lessened with the implementation of the proposed HCR SUD. Thus, implementation of the Project would not result in substantial erosion or loss of topsoil. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

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

As previously discussed, much of the Project Area is susceptible to surface landslides and liquefaction. However, the Project does not propose or authorize development and would not authorize or expand any existing land uses.

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

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

Less Than Significant Impact.

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content and poor drainage. The ability of clayey soil to change volume can result in uplift or cracking to

[28] The City's LID Ordinance became effective in May 2012. The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources.

foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape found on these soils.

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

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

No Impact.

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

7. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact.

GHGs trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO_2, denoted as CO_2e.

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO_2 is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

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

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

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

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle"

analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[29]

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

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. [30]To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency[31]. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[32] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.[33]

Executive Orders S-3-05 and B-30-15, SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, in the absence of any adopted, quantitative threshold, the Project would

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

30 14 CCR § 15064(h)(3).

31 14 CCR § 15064(h)(3).

32 14 CCR § 15064(h)(3).

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

not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions: Executive Orders S-3-05 and B-30-15; Senate Bill (SB 375); SCAG's Sustainable Communities Strategy; and the City of Los Angeles Green Building Ordinance (i.e., threshold 7(b) above).

The Project would apply the HCR SUD to properties within the Project Area and applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area. The Project, by itself, does not propose or authorize any development.

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

The primary GHG emissions during construction are CO_2, CH_4, and N_2O. These emissions are the result of fuel combustion by construction equipment and motor vehicles. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of future development. In reality, construction activity would occur in spurts as individual projects are designed in detail, approved, and constructed.

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

- Hauling operations shall be conducted between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. Trucks shall not arrive at the site before 9:00 a.m. No hauling operations shall be conducted on weekends or State designated holidays. Trucks shall not arrive or stage before 9:00 a.m.

- A log noting the dates of hauling and the number of trips (i.e., trucks) per day shall be available on the job site at all times. A maximum of four trucks per hour will be permitted per project site. No convoying of hauling vehicles only one hauling vehicle is permitted per project site at any one time.

- The owner or contractor shall control dust caused by grading and hauling and shall provide reasonable control of dust caused or exacerbated by wind at all times. Grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire Department as to prevent excessive amounts of dust.

- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Additionally, trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

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

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

In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 (Health and Safety Code Section 38500 et. seq) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The SCAQMD adopted the GHG significance thresholds specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32. In addition, Senate Bill 375 (SB375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategy that reduce vehicle miles traveled. In accordance with SB375, SCAG prepared and adopted the 2016 RTP/SCS with the primary goal of enhancing sustainability by increasing mobility through various public transit options, increasing the number and variety of housing options to meet the demands of the growing population, creating more compact communities while decreasing urban sprawl, and ensuring people are able to live closer to work, school, and recreation uses. Additionally, the 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. Development that occurs pursuant to the Project would be consistent with the following land use policies included in the 2016 RTP/SCS:[34]

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

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

The City of Los Angeles implemented Ordinance No. 182,849 as an update to the Los Angeles Green Building Code. The Los Angeles Green Building Code is based on the California Green Building Standards Code and commonly known as *CAL*Green that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. ha

Development (e.g., additions and new construction) that occurs pursuant to the Project would be subject to the measures included in the Los Angeles Green Building Code. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that development that occurs pursuant to the Project's GHG emissions would actually cause a measurable increase in global

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34 SCAG 2016 RTP/SCS, p. 75.

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

GHG emissions necessary to influence global climate change. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. Consistency with GHG reduction strategies is an important priority, and reasonable reduction efforts should be taken. As described, the Project would be consistent with GHG reduction measures from other applicable plans.

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

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact.

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

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

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

Less Than Significant Impact.

Refer to **Section 8 (a)**, above.

Some single-family residences which may be demolished or renovated may contain lead-based paint (LBP) and/or asbestos containing materials (ACMs). If not properly abated, the demolition of these structures could accidently release hazardous materials, and the transport of these materials could create a public health risk. Construction activities would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and renovation activities. California Code of Regulations (CCR) Title 8, Section 1532 et seq. requires that all LBPs be abated and removed by a licensed lead contractor. The Project does not authorize or propose any new development. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

Wonderland Avenue Elementary School is the only school located within the Project Area that may be located next to properties that undergo development/redevelopment. The Project does not authorize or propose any new development. As discussed in **Section 8(a)** above, any future development would generally include the use of those hazardous materials that are typically necessary for construction of single-family units (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction activities would involve routine transport, use, and disposal of these types of hazardous materials. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities.

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

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

Less Than Significant Impact.

California Government Code Section 65962.5 requires various State agencies, including but not limited to, the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.[36]

A review of the Envirostor website showed that there are two DTSC cleanup sites[37] and no permitted facilities[38] in the Project Area.[39] One of the cleanup sites includes the Wonderland Elementary School located on a [Q]PF-1XL zoned lot. The current cleanup status of the Wonderland Elementary School site is "Inactive – Withdrawn as of 2/20/2013." The school proposed an addition which included a removal of an existing art storage building, a seismic monitoring well, and construction for a three-story classroom and parking structure. However, after a Phase 1 Environmental Site Assessment reviewed by DTSC, the structure was determined to potentially contain asbestos and/or lead-based paint. Since the DTSC determination, it appears that the school has withdrawn their proposal for an addition and thus no cleanup is needed as the asbestos and lead-based paint in the structure would not be disturbed.

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36 These lists include, but are not limited to, the 'EnviroStor' (http://www.envirostor.dtsc.ca.gov/public/) and 'GeoTracker' (http://geotracker.waterboards.ca.gov/) lists maintained by the DTSC and the SWRCB, respectively, accessed June 27, 2017.

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

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

39 DTSC Envirostor website, http://www.envirostor.dtsc.ca.gov/public/, accessed June 27, 2017.

The second cleanup site is classified as "Formerly Used Defense Sites" (FUDS) meaning that there are confirmed or unconfirmed releases and DTSC is involved in investigation and/or remediation. The cleanup status of the site is "Inactive – Needs Evaluation as of 7/1/2005" on an undeveloped RE15-1-H zoned lot. An "Inactive – Needs Evaluation" status identifies non-active sites where DTSC has determined a Preliminary Endangerment Assessment (PEA) or other evaluation is required. The Project does not specifically result in the development of the site and no specific development is proposed or authorized, therefore the Project would not disturb the site and create a hazard to the public or the environment.

