

Case Number: ENV-2014-3179-MND

Project Location: 4103 E. Supreme Court, 4108 E. Superior Court, 4102 E. Supreme Court, and 2730 N. Onyx Drive, Los Angeles, California, 90032

Community Plan Area: Northeast Los Angeles Community Plan

Council District: 14 - Huizar

Project Description: The proposed Project would consist of the subdivision of the existing 186,956 square foot vacant site (four parcels) into 32 parcels that range in area from 1,673 square feet to 15,381 square feet, the development of 32 small lot residences (one per parcel), and construction of related improvements (new public roads, curb and gutters, retaining walls, driveways, common access areas [public access staircases and private pocket parks], and utilities). Earthwork for the proposed Project would result in approximately 22,474 cubic yards of cut, 4,960 cubic yards of fill, and 17,514 cubic yards of soil export. Project construction would also require removal of 31 Protected Trees (California Black Walnut trees), which would be replaced, with review and approval by the Board of Public Works.

The Project proposes a zone change from [Q]R1-1D to [Q]RD5-1D to allow development of a Small Lot Subdivision, and would require approval of the Vesting Tentative Tract map for a Small Lot Subdivision. The proposed Project would also require relief from retaining wall limits specified in the Northeast Hillside Ordinance, require a height district change given "D" condition height limits and maximum allowable residential floor areas, require a zone variance to allow grading in excess of 1,000 cubic yards on a single lot, require Zoning Administrator Determination (ZAD) to allow construction of more than two retaining walls on a single lot, ZAD to allow construction of two dwellings that front an improved roadway less than 20 feet wide, ZAD for three dwellings that have less than the minimum 20-foot wide continuous paved roadway from the driveway to Hillside area boundary, establishment of easements, and dedications for new roads within the Project site.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Envicraft LLC

APPLICANT:

Yalla Yalla LLC

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INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed 32 Small Lot Homes Project ("Project"). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment after mitigation. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 MITIGATION MEASURES

In order to mitigate potentially significant Project impacts, the mitigation measures below will be implemented.

Mitigation Measure IV-01 – Black Walnut Trees:

*For the California Black Walnut trees covered under the City's Protected Tree Ordinance and that would be removed, replace them on a 1:1 basis with the same species trees. This mitigation measure may be combined with **Mitigation Measure IV-80** described below.*

Mitigation Measure IV-10 – Nesting Birds:

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- *Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from February 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).*
- *If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:*
 - a. *Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.*
 - b. *If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.*
 - c. *Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.*
 - d. *The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.*

Mitigation Measure IV-60 Tree Preservation (Project Construction)

- *“Orange fencing” or other similarly highly visible barrier that is capable of preventing damage from debris from upslope Project construction shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert in the Tree Report. The barrier shall be maintained throughout Project completion, and shall not be removed until the completion and cessation of all parcel construction activities. For the Torrey Pine*

(#5), monitor the tree's condition by a certified arborist during and after construction for a minimum period of 3 years.

Mitigation Measure IV-70 Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Mitigation Measure IV-80 Tree Removal and Replacement (Locally Protected Species)

Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:

- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of four trees (tree size to be determined by the City) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.

- *Bonding (Tree Survival):*
 - a. *The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.*
 - b. *The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.*

Mitigation Measure IV-90 Tree Removal (Public Right-of-Way)

- *Removal of trees in the public right-of-way requires approval by the Board of Public Works.*
- *The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).*
- *The plan shall contain measures recommended by the Tree Expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.*
- *All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.*

Mitigation Measure VIII-40 Hillside Construction Staging and Parking Plan

Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-

way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.
- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

Mitigation Measure XIV-10 Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in Very High Fire Hazard Severity Zone. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Mitigation Measure XVI-30 Transportation (Haul Route)

- The developer shall install appropriate traffic signs around the site, and utilize flagmen at key points along the haul route in the hillside area during construction to ensure pedestrian and vehicle safety.
- The developer shall obtain haul route approval by the Department of Building and Safety.
 - All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
 - The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
 - The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
 - The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

Mitigation Measure XVI-60 Inadequate Emergency Access (Hillside Streets – Construction Activities)

- *No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.*
- *All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.*

Mitigation Measure XVIII-10 – Tribal Cultural Resources:

A qualified Native American monitor(s) who is affiliated with a Tribe that has ancestral ties to the Project location as identified by the Native American Heritage Commission and that has participated in consultation pursuant to Assembly Bill 52 shall be retained during ground disturbing activities in native soil, which has the potential to impact Tribal Cultural Resources. The Native American monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives/monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources. Should Tribal Cultural Resources be discovered during Project construction, all activity within 50 feet of the find shall stop and the Native American monitor shall determine the appropriate treatment methods or options for the Tribal Cultural Resources. The discovery is to be kept confidential and secure to prevent any further disturbance. Within one month of the close of monitoring, a compliance report that summarizes the monitoring efforts will be submitted to the NAHC and placed in a legal repository.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	ONYX32 - 32 SMALL LOT HOMES
ENVIRONMENTAL CASE NO.	ENV-2014-3179-MND
RELATED CASES	VTT-72393-SL, APCE-2014-3178-ZC-HD-ZV-ZAD

PROJECT LOCATION	
COMMUNITY PLAN AREA:	NORTHEAST LOS ANGELES
GENERAL PLAN DESIGNATION:	LOW DENSITY RESIDENTIAL
ZONING:	[Q]R1-1D
COUNCIL DISTRICT:	14

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	JANE CHOI
ADDRESS	200 N. SPRING ST., ROOM 621 LOS ANGELES, CA. 90012
PHONE NUMBER	(213) 978-1379
EMAIL	JANE.CHOI@LACITY.ORG

APPLICANT	YALLA YALLA LLC
ADDRESS	1030 FOOTHILL BLVD., STE. 201, LA CANADA, 91011
PHONE NUMBER	(818) 790-6774

PROJECT DESCRIPTION

The proposed Project would consist of the subdivision of the existing 186,956 square foot vacant site (four parcels) into 32 parcels that range in area from 1,673 square feet to 15,381 square feet, the development of 32 small lot residences (one per parcel), and construction of related improvements (new public roads, curb and gutters, retaining walls, driveways, common access areas [public access staircases and landscaped open space areas], and utilities). Earthwork for the proposed Project would result in approximately 22,474 cubic yards of cut, 4,960 cubic yards of fill, and 17,514 cubic yards of soil export. Project construction would also require removal of 31 Protected Trees (California Black Walnut trees), which would be replaced, with review and approval by the Board of Public Works.

The Project proposes a zone change from [Q]R1-1D to [Q]RD5-1D to allow development of a Small Lot Subdivision, and would require approval of the Vesting Tentative Tract map for a Small Lot Subdivision. The proposed Project would also require relief from retaining wall limits specified in the Northeast Hillside Ordinance, require a height district change given "D" condition height limits and maximum allowable residential floor areas, require a zone variance to allow grading in excess of 1,000 cubic yards on a single lot, require Zoning Administrator Determination (ZAD) to allow construction of more than two retaining walls on a single lot, ZAD to allow construction of two dwellings that front an improved roadway less than 20 feet wide, ZAD for three dwellings that have less than the minimum 20-foot wide continuous paved roadway from the driveway to Hillside area boundary, establishment of easements, and dedications for new roads within the Project site.

(For additional detail, see "Section 3. PROJECT DESCRIPTION").

ENVIRONMENTAL SETTING

The Project site and vicinity are located within a residential area of Northeast Los Angeles west of the intersection of Mission Road and Soto Street. The surrounding area is zoned for single-family homes (RE-20 and R1 Zones). The vicinity is developed with single-family homes to the south, east, and northeast of the Project site. Areas to the north and northwest of the Project site are largely vacant, although some single family homes are sporadically located along the roads to the north and east.