It is considered unlikely that the Project would cause any impact causing a significant risk to the public. The Project does not propose or authorize any specific development projects, and only relates to construction activities such as hauling and grading. Further, any future development that occurs in the Project Area would be required to comply with existing regulations related to hazardous materials.

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

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

No Impact.

The Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport to the Bird Streets and Laurel Canyon neighborhood is the Bob Hope Airport in the City of Burbank, located approximately 14 miles to the north east from the center of the Project Area or 5 miles from the boundary of the Project Area. The nearest private airstrip is the Van Nuys airport, located approximately 16 miles to the north from the center of the Project Area. As no airports are in close proximity to the Project Area, no impact would occur. No further analysis is required.

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

No Impact.

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

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

Less Than Significant Impact.

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

The Bird Streets and Laurel Canyon neighborhoods is largely residential and includes City designated disaster routes.[40] Implementation of the Project would not require or result in modifications to any of the roadways that would impact emergency traffic. The Project does not propose or authorize development and would not make changes to existing policies, programs, or regulations that address emergency response. LAFD and LAPD would review construction traffic plans to ensure emergency response and access.

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

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

Less Than Significant Impact.

The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Very High Fire Hazard Severity Zone comprises most of the hilly and mountainous regions of the City, and includes the Project Area.[41] Additionally, there are several Red Flag Restricted Areas in portions of the Laurel Canyon neighborhood[42]. Red Flag Restricted Areas are areas where illegally parked vehicles may be removed because they create hazardous conditions on Red Flag Days. These areas are identified to be very narrow roads, have hairpin turns, tight curves, and key intersections that, if not cleared of vehicles would create a choke point thereby delaying the ability for citizens to evacuate and limiting access by fire companies. The Project would establish a HCR SUD over the Bird Streets and Laurel Canyon neighborhoods that applies specific requirements related to construction including requiring staging onsite of Haul Trucks or outside of the HCR SUD unless allowed by special condition during the Haul Route approval process. The Project, by itself, does not propose or authorize any development or authorize or expand any existing land uses. The HCR SUD does include a provision that stipulates that any future grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by LAFD.

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

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40 City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 27, 2017.

41 City of Los Angeles Fire Department Website, Fire Zone webpage, http://www.lafd.org/fire-prevention/brush/fire-zone, accessed June 27, 2017.

42 NavigateLA, http://navigatela.lacity.org/navigatela/, accessed June 27, 2017.

9. HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact.

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

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

Individual project applicants developing a single-family lot that is one acre or greater are required to obtain a National Pollution Discharge Elimination System (NPDES) permit.[43] In addition, development (e.g., demolition, addition to, new construction) projects are required to comply with the City of Los Angeles LID Ordinance (No. 181,899)[44] and the Department of Public Works Bureau of Sanitation Watershed Protection Division's Water Quality Compliance Master Plan for Urban Runoff (Master Plan).[45]

The LID Ordinance applies to all development and redevelopment greater than 500 feet in the City of Los Angeles that requires a building permit. The LID Ordinance requires projects to capture and treat the first ¾-inch of rainfall in accordance with established stormwater treatment priorities. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that future development would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality.

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

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

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43 City of Los Angles Stormwater Program, Regulatory Mandates, http://www.lastormwater.org/about-us/regulatory-mandates/, accessed July 31, 2017.

44 The LID Ordinance was adopted in September 2011.

45 The Master Plan was adopted in April 2009.

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

Less Than Significant Impact.

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

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from four primary sources, including water supplied by the Metropolitan Water District (MWD) (From Fiscal Year 2011-2015 57 percent; Bay Delta 48 percent, Colorado River 9 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (29 percent), local groundwater (12 percent), and recycled water (2 percent).[46] Based on the City's most current Urban Water Management Plan (UWMP)[47], in 2011-2014 the LADWP had a total water demand of 566,990 acre-feet per year with approximately 209,651 acre-feet or 37% of the demand from single-family homes[48].

The majority of lots within the Project Area are developed with single family residences and would not be expected to substantially change surface area on the lot due to the City's Hillside Development regulations and the Project which limits grading amounts. Therefore, impacts related to groundwater supplies would be less than significant. No further analysis is required.

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

Less Than Significant Impact.

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

As discussed in **Section 9(a)** above, development that occurs in the Project Area would be required to comply with all federal, state, and local regulations regarding stormwater runoff, including the City's LID Ordinance (during operation), BMPs included in the Master Plan, and the City's "Hillside" Development regulations. Compliance with these regulatory measures would reduce the amount of surface water runoff leaving the Project Area after a storm event. The LID Ordinance would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Therefore, development that occurs pursuant to the Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is required.

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46 Los Angeles Department of Water and Power - Water: Facts and Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=18i8d8hpzl_21&_afrLoop=430938015435485 , access July 31 2017.

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

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

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

Less Than Significant Impact.

As discussed in **Section 9(c)** above, construction activities that occur pursuant to the Project are not anticipated to substantially change the drainage pattern of the Project Area. Further, future development would be required to comply with the BMPs included in the LID Ordinance and Master Plan and would not substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site. As such, impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

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

The majority of lots located in the Project Area are developed with single-family dwellings. A majority of the construction activity that occurs pursuant to the Project would be confined to lots that are or were previously developed with single-family uses. Impacts to the existing stormwater drainage system in the Project Area would be less than significant.

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

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Second, the area should be secured to control off-site migration of pollutants.

The Project includes requirements specifically aimed at reducing dust and pollution. In addition, during construction, project applicants shall be required to implement all applicable and mandatory BMPs in accordance with the LID Ordinance, Project, and the Master Plan. Furthermore, the purpose of the Project is to regulate and reduce construction impacts from the development of single-family homes. Implementation of

the Project would provide limits to the grading and hauling process, reducing typical impacts associated with erosion. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level. No further analysis is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact.

A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. As described above, the Project includes specific measures to reduce the potential for water quality impacts. Therefore, no impact would occur, and no further analysis is necessary.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less Than Significant Impact.