The Northeast Los Angeles Community Plan designates the Project Site as having Low Density Residential land uses, and the site is zoned [Q]R1-1D. Local access to the Project site is provided from the following streets:

- Commodore Street
- Radium Drive
- Onyx Drive
- Beryl Street,
- Moonstone Drive
- Pyrites Street
- Forest Park Drive
- Rising Drive
- Canto Drive

(For additional detail, see "Section 3. PROJECT DESCRIPTION").

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

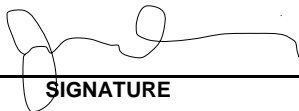
- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the 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.

Jane Choi
PRINTED NAME


SIGNATURE

Senior City Planner
TITLE

3/17/2020
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The proposed Project would consist of the subdivision of the existing 186,956 square foot vacant site (four parcels) into 32 parcels that range in area from 1,673 square feet to 15,381 square feet, the development of 32 small lot residences (one per parcel), and construction of related improvements (new public roads, curb and gutters, retaining walls, driveways, common access areas [public access staircases and private pocket parks], and utilities). Earthwork for the proposed Project would result in approximately 22,474 cubic yards of cut, 4,960 cubic yards of fill, and 17,514 cubic yards of soil export. Project construction would also require removal of 31 Protected Trees (California Black Walnut trees), which would be replaced, with review and approval by the Board of Public Works.

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3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project site is located west of the intersection of Mission Road and Soto Street (APN 5209-035-024, 5209-035-033, 5209-035-034, and 5209-035-037) near the Montecito Heights area of the Northeast Los Angeles Community Plan. The Project site (shown on Figures 1 and 2) is situated west of Mission Road, northeast of Commodore Street, southeast of Rising Drive, and south of Beryl Street.

3.2.2 Existing Conditions

The Project site, which is currently vacant, totals approximately 4.3 acres, is zoned [Q]R1-1D, and is designated in the Northeast Los Angeles Community Plan as low density residential uses. The Project site and vicinity are located within a residential area of Northeast Los Angeles west of the intersection of Mission Road and Soto Street.

The Project site is vacant. There are 42 California Black Walnut trees scattered across the site, of which 34 are greater than 4-inches in diameter and considered to be Protected Trees. Of the 34 Protected Trees, 31 would be removed because they are located within or too close to the footprint of the new homes, driveways, or utility easements. The remaining 3 California Black Walnut trees that are greater than 4-inches

in diameter would be preserved and protected during construction. Further details are provided below.

No bodies of water are present on or adjacent to the Project site. The Project site is not located within a fault zone area or earthquake landslide area, but is located in a Very High Fire Hazard Severity Zone.

Local access to the Project site is provided from the following neighborhood streets:

- Commodore Street
- Radium Drive
- Onyx Drive
- Beryl Street
- Moonstone Drive
- Pyrites Street
- Forest Park Drive
- Rising Drive
- Canto Drive

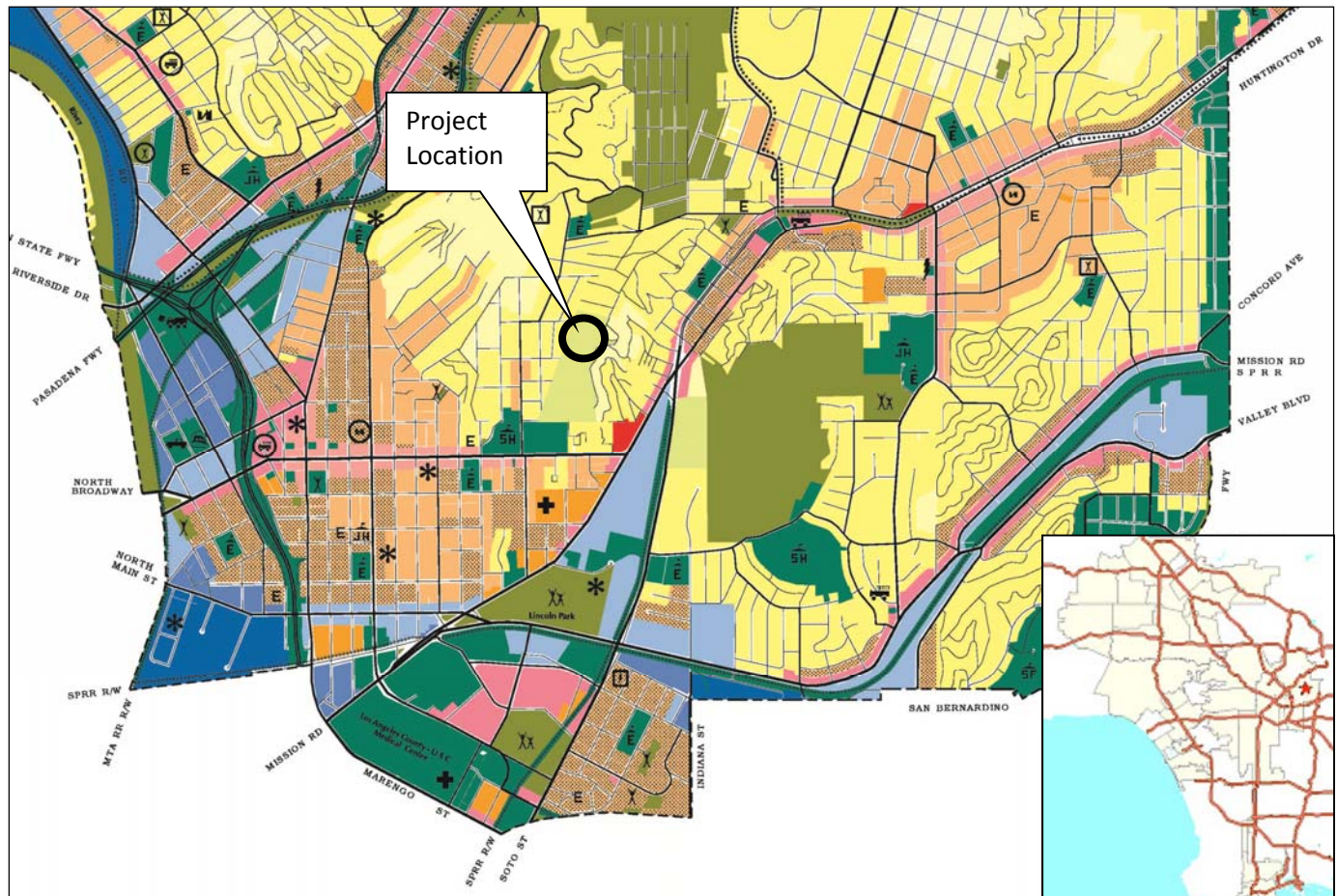
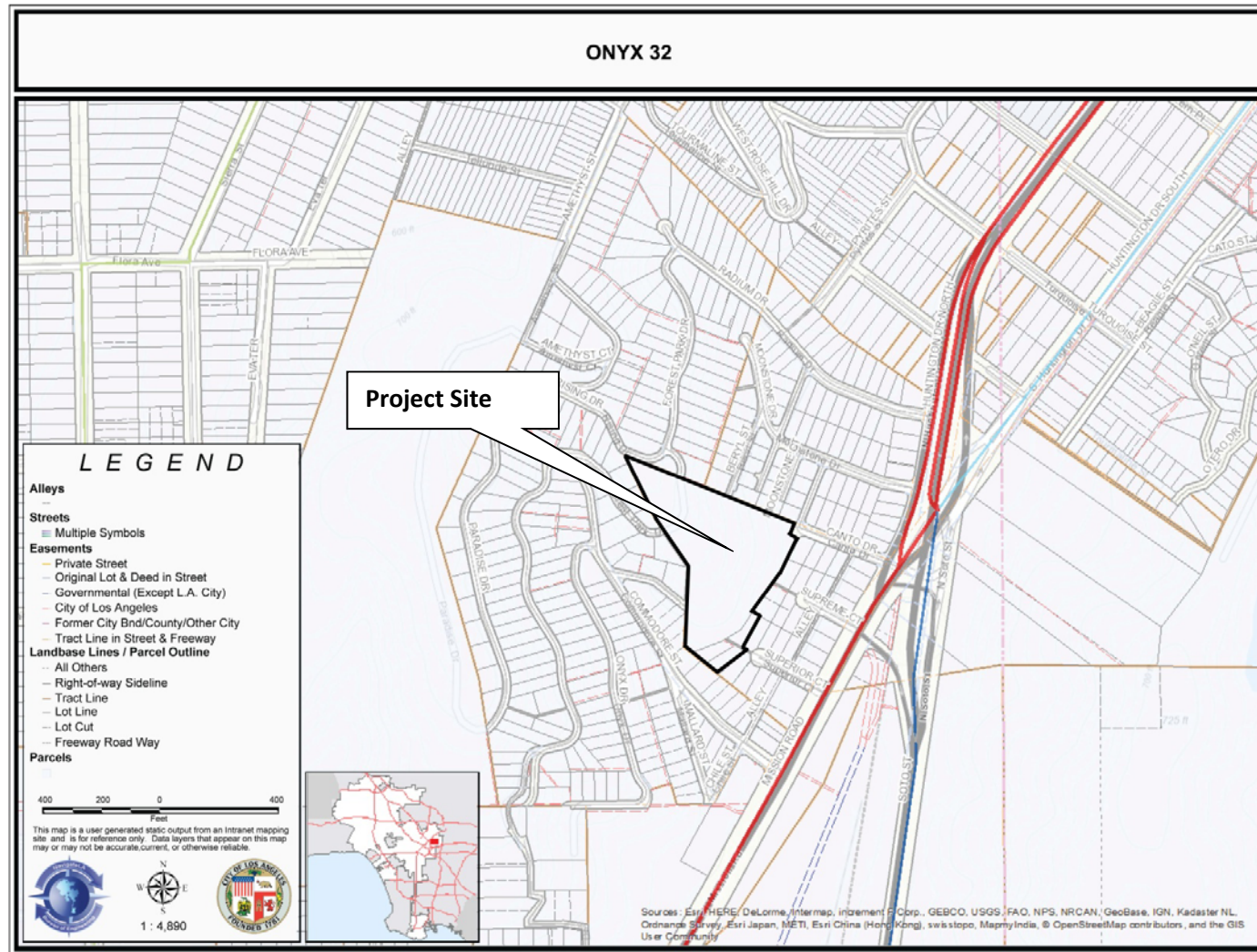


Figure 1: Project Location Map



Source: City of Los Angeles, NavigateLA, 2016

Figure 2: Project Site Map

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Forest Park Drive between Commodore and Rising Drive is a narrow roadway that is approximately 13 feet in width, and approximately 12 to 15 feet in width between Rising Drive and Radium Drive. Parking is prohibited on both sides of Forest Park Drive east of Rising Drive.

Commodore Street is approximately 36 feet in width north of Mission Road, but it narrows to approximately 28 to 30 feet in width near Onyx Drive. Commodore Street north of Onyx Drive is approximately 17 to 24 feet in width. Parking is allowed on both sides of Commodore Street between Mission Road and Onyx Drive. Parking is prohibited on the east side of Commodore Street north of Onyx Drive.

Radium Drive is approximately 30 feet in width between Mission Road and Pyrites Street, but narrows to approximately 20 feet in width north of Pyrites Street. Radium Drive north of Pyrites Street is approximately 17 to 24 feet in width. Parking is prohibited during red flag days on the east side of Radium Drive between Pyrites Street and Forest Park Drive.

Moonstone Drive is approximately 30 feet in width between Mission Road and Pyrites Street and narrows to approximately 24 feet in width between Pyrites Street and Beryl Street. Parking is allowed on both sides of Moonstone Drive between Mission Road and Beryl Street.

Canto Drive is approximately 20 feet in width between Mission Road and Onyx Drive. Parking is allowed on both sides of Canto Drive.

Onyx Drive is a one-way eastbound street that is approximately 20 feet in width between Canto Drive and Moonstone Drive. Parking is allowed on the north side of Onyx Drive and prohibited on the south side of Onyx Drive.

Beryl Street is approximately 20 feet in width west of Moonstone Drive. There are no parking restrictions posted on Beryl Street.

In addition, Mission Road and Huntington Drive, are major highways that provide broader access to the Project site.

3.2.3 Surrounding Land Uses

The surrounding area is zoned for single-family homes (RE-20 and R1 Zones). The vicinity is developed with single-family homes to the south, east, and northeast of the Project site. Areas to the north and northwest of the Project site are largely vacant, although some single family homes are sporadically located along the roads to the north and east. Local streets that provide access to the Project site also provide access to the adjacent developments. Mission Road, designated as a major highway, provides access to the local streets.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The proposed Project would consist the subdivision of the existing 186,956 square foot site (four parcels) into 32 parcels that range in area from 1,673 square feet to 15,381

square feet, the development of 32 small lot residences (one per parcel), and construction of related improvements (new public roads, curb and gutters, retaining walls, driveways, common access areas [public access staircases and private pocket parks], and utilities. The Project proposes a zone change from [Q]R1-1D to [Q]RD5-1D to permit the small lot subdivision. The proposed 32 small lot residences would be situated along the new sections of Forest Park Drive and Beryl Street (that extends through the Project site). The new homes would be two to three stories measured from the downslope side. The new small lot homes would include garages and low intensity diffused exterior lighting. Thirty one protected trees and three non-native trees would require removal to accommodate the new homes. Eight additional Black Walnut trees that have diameters less than 4 inches and have recently died or are in complete failure would also be removed but are not subject to the City's Protected Tree ordinance.

Small Lot Residences

The Project site as proposed for subdivision and project improvements are shown in Figure 3 within the bolded border. The approximate proposed parcel and home sizes are shown in Table 1 below. A project rendering when the Project site is viewed from Mission Road is provided in Figure 4. Preliminary Project plans are provided in Appendix A.