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

A majority of the Project Area is in an area of minimal flood risk (Zone X)[49] as mapped by FEMA.[50] A small watercourse beginning from Jovenita Canyon Dr. down Laurel Canyon Blvd. to Mt. Olympus Drive is mapped as Zone AO.[51]

To minimize impacts to properties located in areas prone to flooding, mudflow, and coastal inundation, the City adopted the 1980 Flood Hazard Management Specific Plan and amended it in 1988 (Ordinance No. 163,913).[52] The amendment requires properties that are located in areas prone to flooding, mudflow, and/or coastal inundation to undergo additional permit review and implement mitigation measures (as necessary), including additional structure reinforcement, increase base elevation (compared to existing regulations), anchoring, and installation of protective barriers. Therefore, as future development that occurs in the Project Area in areas subject to flooding, those projects would be required to comply with the Flood Hazard Management Plan and Ordinance No. 163,913, impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

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

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?

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49 **Zone X:** Areas determined to be outside the 500-year floodplain and outside the 1% and 0.2% annual chance floodplain

50 As per FEMA Flood Insurance Rate Map No. 06037C1585F and 06037C1605F effective as of 09/26/2008, accessed July 6, 2017. The map can be accessed by following the directions provided through this portal: https://msc.fema.gov/portal.

51 **Zone AO:** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain)' average depths determined.

52 City of Los Angeles General Plan Safety Element, p. II-15, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed July 6, 2017.

No Impact.

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

No parts of the Project Area are located within a potential inundation area.[53] Seiches can occur in areas adjacent to water storage facilities. Inundation from a seiche can occur if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. LADWP regulates the level of water in its storage facilities and provides walls of extra height to contain seiches and prevent overflow. In addition, the LADWP monitors dams and reservoirs during storm events and implements mitigation measures to prevent potential overflow.[54] Portions of the Project Area are subject to flooding as a result of inundation from water storage facilities.[55] The Project does not include any new development and only relates to construction activities within the Project Area. Therefore, the Project would not expose people or structures to significant risk of injury. No impact would occur and no further analysis is necessary.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact.

See Response to **9(i)** above.

A tsunami is a series of waves generated by large earthquakes that create vertical movement on the ocean floor. Tsunamis can reach more than 50 feet in height, move inland several hundred feet, and threaten life and property. Often, the first wave of a tsunami is not the largest. Tsunamis can occur on all coastal regions of the world, but are most common along margins of the Pacific Ocean. Tsunamis can travel from one side of the Pacific to the other in a day, at a velocity of 600 miles an hour in deep water. A locally generated tsunami may reach the shore within minutes. Due to its inland location, the Project Area is not susceptible to tsunamis.[56] Impacts would be less than significant in this regard.

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

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53 City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf., access July 6, 2017.

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

55 City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf., access July 6, 2017.

56 City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf., access July 6, 2017.

10. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact.

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

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

No Impact.

The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In March 2017 the City Council adopted an ordinance amending Single-Family Zones (RA, RE, RS, R1) and Single-Family Hillside Area regulations.

Similar to the amendments to the single-family zones of the City, the Project would establish a new HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas within the Project Area.

The City of Los Angeles has adopted 35 Community Plans to guide the physical development of neighborhoods by establishing the goals and policies for land use. Each Community Plan provides the relevant neighborhoods with specific policies and implementation strategies necessary to achieve the General Plan objectives. The Project Area is located within the Bel Air – Beverly Crest and Hollywood Community Plan Areas. The Community Plans provide neighborhoods with specific policies and implementation strategies necessary to achieve the General Plan objectives. The Project would be consistent with the goals and objectives set forth in the applicable Community Plan for residential uses, including:

Bel Air – Beverly Crest Community Plan

- Existing zoning should remain consistent with land use densities designated on the Plan map.
- The open and natural character of single-family development of the Bel Air – Beverly Crest community is desirable and deserving of public protection. Changes in this area should be fully justified as being in the public interest before the City grants a different or more intensive land use which would alter this character.
- All areas within Bel Air – Beverly Crest should be subject to improved design standards to ensure compatibility of new development with the scenic character of the community.
- The intensity of land use in the mountain and hillside areas and the density of the population which can be accommodated thereon should be limited in accordance with the requirements of the City's Hillside Ordinance.

Hollywood Community Plan

- Minimize grading so as to retain the natural terrain and ecological balance.

In addition to the Community Plans the General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plans and citywide elements. The Project would be consistent with the goals, objectives and policies included in the Framework Element. These goals, objectives and policies are listed below. **Chapter 3 Land Use: Single Family Residential**

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

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

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

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

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

No Impact.

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

11. MINERAL RESOURCES

Would the project:

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

No Impact.

According to the City's General Plan Conservation Element, there are no portions of the Project Area that are designated as a mineral resource zone.[57] Further, the Project applies only to properties zoned for single family use. Therefore, implementation of the Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

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

No Impact.

See response to **Section 11(a)**, above. No impact associated with mineral resources would occur and no further analysis is required.

[57] City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed July 6, 2017.

12. NOISE

Would the project would result in:

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

Less Than Significant Impact.

Citywide noise regulations are included in the Chapter XI, Noise Regulation (Ordinance No. 144.331) of the LAMC. Chapter XI, Section 11.03 sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (Single-Family Residential) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. (Compliance with this standard is only required where "technically feasible").[58] The Project further limits construction activities and so noise generated by construction activities are prohibited between the hours of 6:01 PM and 7:59 AM Monday through Friday, interior construction activities 6:01 PM through 7:59 AM on Saturday and prohibited any time on Sunday rather than the citywide regulations limiting maximum noise level of powered equipment or powered hand tools between the hours of 7 AM and 10 PM. As shown in **Table 5, City of Los Angeles Guidelines for Noise Compatible Land Use**, a CNEL value of 65 dB(A) is the upper limit of what is considered a "conditionally acceptable" noise environment for single-family residential uses.

Table 5
City of Los Angeles Guidelines for Noise Compatible Land Use

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

Source: City of Los Angeles General Plan, Noise Element Exhibit I, http://planning.lacity.org/cwd/gnlpln/NoiseElt.pdf, accessed July 6, 2017.
Notes:
A-Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation
C-Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N-Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.
U-Clearly unacceptable. New construction or development generally should not be undertaken.

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

In addition to on-site construction noise, haul truck trips, (particularly within hillside areas), and construction worker trips would create traffic-related noise during construction. While the number of individual project sites, including the number of haul truck and construction worker trips is not known at this time, haul truck operators would be required to comply with provisions of the Los Angeles Municipal Code (LAMC) pertaining to construction, which is laid out in the City's Good Neighbor Construction Practices. Additionally, implementation of the proposed HCR SUD would further regulate haul operations to reduce typical noise impacts related to construction. These noise measures include:

- Hauling operations shall be conducted only on Monday through Friday, between the hours of 9:00 a.m. and 3:00 p.m. Hauling operations on Saturdays, Sundays or state or federal designated holidays is strictly prohibited.
- A maximum of four trucks are permitted to haul per hour per project site. A grouping or convoy of hauling vehicles shall not be allowed; only one hauling vehicle is permitted per project site at any one time.
- Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

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

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

Less Than Significant Impact.

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on structures located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Groundborne vibration from construction activities rarely reach the levels that damage structures. The Federal Transit Administration (FTA)[59] and Caltrans[60] have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for typical construction equipment pieces are listed in **Table 7, Vibration Levels for Construction Equipment**. The primary and most intensive vibration source would be the use of large bulldozers and loaded haul trucks. These types of equipment can create intense noise that can result in ground vibrations. Bulldozers are used to move dirt and materials around at individual project sites. As indicated in **Table 9** loaded trucks and large bulldozers are capable of

59 According to FTA guidelines, the vibration threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec peak particle velocity (PPV) and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings.

60 For continuous (or steady-state) vibrations, Caltrans considers eh architectural damage risk level to be 0.1 PPV for fragile buildings, 0.25 PPV for historic buildings, 0.3 PPV for older residences, and 0.5 PPV for new residences. For long-term exposure to continuous vibration, Caltrans identifies a threshold for strong human perception at 0.10 PPV and 0.04 PPV as a threshold for distinct human perception.

producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the FTA threshold of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts to off-site sensitive receptors. Thus, impacts from excessive groundborne vibration or groundborne noise would be less than significant and no further analysis is necessary.

Table 6
Vibration Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)
Loaded Truck	0.076
Large bulldozer	0.089

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (2006) 12-9.

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

Less Than Significant Impact.

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

Noise levels in the Project Area are regulated by the City's Noise Ordinance (No. 144.331). The City's Noise Ordinance sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RE) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone.

As discussed in **Section 12(a)**, the Project, by itself, does not propose or authorize development. The majority of the lots in the Project Area are currently developed with single-family uses that generate noise. It is not anticipated that a substantial increase in noise would occur as these lots are expected to remain in their current use. Further, construction activity that occurs pursuant to the Project would be required to comply with Chapter XI, Noise Regulation of the LAMC, and all noise abatement measures included as a part of the Project as mentioned in **Section 11(a)**. Compliance with these regulations would ensure that impacts from noise would not result in a permanent increase in ambient noise levels in the Project Area. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

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

- Hauling operations shall be conducted only on Monday through Friday, between the hours of 9:00 a.m. and 3:00 p.m. Hauling operations on Saturdays, Sundays, or state or federal designated holidays is strictly prohibited.
- A maximum of four trucks are permitted to haul per hour per project site. A grouping or convoy of hauling vehicles shall not be allowed; only one hauling vehicle is permitted per project site at any one time.

Compliance with the Project and the additional regulations included in the LAMC (Chapter XI, Noise Regulations, Section 11.03) would ensure any increase in ambient

noise levels in the Project Area would not result in a significant impact. No further analysis is required.

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

No Impact.

As previously stated in **Section 8, Hazards and Hazardous Materials**, the Project Area is not located within an airport land use plan or within the immediate vicinity of a public airport or private airstrip. The Project does not propose or authorize any specific development so no impact would occur. No further analysis is required.

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

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

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)?

Less Than Significant Impact.

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

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

No Impact.

The Project would establish a HCR SUD over the Bird Streets and Laurel Canyon neighborhoods that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project does not authorize or proposed any new development. No impact would occur so no further analysis is required.

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

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

No impact would occur and no further analysis is required.

14. PUBLIC SERVICES

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

i) Fire protection?

Less Than Significant Impact.

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

Table 7, LAFD Fire Stations Serving the Project Area, provides the LAFD Fire stations closest or within 2 miles to the midpoint of the Project Area. As the Project would not directly result in any increase in population, it is not anticipated that the LAFD would require any additional staffing or need to construct any new or physically altered facilities as a result of the Project. Impacts to fire and emergency services would be less than significant. No further analysis is required.

Table 7
LAFD Fire Stations Serving the Project Area

LAFD Fire Station	Approximate Distance from the Midpoint of the Project Area (miles)[1]
Station 97 - Laurel Canyon / Mulholland	1.26
Station 41 - Hollywood Hills / Northwest	1.61

Source: City of Los Angeles, Department of City Planning, Geographic Information Systems (GIS) Division, 2017.
Notes: [1] Approximate distances represent the distance from the nearest LAFD Station to the center of the Project Area.

ii) Police protection?

Less Than Significant Impact.

The LAPD is responsible for providing police protection services to the Project Area. **Table 8, LAPD Police Stations Serving the Project Area,** provides the LAPD Stations closest to the Project Area. As the Project would not directly introduce population into the Project Area, it is expected that no new or physically altered police facilities would be necessary to be constructed as a result of the Project. Impacts to police services would be less than significant. No further analysis is required.

Table 8
LAPD Police Stations Serving the Project Area

LAPD Station	Approximate Distance from the Midpoint of the Project Area (miles)[1]
Hollywood Community Police Station	2.84
North Hollywood Community Police Station	4.42
Wilshire Community Police Station	4.70

Source: City of Los Angeles, Department of City Planning, Geographic Information Systems (GIS) Division, 2017.
Notes: [1] Approximate distances represent the distance from the nearest LAPD Station to the center of the Project Area.

iii) Schools?

Less Than Significant Impact.

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

The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). The Project would establish a HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project would not introduce any new population into the Project Area to require the construction of new or physically altered school facilities. Thus, impacts to the elementary, middle, and high schools that serve the Project Area would be less than significant. No further analysis is required.

iv) Parks?

Less Than Significant Impact.

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

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

v) Other Public Facilities?

Less Than Significant Impact.

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

A significant impact would occur if the Project includes substantial population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Area. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services. Los Angeles. LAPL provides services at the Central Library, eight Regional Branch Libraries and 64 Community Branch Libraries.