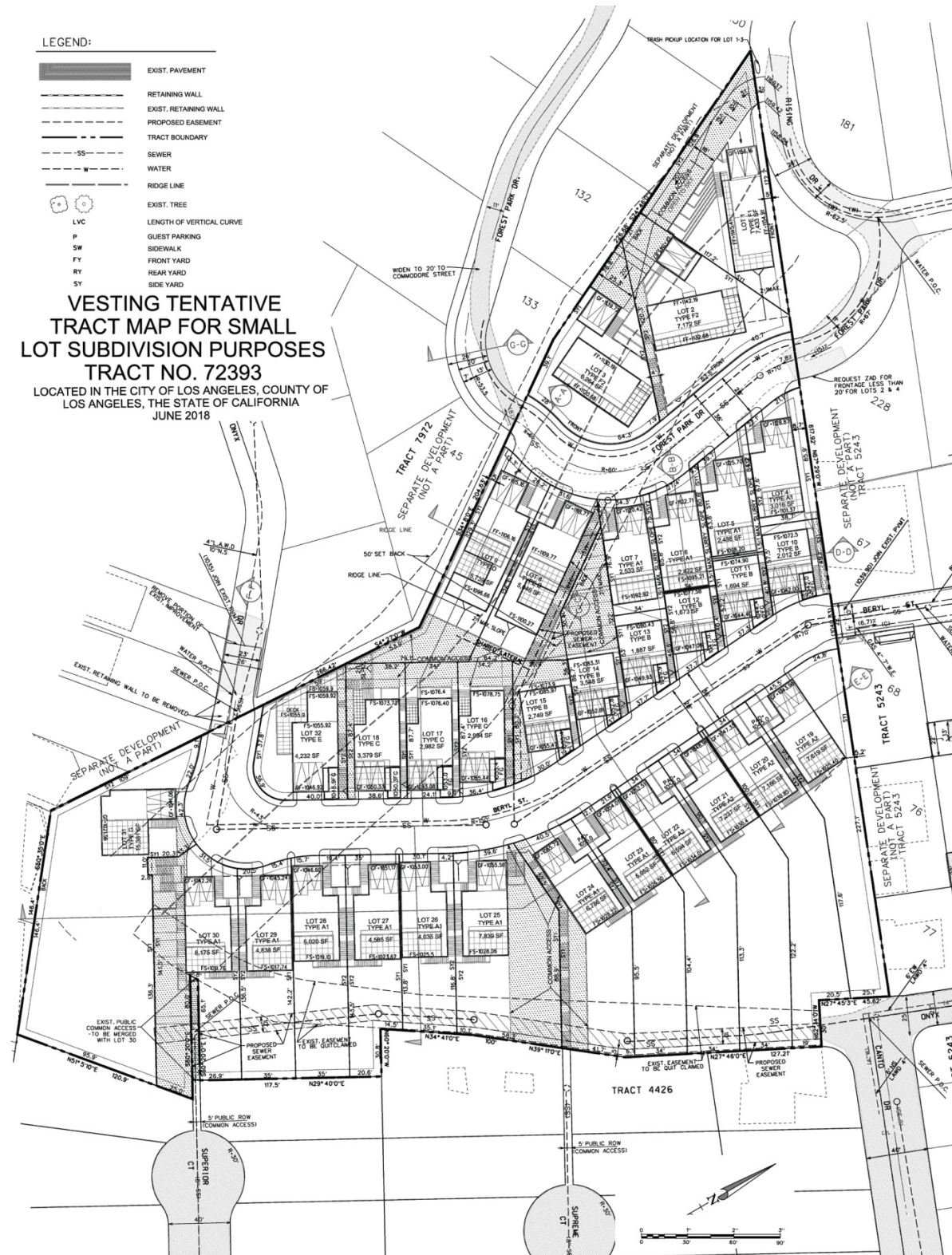


Figure 3: Proposed Project Tentative Tract Map



Figure 4: Project Rendering

TABLE 1: SUMMARY OF PROPOSED SUBDIVISION AND SMALL LOT RESIDENCES

Lot No.	Parcel Area (sf)	Main Access Road	Unit Area (sf)	Building Footprint Area (sf)	Height Allowed ¹ (ft.)	Height Proposed (ft.)
1	7,433	Rising Drive	2,206	1,965	15	19
2	7,172	Rising Drive	2,361	2,211	15	--
3	6,264	Rising Drive	2,361	2,211	15	--
4	3,016	Forest Park Drive	2,005	1,665	30	36
5	2,488	Forest Park Drive	2,005	1,665	30	35
6	2,422	Forest Park Drive	2,005	1,665	30	--
7	2,533	Forest Park Drive	2,005	1,665	30/15	24
8	5,046	Forest Park Drive	1,803	2,118	15	19
9	5,739	Forest Park Drive	1,803	2,118	15	18
10	2,012	Beryl Street	1,949	1,125	30	--
11	1,694	Beryl Street	1,949	1,125	30	--
12	1,673	Beryl Street	1,949	1,125	30	--
13	1,887	Beryl Street	1,949	1,125	30	--
14	3,548	Beryl Street	1,949	1,125	30	--
15	2,749	Beryl Street	1,949	1,125	30	--
16	2,994	Beryl Street	1,739	1,562	15	--
17	2,982	Beryl Street	1,739	1,562	15	--
18	3,379	Beryl Street	1,739	1,562	15	22
19	7,619	Beryl Street	1,949	1,665	30	--
20	7,166	Beryl Street	1,949	1,665	30	--
21	7,237	Beryl Street	1,949	1,665	30	--
22	6,594	Beryl Street	1,949	1,665	30	--
23	5,952	Beryl Street	2,005	1,665	30	--
24	6,786	Beryl Street	2,005	1,665	30	33
25	7,839	Beryl Street	2,005	1,665	30	40
26	4,036	Beryl Street	2,005	1,665	30	36
27	4,585	Beryl Street	2,005	1,665	30	33
28	5,020	Beryl Street	2,005	1,665	30/15	32
29	4,838	Beryl Street	2,005	1,665	30/15	38
30	8,175	Beryl Street	2,005	1,665	15	42
31	15,381	Beryl Street	1,975	1,643	15	38
32	4,232	Beryl Street	1,566	1,552	15	23

-- Height will be less than or equal to the height limit.

Notes. The new homes would have approximately 400 square feet of parking in an attached garage. Minor variations in livable area may occur during the design phase to factor in varying lot sizes and shapes and Hillside Ordinance requirements.

1. The Northeast Hillside Ordinance (Ordinance 180,403) limits structures within 50 linear feet of identified ridgelines to 15' in height. Structures that are not within 50 feet of a ridgeline are limited to a height of 30' pursuant to the D condition.

3.3.2 Access, Circulation, and Parking

The proposed Project would also include the following improvements:

- A. **Roadway Dedication and Improvement.** Although the Forest Park Drive roadway currently extends through the Project site at the northwest end, this section of the roadway is located on private property, and is used as an integral part of the existing Forest Park Drive between Commodore Street and Radium Drive. A 36-foot strip of right-of-way within the northwestern part of the Project site would be dedicated to the City and improved to street standards as part of Forest Park Drive. This new section of Forest Park Drive (approximately 240 feet long) would also include 4-foot wide graded walkways along each side, with a road width of 28 feet. In addition, Forest Park Drive east/southeast of Commodore Street would be improved to provide a minimum 20-foot continuous paved roadway to the Project site.

A new roadway (approximately 550 feet long) between Beryl Street (which dead ends at the northern boundary of the Project site) and Onyx Drive (southwestern edge of the Project site) would be dedicated to the City and improved to city street standards. The right-of-way for this new road would be 36 feet wide, with a 28-foot wide roadway and 4-foot wide graded walkways along each side. This road would be Beryl Street, as extended.
- B. **New Driveway.** A new common-access driveway would be constructed to provide access to Lots 1-3 from Rising Drive. The driveway from Rising Drive would be approximately 16 feet wide.
- C. **Public Access and Easements.** Easements for public access would be incorporated into the Project and would link Forest Park Drive and Beryl Street with common access easements from Superior Court and Supreme Court. The easements would be improved with staircases, and several landscaped common access areas for general use, and to better integrate the Project with the larger community.
- D. **Utilities.** Utilities such as water, gas, storm drains, sewers, and electricity would be installed within or along the new roadway, public access ways, and driveways. The proposed Project would include establishment of new sewer and storm drain easements. Fire hydrants would be incorporated into the water system within the Project site, in compliance with Los Angeles Fire Department requirements.
- E. **Retaining walls.** Retaining walls would be constructed and integrated into the design of each new home to support surrounding earth, and to provide structural support for roadways (new sections of Forest Park Drive and Beryl Street). The lengths and heights of the retaining walls are provided in Table 2.