As there would not be a substantial increase in population associated with the Project there would be no need for additional library resources or facilities to be constructed. Impacts would be less than significant and no further analysis is required.

15. RECREATION

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact.

A significant impact would occur if the Project resulted in substantial population growth that would generate a demand for recreation and park services that 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. The Project would establish a new HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project, by itself, does not propose or authorize any development. Impacts on existing neighborhood and regional parks or other recreational facilities would be less than significant. Therefore, no further analysis is required.

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

Less Than Significant Impact.

See response to **Section 15(a)**, above.

The Project includes a set of prescriptive requirements related to future construction activity in the Project Area. However, the Project, itself, does not propose or authorize any development. The Project does not include recreational facilities and does not require the construction or expansion of any existing recreational facilities. Therefore, impacts would be less than significant and no further analysis is required.

16. TRANSPORTATION AND TRAFFIC

Would the project:

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

Less Than Significant Impact.

Construction activity that occurs in the single family zones pursuant to the Project would be required to comply with the HCR SUD would further regulate haul operations to reduce transportation impacts related to construction. These measures include:

- A maximum of four trucks per hour will be permitted per project site. A grouping or convoy of hauling vehicles shall not be allowed; only one hauling vehicle is permitted per project site at any one time.
- "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction
- Flag person(s) shall be required for all project sites. Flag person(s) with radio control and warning signs shall be in compliance with the latest Edition of "Work Area Traffic Control Handbook." Flag person(s) provided at the job site to assist the trucks in and out of the project site.

Additionally, projects that require a Haul Route pursuant to Section 91.7006.7.5 of the LAMC will still need to proceed with the Haul Route process and comply with any conditions including hauling hours, selected hauling route and staging as prescribed by the Board of Building Safety Commissioners. Thus, impacts to the surrounding area from construction traffic (e.g., haul truck trips) taking into account all modes of transportation would be less than significant. No further analysis is required.

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

No Impact.

The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. The CMP Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be examined if a project will add 50 or more trips during either the AM or PM weekday peak hours. The Project would establish a HCR SUD over the Bird Streets and Laurel Canyon neighborhoods that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project, by itself, does not propose or authorize any development. Construction activity that occurs pursuant to the Project would not meet the CMP TIA Guidelines requiring intersection monitoring and would be a reduction from existing conditions. No impact would occur and no further analysis is required.

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

No Impact.

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

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

No Impact.

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

e) Result in inadequate emergency access?

Less Than Significant Impact.

As discussed above in **Section 8(g), Hazards and Hazardous Materials,** the Project Area is largely residential and includes City designated disaster routes.[61] The Project, by itself, does not propose or authorize any development. Construction of future individual projects could temporarily interfere with local and on-site emergency response. However, construction traffic would be required to conform to access standards to maintain adequate emergency access. Furthermore, implementation of the proposed HCR SUD would also reduce typical construction impacts, as indicated in **Section 16 (a).** Compliance with access standards, including the City's DBS Haul Route Monitoring Program for large scale projects would reduce the potential for the impacts along designated haul routes, emergency response, and access during construction of individual projects.

In addition, construction activities for future individual projects would be confined to the site, and all development that would occur pursuant to the proposed HCR SUD would be required to conform to all applicable regulations that address emergency access, including the LAFD Fire Code requirements. Impacts related to inadequate emergency access would be less than significant and no further analysis is required.

f) Conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact.

The proposed HCR SUD is limited to application in the single family zones within the Project Area and includes prescriptive construction requirements. The SUD would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. No impact would occur to these plans, programs, and/or policies as a result of implementation of the Project. No further analysis is required.

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

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)

No Impact.

Section 5020.1(k) of the Public Resources Code defines "Local register of historical resources" as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. In the City of Los Angeles, local buildings and sites that meet specific criteria for designation can be declared a "Historic-Cultural Monument (HCM)" by the City Council after recommendation from the Cultural Heritage Commission. There are no "tribal cultural resources" as defined in the Public Resources Code Section 21074 that are designated HCMs in the Project Area.

Further, Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects.

On August 17, 2017, AB52 Tribal Consultation Notice letters were mailed and no Tribe requested consultation within the 30-day time limit to respond. One Tribe, the Gabrieleño Band of Mission Indians – Kizh Nation, submitted a request for consultation past the 30-day time limit to respond. Although the Gabrieleño Band of Mission Indians – Kizh Nation made the consultation request past the 30-day time limit, they were still sent an invitation to submit additional information and materials related to tribal cultural resources and the Project's potential to impact tribal cultural resources. To date, additional information and materials related to tribal cultural resources have not been submitted.

The Project does not consist of any proposed development projects, includes no ground disturbing activity or any related construction activity, therefore, there is no impact.

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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact.

See response to **Section 17(a)**, above. The Project does not consist of any proposed development projects, includes no ground disturbing activity or any related construction activity, therefore, there is no impact.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Less Than Significant Impact.

Wastewater generated in the City is treated at the Hyperion Treatment Plant in Playa del Rey. The RWQCB regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The Hyperion Treatment Plant is responsible for adhering to RWQCB regulations as they apply to wastewater generated in the Project Area. The Project would establish a HCR SUD that applies specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project does not authorize or propose any new development that would generate wastewater. As such, impacts would be less than significant. No further analysis is necessary.

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

Less Than Significant Impact.

See response to **Section 18(a)** above for impacts regarding wastewater.

The LADWP will provide water service to the Project Area. Water is conveyed along several circulating water mains of varying sizes. Further, the LADWP has an ongoing program of facility replacement and upgrades to meet the anticipated water demands based upon the City's adopted General Plan Framework Element. The LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances. The Project would apply the HCR SUD to the Project Area requiring projects to comply with specific requirements related to construction, grading quantities, and process applicable to the hillside areas in the Project Area. The Project does not authorize or propose any new development that would generate wastewater. As such, impacts to the existing water distribution system would be less than significant and no further analysis is required.

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

Less Than Significant Impact.

A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

As described in **Section 9(e), Hydrology and Water Quality,** construction activity that occurs pursuant to the Project would not result in a significant increase in individual site runoff or changes to the local drainage patterns. All project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Implementation of the proposed HCR SUD would also impose the following measure on future construction activities:

- Loads shall be secured by trimming and shall be covered to prevent spillage and dust. Additionally haul, trucks are to be contained at the export site to prevent blowing of dirt and are to be cleaned of loose earth at the export site to prevent spilling.