TABLE 2: PROJECT RETAINING WALLS

Lot or Street	Length Limit ¹ (ft.)	Onsite Length* (ft.)	Length Along Road (ft.)	Height Limit ¹ (ft.)	Maximum Height (ft.)	Relief Required? ¹
1	75	31	0	12	10	N
2	75	145	101	12	7	Y
3	75	123	216	12	6	Y
4	75	40	48	12	12	N
5	75	42	33	12	10	N
6	75	35	37	12	8	N
7	75	15	35	12	4	N
8	75	50	32	12	2	N
9	75	132	17	12	11	Y
10	75	55	48	12	16	Y
11	75	4	38	12	11	N
12	75	4	38	12	8	N
13	75	4	38	12	4	N
14	75	4	38	12	10	N
15	75	50	38	12	10	N
16	75	28	36	12	5	N
17	75	37	34	12	4	N
18	75	27	38	12	4	N
19	75	4	19	12	6	N
20	75	4	0	12	6	N
21	75	4	0	12	7	N
22	75	4	0	12	7	N
23	75	4	34	12	4	N
24	75	15	40	12	5	N
25	75	17	40	12	16	Y
26	75	10	35	12	16	Y
27	75	10	35	12	10	N
28	75	10	35	12	10	N
29	75	13	38	12	14	Y
30	75	70	38	12	24	Y
31	75	95	66	12	2	Y
32	75	73	113	12	8	Y
Forest Park Drive	N/A	N/A	642	12	8	Y
Beryl Street	N/A	N/A	874	12	17	Y
<p>*Retaining wall lengths are approximate and may change during final design.</p> <p>¹. The Northeast Hillside Ordinance limits free standing retaining walls to lengths of 75 feet in length within an existing lot, and limits total retaining wall heights to 12 feet. Relief from the requirements may be needed.</p>						

3.3.3 Sustainability Features

The proposed new small lot homes would comply with the Los Angeles Green Building Code and California Title 24 Building Energy Efficiency Standards to improve public health, safety, and general welfare, and to ensure the project homes achieve energy efficiency.

3.3.4 Anticipated Construction Schedule

Construction of the site improvements and small lot residences would occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction would occur on Sundays or national holidays. Material and equipment staging would occur on the Project site.

Construction of the proposed Project could occur in six phases. The earliest construction start is anticipated to be January 2021, with completion of the last phase by January 2023. The preliminary timing of the construction phases would be as follows:

- Phase 1 – Construct retaining walls to support Beryl Street, followed by retaining walls to support Forest Park Drive.
- Phase 2 – Grade, cut and fill, set curb/gutters, and pave Beryl Street, followed by Forest Park Drive. Construct public access stairways.
- Phase 3 – Install Infrastructure and Utilities (Water, Sewer, Electricity).
- Phase 4 – Grade Lots 10-32, then Lots 1-9.
- Phase 5 – Construct Beryl Street homes (Lots 10-32)
 - Foundations and Retaining Walls
 - Structures
 - Landscaping
 - Painting
- Phase 6 – Construct Forest Park Drive Homes (Lots 1-9)
 - Foundations and Retaining Walls
 - Structures
 - Landscaping
 - Painting

Construction of each Phase would generally occur in the following sequential sub-phases:

1. Retaining Walls for Streets. Retaining walls to support portions of Beryl Street followed by Forest Park Drive would be constructed. Formwork and reinforcement would be placed and concrete poured. This phase is expected to take approximately 14 weeks.
2. Roadway Improvements. Following construction of the retaining walls to support the street, the roadway would be filled with material from elsewhere on the site, and compacted. Curb and gutters would also be installed and the streets then paved. Beryl Street would be completed first, followed by Forest Park Drive. Public access staircases would also be

constructed under this phase. The improvements are expected to take approximately 16 weeks to complete.

3. Installation of Infrastructure. Installation of storm drains, sewers, water lines, electrical lines, and appurtenant structures would be installed to serve Beryl Street homes, followed by Forest Park Drive homes. The improvements are expected to take approximately 10 weeks to complete.

4. Grading and Excavation. The parcels along Beryl Street would be graded to appropriate levels, followed by the parcels along Forest Park Drive. Grading is expected to take approximately 7 weeks. Excavated soils would be reused and balanced on the Project site, processed (removal of debris and organics, and addition of amendments) and appropriately compacted, to the maximum extent. Excavated soil would be balanced on site (22,474 cubic yards would be cut and 4,960 cubic yards would be fill), with excess soil exported from the Project site (estimated to be approximately 17,514 cubic yards). An average of approximately 550 cubic yards of soil per new home would be exported. The Project site would be accessed via Huntington Drive during construction. Haul trucks likely arrive to the Project site from southbound Huntington Drive and Canto Street. Haul trucks would likely transport soil away from the Project Site by exiting Canto Street, turning south on Huntington Drive, heading southbound on Soto Street, and turning on to eastbound Marengo Street, where they would enter eastbound I-10.

5. Small lot Residences – Beryl Street. Following grading of Beryl Street parcels, construction of the small lot residences would commence. Foundations and retaining walls would be constructed, followed by construction of the residential structures, (framing, electrical, plumbing, exterior and interior work, and landscaping). This phase is expected to take up to 16 months to complete.

6. Small lot Residences – Forest Park Drive. Following grading of Forest Park Drive parcels, construction of the small lot residences would commence. Foundations and retaining walls would be constructed, followed by construction of the residential structures, (framing, electrical, plumbing, exterior and interior work, and landscaping). This phase is expected to take up to 12 months to complete.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Mitigated Negative Declaration analyzes impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Zone Change from [Q]R1-1D to [Q]RD5-1D
 - To allow development of a Small Lot Subdivision in accordance with applicable “Q” condition development standards and D limitations, as outlined in the Vesting Tentative Tract Map in Appendix B (Advanced Engineering, 2018).
 - To grant relief from retaining wall limits specified in the Northeast Hillside Ordinance, as outlined in the Vesting Tentative Tract Map (Advanced Engineering, 2018).
- Approval of the Vesting Tentative Tract map for a Small Lot subdivision in the [Q]RD5-1D zone to allow for the development of 32 small lot dwellings, with reduced front, side, and rear yard setbacks, as outlined in the Vesting Tentative Tract Map (Advanced Engineering, 2018).
- Height District Change
 - To allow development of a Small Lot Subdivision in accordance with applicable “D” condition height limits and Maximum Residential Floor Areas, as outlined in the Vesting Tentative Tract Map (Advanced Engineering, 2018).
- Zone Variance
 - To allow grading in excess of 1,000 cubic yards on a single lot.¹
- Zoning Administrators Determination.
 - To allow construction of more than two retaining walls on a single lot, as limited by the Hillside Ordinance.²
 - To allow construction of two dwellings (on Lot 1 and Lot 2) that front on an improved roadway less than 20 feet (Rising Drive).
 - To allow construction of three dwellings (on Lot 1, Lot 2, and Lot 3) that have less than less than the minimum 20-foot wide continuous paved roadway.
- Easements:
 - Sewer, common public access
 - Existing easement quitclaim, as alternative access is provided by the proposed Project.
- Dedications:
 - New Roadways – Forest Park Drive and Beryl Street within the Project site.

¹ If the Vesting Tentative Tract Map is approved, actual recordation of the approved tract map would take approximately one additional year. A variance would be needed to export more than 1,000 cubic yards from the Project site (APN 5209-035-037) following Project approval but prior to recordation of the approved tract map.

² The Hillside Ordinance limits retaining walls to two per lot. If the Tentative Tract Map is approved, actual recordation of the approved tract map would take approximately one additional year. A variance would be required to allow construction of multiple retaining walls on the existing lot following Project approval but prior to recordation of the approved tract map.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

As part of the proposed Project's planning, design, and code-compliance process, various conditions of approval would be required by different City departments (the proposed Project could not proceed without meeting all City requirements), which would be incorporated into the Project as a project design element, construction elements, and/or condition of approval, including but not be limited to, the following:

1. Improvements within the public right-of-way would comply with the requirements of the Bureau of Engineering.
2. Project design and site improvements would comply with Department of Building and Safety requirements, including geotechnical recommendations in the applicable soils report, and/or conditions provided by the Department's Grading Division and Zoning Division.
3. Project design and site improvements would comply with the Department of Transportation requirements.
4. Project design plans would be subject to fire-life-safety review by the City's Fire Department and would comply with all related requirements of the Department.
5. Project design and construction would comply with the Department of Water and Power's Water System Rules and Requirements.
6. Project design would comply with Bureau of Street Lighting for meeting street lighting requirements.
7. Project design and construction would comply with Bureau of Engineering and Bureau of Sanitation sewer system requirements.
8. Project design and construction would comply with requirements of the Planning Department and Urban Forestry Division of the Bureau of Street Services, including submittal of tree reports, landscape plan, and plot plan.
9. Street lighting facilities would be installed as may be required by the Bureau of Street Lighting.
10. A haul route approval would be required from the City's Department of Building and Safety Commission prior to the commencement of construction.
11. The proposed Project would also comply with all other pertinent requirements of various City Departments, including but not limited to the Fire Department, Department of Building and Safety, Department of Water and Power, Department of City Planning (including the Hillside Ordinance), the Department of Public Works and/or the Department of Transportation. Furthermore, the proposed Project would comply with all applicable local, regional, state, and federal laws, regulations, rules, and/or requirements.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact. A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. The proposed Project would require relief from height limits for 16 of the 32 new small lot homes, as they would be exceed maximum height limits due in part to proximity to a ridgeline or due to Q or D conditions (see Table 1 above). The nearest large open space area to the Project site is the Ascot Hills open space area east and southeast of the Project site across Mission Road and Soto Street. The Project site is not within the view shed of this area. Although some of the homes would exceed the current height limits, there are no designated scenic vistas exist on or in close proximity to the Project site (LA City, 1999); therefore, the proposed Project would not affect a scenic vista and there would be no impact.

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 state scenic highway?

Less Than Significant Impact. No state-designated scenic routes (Caltrans, 2015), scenic highways (Caltrans, 2015b), or locally designated scenic highways (LA City, 1999) are located within the vicinity of the Project site. The nearest scenic highways designated as such in the Northeast Community Plan are Monterey Road and Huntington Drive northeast of Monterey Road. These locally designated scenic highways are located just under one-mile northeast of the Project site, however, the Project site is not discernable from either scenic highway. Therefore, the proposed Project would not have a significant impact on a scenic resource.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed Project would subdivide the vacant Project site into 32 parcels, and construct 32 small lot homes (1 home on each subdivided parcel) and related improvements within the Northeast Los Angeles Community Plan area of the City of Los Angeles. The Project site is currently zoned [Q]R1-1D (one-family dwelling units) and the Project proposes to rezone the site to [Q]RD5-1D. The surrounding parcels are either vacant or developed with single-family residences, some that abut the Project site. The new small lot residences would, like the majority of homes in the surrounding area, have pitched roofs and be up to two stories in height. In addition, the existing single family homes to the east of the Project site are situated on an upslope, similar to how the new small lot residences would be situated. Further, the small lot residences would be similar in size as existing developments. Based on the above, the proposed Project would not introduce incompatible visual elements to the Project site or visual elements that would be incompatible with the character of the area surrounding the Project site, and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if the proposed Project were to introduce a new source of light or glare which would be incompatible with the areas surrounding the Project site. The proposed new small lot residences would include some exterior lighting such as porch and security lighting, including lighting of the public access areas; however, the lighting would be low intensity and consistent with lighting associated with similar residences in the surrounding area and neighborhood. In addition, street lighting may be required along the new sections of roadway within the Project site (Beryl Street and Forest Park Drive), but the street lighting would meet City requirements and would not be incompatible with street lighting in the surrounding areas. Therefore, the proposed Project is not expected to create a new source of substantial light or glare that could adversely affect day or night-time views, and impacts would be less than significant.

II. AGRICULTURE AND FORESTRY 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 and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, under the Farmland Mapping and Monitoring Program (FMMP), prepares maps and statistical data to be used for analyzing impacts on California's agricultural resources. The FMMP categorizes agricultural land according to soil quality and irrigation status; the best quality land is identified as Prime Farmland. According to the FMMP, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists within the City of Los Angeles (California Department of Conservation, 2010 and 2011); therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. There would be no impact.

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

No Impact. The Project site is zoned for residential uses (LA City, 2016), and there are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The approximately 4.3-acre Project site is vacant and is not used for agricultural production. Consequently, the proposed Project would not affect any land zoned for agricultural uses or land subject to a Williamson Act contract. There would be no impact.

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 site is zoned for residential uses (LA City, 2016) and would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Therefore, the proposed Project would have no impact on land zoned for forest land.

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

No Impact. The Project site is zoned for residential uses (LA City, 2016) and does not contain designated forest lands. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. There would be no impact.

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. As discussed above, no farmland or forest land is located on the Project site. Therefore, the proposed Project would not involve development that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. There would be no impact.

III. AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The proposed Project is located within the South Coast Air Basin under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The

SCAQMD is responsible for implementing the Air Quality Management Plan (AQMP) to ensure state and federal air quality standards are met. A significant impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of the plan.

The proposed Project would subdivide the vacant 4.3 acre Project site into 32 parcels, and develop the parcels with 32 small lot residences (one on each parcel). The Project proposes to rezone the Project site from [Q]R1-1D to [Q]RD5-1D. The Northeast Los Angeles Community Plan designates the Project site as low density residential. Because the Proposed Project would construct one small lot dwelling on each subdivided parcel, it would be consistent with the Northeast Los Angeles Community Plan (Land Use element of the General Plan), and the Air Quality Element of the City's General Plan. The AQMP incorporates planning projections from the City (consistent with its General Plan), and the proposed Project is not expected to conflict with the AQMP or obstruct its implementation. Impacts would be less than significant.

b) 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?

Less Than Significant Impact. The SCAQMD has established thresholds of significance under CEQA for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) emissions resulting from construction and operation in the South Coast Air Basin (SCAQMD, 1993).

The proposed Project's emissions (from construction and operation) were modeled and compared to the SCAQMD Air Quality Significance Thresholds, which are a general measure of air quality significance in the South Coast Air Basin. Emissions equal to or greater than the thresholds are considered a significant impact on air quality.

Project emissions from construction (including grading and soil export) and operation were modeled using CalEEMod, which is a land use emissions model designed to assess air quality and greenhouse gas emission impacts. An air quality report and CalEEMod model runs of the anticipated Project emissions are contained in Appendix C (Revised Air Quality Analysis).

Model runs were conducted for each Phase of new homes and for the construction sub-phases (retaining walls, cut/grading/fill, curb and gutters, staircases, infrastructure, foundations/walls, structures, architectural coatings, landscaping, and paving), and maximum daily emissions were calculated based on the expected overlap of construction phases. Tables 1 through 35 in Appendix C (Revised Air Quality Analysis for Onyx 32 Housing Development, September, 2018) contain the maximum daily emissions for each of the construction sub-phases and the SCAQMD significance threshold for the criteria pollutants. In addition, Tables 36-52 in Appendix C identify the maximum daily emissions of overlapping construction activities, and Tables 53-69 in Appendix C identify the maximum daily emissions with implementation of Rule 403 as a regulatory compliance measure. None of the construction phases and overlapping construction

would generate emissions that exceed a significance threshold, either before or after implementation of Rule 403. As a note, the proposed Project would comply with the SCAQMD's Rule 403 as a regulatory compliance measure, which requires the implementation of best management practices to control fugitive dust during construction (such as watering the areas where earth would be graded to suppress fugitive dust), so the emissions during overlapping construction phases in Tables 53-69 in Appendix C represent the maximum daily Project emissions. In addition, emissions from Project operation would not exceed any of the operational significance thresholds (see Table 70 in Appendix C). Therefore, construction of the proposed Project would not result in a significant impact to air quality. Further, as the Project emissions would not exceed the project-level significance thresholds for construction or operation, it would not make a cumulatively considerable contribution to a significant cumulative air quality impact, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if construction or operation of the proposed Project generates pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Residences are located in the vicinity of the Project site.