- The owner or contractor shall control dust caused by grading and hauling, and provide reasonable control of dust caused or exacerbated by wind at all times. Grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire Department.

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

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

Less Than Significant Impact.

See response to **Section 18(b)**, above.

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

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

Section 10912 of the Water Code defines a “project” as

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

- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;

- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;

- a proposed hotel or motel, or both, having more than 500 rooms;

- a proposed industrial, manufacturing or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;

- a proposed mixed-use project that includes one or more of the previously listed projects; or

- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

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

The California Urban Management Planning Act requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (afy) of water to prepare an UWMP. When preparing an UWMP and projecting the area's future water demand, water agencies must consider demographic factors including expected population and housing growth. The 2010 UWMP[62] prepared by LADWP includes estimates of past, current, and projected probable and recycled water use, identifies conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. According to LADWP, there are adequate supplies available to serve City needs through 2040.[63]

Water supply to the Project Area is provided by the LADWP. LADWP continuously upgrades water infrastructure and facilities to ensure the City's anticipated water demands can be met. In addition, as required by the California Urban Management Planning Act, the LADWP releases an updated UWMP every five years. The main goal of the UWMP is to forecast future water demands and water supplies under average and dry year conditions; identify future water supply projects such as recycled water; provide a summary of water conservation BMPs; and provide a single and multi-dry year management strategy.[64] When projecting water demand the LADWP considers demographics, socioeconomics, conservation regulations, historical weather patterns, and non-revenue water (e.g., the difference between total water consumption and billed water use).[65] Thus, compliance with existing water regulations (e.g., preparation of an UWMP) and programs (continuous monitoring and upgrades of existing facilities and infrastructure) would result in a less than significant impact to the City's existing water supply. No further analysis is required.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact.

See **Response 18(a)** above.

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

Less Than Significant Impact.

Construction activities associated with development that occurs pursuant to the Project would generate inert waste. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes. Pursuant to the California Green Building Code, individual project applicants would be required to recycle/divert 65 percent of the construction waste. The remainder would be disposed of in a Class III landfill.

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62 The LADWP is currently drafting the 2015 UWMP.

63 City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R.

64 City of Los Angeles Department of Water and Power, *Draft 2015 UWMP,* February 2016.

65 City of Los Angeles Department of Water and Power, *Draft 2015 UWMP,* February 2016.

The Azusa Land Reclamation Landfill is owned, operated, and located in Los Angeles County (County). In addition, inert waste collected throughout the County, including from the Project Area, could be disposed of in local inert landfills and facilities operated by local municipalities and located throughout the County. Waste generated during the construction activities would result in an incremental and intermittent increase in solid waste disposal at landfills generally in the surrounding area. As the Project does not authorize or propose any new development, impacts related to construction activities would be less than significant.

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

Less Than Significant Impact.

A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated Resource Plan (SWIRP) with goals of moving toward zero waste by 2030. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70 percent of the solid waste generated in the City by 2013, diverting 90 percent by 2025, and becoming a zero waste city by 2030. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by AB 939.[66] As described above, all construction waste would be disposed of in accordance with state law. A less than significant impact related to solid waste would occur and no further analysis is required.

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

19. MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact.

As discussed in **Section 4, Biological Resources,** the Project, by itself, does not propose or authorize any development. Further, construction activities associated with the Project would not impact any endangered fauna or flora, modify any special status species habitat, and would only occur on lots zoned for single-family development. Due to the residential nature of the Project Area and the surrounding area, construction activities and operation of future development would not impact the habitat or population in the Project Area. In addition, the Project does not propose or authorize any new development in any identified Biological Resource Areas. The Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in **Section 5, Cultural Resources** potential impacts related archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures. No further analysis is required.

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

No Impact.

Based on the proceeding discussions, no significant impacts were identified for the 18 environmental factors analyzed above. As the Project would not result in any unmitigated significant impacts, as such there would be no cumulatively considerable impacts. Therefore, no further analysis is required.

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

Less Than Significant Impact.

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

V. PREPARERS OF THE INITIAL STUDY

Lead Agency

City of Los Angeles
Department of City Planning
Policy Division
200 North Spring Street, Suite 667
Los Angeles, CA 90012

Giselle Corella, City Planning Associate
Christine Saponara, Senior City Planner

VI. ACRONYMS

Acre-Feet Per Year	AFY
Air Quality Management Plan	AQMP
Asbestos Containing Material	ACM
Assembly Bill 32	AB 32
Baseline Hillside Ordinance	BHO
Baseline Mansionization Ordinance	BMO
Best Management Practices	BMP
California Air Pollution Control Officers Association	CAPCOA
California Air Resources Board	CARB
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Code of Regulations	CCR
California Department of Transportation	Caltrans
Carbon Dioxide	CO_2
California Environmental Quality Act	CEQA
California Geological Survey	CGS
California Integrated Waste Management Act	AB 939
California Water Code	CWC
Carbon Monoxide	CO
Climate Action Plan	CAP
Coarse Inhalable Particular Material	PM10
Congestion Management Program	CMP
Department of Building and Safety	DBS
Department of Toxic Substances Control	DTSC
Emergency Operation Center	EOC
Equivalent Mass of CO_2	CO_2e
Federal Emergency Management Agency	FEMA
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fine Inhalable Particular Material	PM2.5
Flood Insurance Rate Maps	FIRM
Floor Area Ratio	FAR
Greenhouse Gas	GHG
Heating Ventilating and Air Conditioning	HVAC
Historic Preservation Overlay Zone	HPOZ
Hydrofluorocarbon	HFC
Initial Study	IS
Interim Control Ordinance	ICO
Lead	Pb
Lead Based Paint	LBP
Los Angeles Department of Water and Power	LADWP
Los Angeles Fire Department	LAFD
Los Angeles International Airport	LAX
Los Angeles Municipal Code	LAMC
Los Angeles Police Department	LAPD
Los Angeles Public Library	LAPL
Los Angeles Unified School District	LAUSD
Low Impact Development	LID
Methane	CH_4
Metropolitan Water District	MWD

Migratory Bird Treaty Act	MBTA
Most Likely Descendant	MLD
National Ambient Air Quality Standards	NAAQS
National Pollution Discharge Elimination System	NPDES
Native American Heritage Commission	NAHC
Negative Declaration	ND
Nitrogen Dioxide	NO2
Nitrogen Oxide	NO_x
Nitrous Oxide	N_2O
Office of Historic Resources	OHR
Office of Planning and Research	OPR
Ozone	O_3
Peak Particle Velocity	PPV
Perfluorocarbons	PFC
Residential Floor Area	RFA
Regional Transportation Plan/Sustainable Communities Strategy	RTP/SCS
Regional Water Quality Control Board	RWQCB
San Fernando Basin	SFB
Senate Bill 375	SB 375
Special Flood hazard Areas	SFHA
Solid Waste Integrated Resource Plan	SWIRP
State Water Resources Control Board	SWRCB
Sulfur Hexafluoride	SF_6
Toxic Air Contaminants	TAC
Traffic Impact Analysis	TIA
Urban Water Management Plan	UWMP
Uniform Building Code	UBC
Southern California Association of Governments	SCAG
South Coast Air Basin	(SoCAB)
South Coast Air Quality Management District	SCAQMD
Sulfur Dioxide	SO2
Volatile Organic Compounds	VOC
Watershed Protection Divisions	WPD

Exhibit E:
Environmental Clearance – Notice of Exemption

Case No:
CPC–2017–2864–ZC
ENV–2018–153–CE

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY CLERK'S USE

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	**4 - Ryu**

PROJECT TITLE	LOG REFERENCE
Hillside Construction Regulation "HCR" Zone Change Ordinance for the areas commonly known as the "Bird Streets" and "Laurel Canyon" neighborhoods	**ENV-2018-153-CE and CPC-2017-2864-ZC**

PROJECT LOCATION: The Project Area consists of the neighborhoods known as "Bird Streets" and "Laurel Canyon" within Council District 4 of the City of Los Angeles. The Bird Streets neighborhood is generally bounded by Trousdale Estates neighborhood of the City of Beverly Hills to the west, Rising Glen Road / Sunset Plaza Drive to the east, Crescent Drive to the north and the City of West Hollywood to the south. The Laurel Canyon neighborhood is generally bounded by the City of West Hollywood to the south, Mulholland Drive / Woodrow Wilson Drive to the north, Nichols Canyon Road to the east, and Rising Glen Road / Sunset Plaza Drive to the west.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The proposed Zone Change Ordinance establishes a Hillside Construction Regulation (HCR) Supplemental Use District (SUD) that applies specific supplemental development restrictions related to construction, grading quantities, and hauling requirements applicable to the Project Area. The proposed ordinance, by itself, does not authorize or expand any development or construction activities, but instead places development restrictions on future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The Zone Change Ordinance would add the HCR SUD regulations in addition to the base zone (e.g., R1-1-HCR) to restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the HCR SUD. The HCR SUD imposes specific supplemental development restrictions regarding the construction process including: proper identification of hauling vehicles, maximum quantity of allowable grading, and a site plan review process for projects relating to large-scale single-family units in the Project Area.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
City of Los Angeles

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
Giselle Corella	213	978-1357	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
☐	MINISTERIAL	▪ Sec. 15268	▪ Art. II, Sec. 2b
☐	DECLARED EMERGENCY	▪ Sec. 15269	▪ Art. II, Sec. 2a (1)
☐	EMERGENCY PROJECT	▪ Sec. 15269 (b) & (c)	▪ Art. II, Sec. 2a (2) & (3)
☒	CATEGORICAL EXEMPTION	▪ Sec. 15308 *et seq.*	▪ Art. II, Sec. 2

Class 8 Category: To protect the environment by imposing specific supplemental development restrictions, Sec. 15308

☐ OTHER: (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

JUSTIFICATION FOR PROJECT EXEMPTION: After a review of the whole of the administrative record, we find none of the exceptions in CEQA Guidelines Sec. 15300.2 apply. See attached narrative.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE	TITLE	DATE
Rosalie Butler Blumenfield	City Planning Associate	1/12/2018

FEE:	RECEIPT NO.	REC'D. BY	DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record Rev. 11-1-03 Rev. 1-31-06
IF FILED BY THE APPLICANT:

NAME (PRINTED) _____ SIGNATURE _____

DATE _____

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

NARRATIVE, COUNCIL FILE: 16-1472-S2

State CEQA Guidelines Section 15308

The State California Environmental Quality Act (CEQA) Guidelines section 15308 establishes a categorical exemption for "actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment whether regulatory process involves procedures for protection of the environment (CEQA Guidelines, section 15308)."

As stated above, the adoption of the Hillside Construction Regulation "HCR" Supplemental Use District (SUD) is exempt from CEQA Guidelines Section 15308, as the regulations of the proposed zone change to apply the HCR SUD to the "Project Area," would provide additional regulations that are more protective to the environment than the current regulations by: further restricting the grading quantity allowed by the RE40 zone; applying standard hauling conditions for the importing and exporting of earth on all projects; and requiring a discretionary site plan review process for homes 17,500 square feet or larger, all of which would allow for the protection of the environment. These new regulations do not authorize or expand any new construction or hauling activities, but instead places development restrictions on future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas.

CEQA Section 15300.2 Exceptions to Categorical Exemptions

As explained below, the Project does not satisfy the criteria for exceptions to the application of Section 15300, Class 8 of the State CEQA Guidelines:

<u>Exceptions to Exemptions</u>

The State California Environmental Quality Act (CEQA) Guidelines section 15300.2 outlines five exceptions to the use of a Categorical Exemption:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

Classes 3, 4, 5, 6 and 11 are not being considered. Further, the Project does not propose or authorize any development/construction activities, or expand any new or existing land uses. The Project Area mainly consists of single-family homes located in a typical urbanized area and is not located in a sensitive environmental resource of hazardous or critical concern where it has been designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Therefore, this exception does not apply.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The HCR SUD, by itself, does not propose or authorize any development/construction activities. It does not change any land uses, building heights, densities or intensities. The proposed HCR SUD seeks to implement supplemental development regulations on future construction or hauling practices related to by-right projects in order to be more protective of the environment than the current regulations. These new regulation would require discretionary site planning review of large new single-family developments 17,500 square feet or larger; impose "best practices" or conditions on the import and export of earth; restrict hours of construction and hauling activity; and, limit the allowable grading quantity for the largest zone (RE40). For example, the HCR SUD protects the environment by reducing aesthetic impacts by requiring a discretionary review process for large-scale single-family home development projects. Without the HCR SUD, large-scale single-family home development projects would generally not be reviewed by the Los Angeles Department of City Planning. Additional site-planning and design requirements through the discretionary site plan review process prevents large-scale single-family home developments from degrading the existing visual character and/or quality of the Bird Streets and Laurel Canyon neighborhoods. Additionally, the new restriction on the hours of construction and hauling activity reduces the daily negative air quality and noise impacts potentially caused by construction. By reducing the hours of construction by four hours Monday through Friday and limiting the type of construction on Saturday to interior work from 8 a.m. to 6 p.m., projects are encouraged to be more efficient in transporting of earth and construction rather than inadvertently prolonging hauling and construction activity.