The proposed new small lot residences would be constructed on an approximately 4.3-acre site situated in a hillside residential area with vacant parcels and single-family homes in the vicinity. As part of the Air Quality analysis in Appendix C, the proposed Project's on-site construction and operational emissions were compared to the SCAQMD screening-level Localized Significance Thresholds (LSTs), which assess a project's impact on ambient air quality concentrations at nearby receptors such as residences. A project's allowable emissions depend on the project's site acreage and proximity to receptors. As can be seen in Tables 36-52 in Appendix C, none of the proposed Project's on-site emissions during overlapping construction would exceed the applicable LST limit; therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993), odors are typically associated with wastewater treatment facilities, landfills, and industrial projects involving the use of chemicals, solvents, petroleum products, or other strong-scented elements used in manufacturing processes. The proposed small lot residences are not considered to be generators of substantial odors, and therefore would not create objectionable odors. Impacts would be less than significant impact.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant with Mitigation. A significant impact could occur if a project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited.

The Project site is located in within the USGS Los Angeles Quadrangle. A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database for threatened, endangered, and candidate species in the Los Angeles Quadrangle identified several endangered or threatened species within the quadrangle, as follows:

- southwestern willow flycatcher,
- least Bell's vireo,
- bank swallow,
- coastal California gnatcatcher, and
- California red-legged frog.

These species require riparian habitat, streams or lakes, or sage scrub, which are not present at or near the Project site. The nearest riparian habitat and water source to the Project site is the soft-bottom section of the Los Angeles River approximately 1.85 miles to the west of the Project site. In addition, a Biological Assessment was conducted for the Project site (Appendix D) and determined that no threatened, endangered, and candidate species or their habitat are present, but determined that since walnut forest is considered to be “a much fragmented, rare, and declining vegetation community,” the proposed removal of 31 walnut trees large enough to be covered under the City’s Protected Tree Ordinance represents a potentially significant impact under CEQA prior to mitigation. **Mitigation measure IV-01** would be implemented to reduce potential impacts to California Black Walnut trees to below a level of significance.

The proposed Project would result in the removal of trees and disturbances to the ground and therefore could result in take of nesting native bird species if work is performed during the nesting season. Raptors are not likely to nest in the trees on the Project site as they usually build nests on tall structures such as in the crowns of tall trees where they have views of the surrounding landscape. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). **Mitigation measure IV-10** below would be implemented to reduce potential impacts to nesting birds to below a level of significance.

Mitigation Measure IV-01 – Black Walnut Trees:

For the California Black Walnut trees covered under the City's Protected Tree Ordinance and that would be removed, replace them on a 1:1 basis with the same species trees. This mitigation measure may be combined with **Mitigation Measure IV-80** described below.

Mitigation Measure IV-10 – Nesting Birds:

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- *Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from February 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).*
- *If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:*
 - a. *Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.*
 - b. *If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.*
 - c. *Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.*

d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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

No Impact. The project site is located in a hillside area designated for residential uses within Northeast Los Angeles and is not located within a Significant Ecological Area or other natural community containing riparian habitat (LA County, 2015). In addition, the Biological Resources Reconnaissance Survey conducted of the Project site (Hamilton, 2019) determined that no riparian habitat or sensitive natural community are present.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site is located in a hillside area in northeast Los Angeles and is devoid of streams or water bodies. There are no wetlands or riparian habitat within or adjacent to the Project site (Hamilton, 2019).

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. A significant impact could occur if a project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites.

The Project site is located in a hillside area of Northeast Los Angeles that is moderately developed with single-family residences, although the Project site and some adjacent parcels are vacant. Single-family residences are located to the immediate east of the Project site along Superior Court, Supreme Court, and Canto Drive; and to the northeast along Onyx Drive, Moonstone Drive, Pyrites Street, and Beryl Street. Development to the northwest of the Project site is more sporadic. The surrounding homes serve as impediments to the migration of local wildlife in the vicinity of the Project site, although there are likely to be unimpeded areas between the surrounding homes in which resident wildlife can utilize for localized movement. The proposed Project would develop the site with small lot residences, but is not expected to significantly interfere with or remove access to migratory wildlife corridors because no designated wildlife corridors are present on the Project site, and surrounding hillside development and farther surrounding urban development already serve as barriers or impediments to wildlife movement in the Project vicinity.

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

Less Than Significant with Mitigation. A Protected Tree Report was prepared for the Project site (Appendix E, Holman, 2017) that identified the trees on the Project site (including native trees, protected trees, and mature trees), and determined which would require removal. The City of Los Angeles protects the following trees within its jurisdiction:

- Oak tree including Valley Oak,
- California Live Oak,
- Any other oak genus indigenous to California but excluding the scrub oak,
- Southern California Black Walnut,
- California Sycamore,
- California Bay.

The Project site is comprised of vacant hillside parcels that would be subdivided into 32 parcels and subsequently developed with small lot homes, roadways, and common areas. Numerous trees are located on several of the parcels and driveway or easement areas. Black Walnut trees are the only native trees on the Project site, and comprise the majority of the trees present, although there are three living non-native trees with a diameter exceeding 8-inches at breast height, two California pepper trees and one Blue gum eucalyptus tree. Of the 42 Black Walnut trees present on the Project site, 34 have trunk diameters 4 inches or greater, and are thus protected. The remaining 8 Black Walnut trees have diameters less than 4 inches, have recently died, or are in complete failure. The conditions of all the living Black Walnuts trees are poor and are in declining health. Table 3 identifies the parcels with protected trees present and if removals are likely to be required to complete improvements.

TABLE 3: SUMMARY OF PROTECTED TREES

Lot No. or Street/Driveway	Number of Protected or Significant Trees Present	Removal Required?	Protect in Place?
4	1	Yes (1: #10)	
10	1	Yes (1: #23*)	
14	1	Yes (1: #24)	
15	1	Yes (1: #25)	
19	1	Yes (1: #22)	
20	4	Yes (4: #13, #14, #19, #20)	
21	2	Yes (2: #15*, #27)	
22	3	Yes (3: #28, #46, #47)	
23	1	Yes (1: #29)	
24	7	Yes (7: #37, #38, #39, #42, #43, #44, #45)	
25	1		Yes (1: #40)
27	1		Yes (1: #36)
28	2	Yes (2: #30, #31)	
30	1	Yes (1: #35)	
31	7	Yes (7: #32, #33, #34, #73, #74, #75, #76)	
32	1	Yes (1: #1*)	
Beryl Street	1	Yes (1: #26)	
Easements/Common Areas	1		Yes (1: #41)
Source: Kevin Holman. 2017.			
Note: Tree #s corresponds with the numbering within the 2017 Protected Tree Report for Tract No. 72393.			
* Denotes a non-native tree with a diameter greater than 8"			

Based on the Protected Tree Report, only 3 of the 42 Black Walnut trees can be preserved and protected, and the remaining trees removed. These three trees (# 36, # 40, and # 41) are

located along the eastern edge of the Project site near the utility easement. In addition, the non-native three trees with diameters greater than 8" (at breast height) would also require removal.

There are no oak species, California Sycamore, or California Bay trees located on off-site parcels. However, there are two Black Walnut trees (# 2 and # 3) located 21 and 33 feet to the west of the western boundary of the Project site along the downslope. In addition, there is a Torrey Pine (# 5) located 13 feet north of the property line of Lot 1 on an adjacent parcel. Project construction has the potential to damage the root system of the Torrey Pine tree. The Protected Tree Report in Appendix E recommends protecting these trees, and in the case of the Torrey Pine, to monitor its condition for 3 years (Holman, 2017).

Due the presence of Protected Trees at or near the Project site, potential damage to, or removal of these trees are considered potentially significant unless mitigation is provided. In order to reduce the impacts to Protected Trees to a less than significant level, **mitigation measures IV-60, IV-80, and IV-90** below will be implemented. **Mitigation measure IV-70** has also been added to ensure that removal of the three non-native mature trees from the Project site would not result in a significant impact.