Therefore, the Project is not expected to generate cumulative impacts as its regulations are more protective of the environment than the current underlying zoning. With the application of the HCR SUD, small-scale projects which would otherwise not be subject to hauling "best practices" or conditions on the import or export of earth would be subject to the same standard "best practices" or conditions as large-scale projects. By reducing the air quality impacts typically associated with single-family construction of those smaller-scale projects, the regulations further protect the environment against the cumulative impacts of those previously unconditioned projects. For example, under the HCR SUD, the owner or contractor must control dust caused by grading and hauling as well as secure and cover loads to prevent spillage and dust further reducing impacts to air quality. If other ordinances of a similar nature were enacted, no additional adverse impacts would accumulate. Further, the Project does not promote or incentivize new development as the proposed ordinance would only apply prescriptive regulations and limitations on existing construction and hauling activities for a project that would be typically "by-right." The Project serves to prevent and reduce the potential for cumulative impacts caused by several "by-right" projects within the confined Project Area. Therefore, an accumulation of similar ordinances to this effect would serve only to further reduce potential adverse environmental impacts. Therefore, this exception does not apply.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances that would create the reasonable possibility that the activity would have a significant effect on the environment. The Project does not authorize or expand any new construction or hauling activities, but instead places additional development restrictions on

future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas. The Project also does not change heights, or densities. The Project will not foreseeably result in a significant impact to the environment as described in the subsequent sections. Therefore, this exception does not apply.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The Project is not located along or near a state designated scenic highway. Currently, the only portion of a scenic highway officially designated by the California Department of Transportation (Caltrans) within the City of Los Angeles is a six mile portion of the Pasadena Freeway (also known as the Arroyo Seco Historic Parkway). The Project Area is not located along or near the Arroyo Seco Historic Parkway, so it will not result in damage to scenic resources and is reasonably expected to further protect potential damage to scenic resources. Therefore, this exception does not apply.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The Project does not authorize or expand any new construction or hauling activities, but instead places development restrictions on future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas. In addition, the Project does not change land use, heights, or densities. A review of the Envirostor website showed that there are two California Department of Toxic Substances Control (DTSC) cleanup sites and no permitted facilities in the Project Area. One of the cleanup sites includes the Wonderland Elementary School located on a [Q]PF-1XL zoned lot. The current cleanup status of the Wonderland Elementary School site is “Inactive – Withdrawn as of 2/20/2013.” The school proposed an addition which included a removal of an existing art storage building, a seismic monitoring well, and construction for a three-story classroom and parking structure. However, after a Phase 1 Environmental Site Assessment reviewed by DTSC, the structure was determined to potentially contain asbestos and/or lead-based paint. Since the DTSC determination, it appears that the school has withdrawn their proposal for an addition and thus no cleanup is needed as the asbestos and lead-based paint in the structure would not be disturbed.

The second cleanup site is classified as “Formerly Used Defense Sites” (FUDS) meaning that there are confirmed or unconfirmed releases and DTSC is involved in investigation and/or remediation. The cleanup status of the site is “Inactive – Needs Evaluation as of 7/1/2005” on an undeveloped RE15-1-H zoned lot. An “Inactive – Needs Evaluation” status identifies non-active sites where DTSC has determined a Preliminary Endangerment Assessment (PEA) or other evaluation is required. The Project does not specifically result in the development of the site and no specific development is proposed, thus would not disturb the site and create a hazard to the public or the environment.

It is considered unlikely that the Project would cause any impact causing a significant risk to the public. The Project places development restrictions on future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in

hillside areas. Further, any future development that occurs in the Project Area would be required to comply with existing regulations related to hazardous materials. Therefore, this exception does not apply.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The Project will not cause a substantial adverse change in the significance of a historical resource, as the Project does not propose or authorize any development/construction activities. The Project instead places development restrictions on future construction or hauling practices related to by-right projects in order to reduce the potential impacts from development activities in hillside areas. It does not change any land uses, building heights, densities or intensities. The proposed ordinance does not propose any regulations which would create greater impacts to these resources.

There are several Historic Cultural Monuments (HCM) located within the Project Area as listed in the table below. Any current and future projects which are designated a HCM would need to comply with the HCM regulations, processes and procedures for any demolitions, alterations, and/or additions to the building in addition to complying with the regulations of the HCR SUD and other applicable ordinances and provisions of the Los Angeles Municipal Code. The Project would establish the HCR SUD over the Project Area which will require specific requirements related to construction, grading quantities, and a discretionary review process for large-scale new construction or additions applicable to the hillside areas within the Project Area. Therefore, development standards of the HCR SUD add additional protection to the environment and could not be reasonably foreseen to create greater impacts to the integrity of historic resources.

Historic Cultural Monument Name	Site Address
Bird Streets	
Hillside House by Carl Maston	8707 St. Ives Drive
Laurel Canyon	
Bailey House – Case Study House #21	9038 Wonderland Park Ave.
Zieger House	8941 Wonderland Park Ave.
Wonderland Air Force Base	8953 Wonderland Ave.
1513 Forest Knoll Drive Residence	1513 Forest Knoll Dr.
Wolf Residence	8530 West Hedges Place
Polito House	1650 North Queens Rd.
Chateau Marmont	8225 Marmont Ln.; 8215-8221 Sunset Blvd. and 8244 Monteel Rd.
Stahl House – Case Study House #22	1635 Woods Dr.
Storer House	8161 Hollywood Blvd.
Kun Residence	7960 Fareholm Dr.

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

Therefore, the Project does not meet any of the exceptions as specified by CEQA Guidelines, Section 15300.2 and thus the Project qualifies for the above stated exemptions per CEQA.