Mitigation Measure IV-60 Tree Preservation (Project Construction)

- *"Orange fencing" or other similarly highly visible barrier that is capable of preventing damage from debris from upslope Project construction shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert in the Tree Report. The barrier shall be maintained throughout Project completion, and shall not be removed until the completion and cessation of all parcel construction activities. For the Torrey Pine (#5), monitor the tree's condition by a certified arborist during and after construction for a minimum period of 3 years.*

Mitigation Measure IV-70 Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- *Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.*
- *All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way may be counted toward replacement tree requirements.*

- *Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.*

Mitigation Measure IV-80 Tree Removal and Replacement (Locally Protected Species)

Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:

- *All protected tree removals require approval from the Board of Public Works.*
- *A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.*
- *A minimum of four trees (tree size to be determined by the City) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.*
- *The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.*
- *Bonding (Tree Survival):*
 - c. *The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.*
 - d. *The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.*

Mitigation Measure IV-90 Tree Removal (Public Right-of-Way)

- *Removal of trees in the public right-of-way requires approval by the Board of Public Works.*
- *The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).*
- *The plan shall contain measures recommended by the Tree Expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.*
- *All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.*

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

No Impact. The Project site is located within the Northeast Los Angeles Community Plan (LA City, 1999) and is designated for residential uses. The Project site is not located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). In addition, the Project site is not located in or near any Significant Ecological Area (LA County, 2015). Rose Hill/Arroyo Seco Parks and Vicinity is listed in the City's CEQA Threshold Guide (LA City, 2006) as containing areas of remnant grassland habitat, and includes the open water habitat of Ascot Reservoir. The Project site is not located in this area, although the Ascot reservoir is located approximately 1/5 mile to the east, across Huntington Drive and Soto Street. The Biological Assessment confirmed that the Project site is not located within a designated natural communities conversation plan area (Appendix D).

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

No Impact. The Project site is vacant and does not appear to have ever been developed. No historical resources have been identified on or adjacent to the Project site (Appendix F). Therefore, no impact to historic resources, either direct or indirect, is anticipated.

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

Less Than Significant Impact. A records search of the California Historical Resources Information System for the Project site and within a ½ mile radius of the Project site was conducted by the South Central Coastal Information Center and no archaeological resources have been recorded (Appendix F); therefore, no archaeological resources have been identified on-site or in the vicinity of the site. .

The Project site is located within a hillside area approximately 1 mile from the Arroyo Seco (currently concrete lined) and 1.6 miles from the Los Angeles River. Archaeological resources are generally located in close proximity to water, which supported ethnographic settlements. Due to the distance from water sources, the elevated topography of the Project site, and lack of recorded resources within ½ mile based on the SCCIC records search (Appendix F), archaeological resources are not likely to be present on the Project site.

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

Less Than Significant Impact. No cemeteries or burial sites are known to have occurred at the Project site, and due to the hillside topography and the site's distance to water sources and the minimal likelihood that the project area was the site of an ethnographic settlement; no human remains are expected to be encountered. Further, no archaeological resources have been

recorded on the Project site (see Appendix F). However, in the event that and unknown burial site or human remains are found during excavation, California Health and Safety Code Section 7050.5 requires that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbances must cease and the County Coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Sections 5097.94 and 5097.98 of the Public Resources Code specify a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a County Coroner. Compliance with existing laws regarding the handling of human remains discovered outside of formal cemeteries are expected to address any issues associated with the unanticipated discovery of human remains, and no significant environmental impacts are anticipated.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The proposed Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. The majority of the energy usage in the proposed Project would consist of lighting, climate control, and appliance operation. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency. As such, impacts of the proposed Project would be less than significant.

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

Less Than Significant Impact. The proposed Project involves the construction, use, and maintenance of 32 small lot homes. As stated above, the proposed Project's improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the proposed Project would be less than significant.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Directly or indirectly cause 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. The Project site is not located in an Alquist-Priolo Fault Zone (Conservation 2007, 1977, ZIMAS, 2016). Due to the active seismic environment of Southern California, there is always a potential for blind thrust faults or otherwise unmapped faults that do not have a surface trace to be present. Environmental impacts to the safety of future occupants may result due to the Project's location in an area of potential seismic activity. However, the proposed Project's design and construction are required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Further, the foundations of the residential structures would incorporate recommendations in the approved geology and soils report, as provided by the Department of Building and Safety in their Geology and Soils Report Safety Approval Letter dated February 20, 2018 (see Appendix G). Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project site is approximately 0.5 mile away from the nearest fault (Upper Elysian Park Fault) but is not located in an Alquist-Priolo Fault Zone (ZIMAS). According to the soil report dated November 8, 2013 prepared by Robles Engineering, Inc. (Robles, 2013), ground shaking resulting from a moderate to major earthquake (Magnitude 6.0 or greater) can be expected during the life span of the proposed structures. Due to the active seismic environment of Southern California, there is always a potential for blind thrust faults or otherwise unmapped faults that do not have a surface trace to be present. Impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, the proposed Project's design and construction are required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards. Further, the Los Angeles Department of Building and Safety has reviewed and approved the Soils Report on February 20, 2018 (see Appendix G). Therefore, impacts related to seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The Project site is not located within a liquefaction zone (LA City, 2016); as a consequence, no impact would result.

iv) Landslides?

Less Than Significant Impact. The Project site is located within a landslide zone as listed in ZIMAS (State of California, Division of Mines and Geology), and therefore, has the potential to expose people or structures to geotechnical hazards. However, the soils report dated November 8, 2013 prepared by Robles Engineering, Inc. (Robles, 2013) did not reveal the presence of ancient or recent landslides, and a slope evaluation did not reveal the presence of past surficial slope failures. The soils report also identifies the underlying bedrock folding to be considered favorable with respect to the on-site slope and stability of the Project development. The proposed Project is required to comply with the Department of Building and Safety's Geology and Soils Report Safety Approval Letter dated February 20, 2018 (LA City, 2018; see Appendix G). Therefore, with implementation of the requirements and conditions contained in the Geology and Soils Approval letter, the proposed Project would result in a less than significant impact.

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

Less Than Significant Impact. The proposed Project would require grading, as well as cut and fill of some portions of the parcels within the Project site to meet the City's slope requirements. In addition, the street and other improvements would require grading, cut, and fill. Earthwork for the proposed Project would result in approximately 22,474 cubic yards of cut and 4,960 cubic yards of fill. Appendix H shows the areas of the Project site that would be cut and filled. Up to an estimated 17,514 cubic yards of soil would be exported from the Project site, which averages approximately 550 cubic yards of export per new home. Due to the presence of fill and residual

soils over the bedrock on the hillside, there is the potential for grading activities to result in some soil erosion. However, proper grading, shoring and lateral support practices during construction must be adhered to in accordance with City regulations and the requirements of the Department of Building and Safety, which would prevent substantial soil erosion and the loss of topsoil. Impacts would be less than significant.

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. Aside from the potential geotechnical hazards discussed above, the Project site and area are not known to contain unstable geologic units (LA City, 2016). In addition, grading on some of the parcels within the Project site to meet the City's slope requirements would reduce the potential compared to existing conditions for site geology to affect downslope parcels. As a consequence, significant geology impacts are not anticipated.

d) Be located on expansive soil, as defined in Table 18.1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils generally result from specific clay minerals that expand when saturated and shrink when dry. Expansive clay minerals are common in the geologic deposits throughout the Southern California region. The soil report dated November 8, 2013 prepared by Robles Engineering, Inc. (see Appendix G) determined that on-site residual soils include clayey sand to sandy clay. However, the soils report recommends that foundations bear entirely in competent bedrock, which would prevent expansion of residual soils from adversely affecting the structures. The proposed Project would be required to comply with the California Building Code, which includes structural and materials standards, and foundation design requirements based upon soil conditions. Further, the proposed Project would comply with the foundation conditions required in the Geology and Soils Report Safety Approval (LA City, 2018; see Appendix G). Therefore, the proposed Project would not result in significant impacts.

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

No Impact. The proposed Project would include installation of sewers to serve the new homes. Sewers would connect with existing sewers downslope of the Project site by way of existing and proposed sewer easements. The proposed Project would not require septic systems or alternative wastewater disposal systems. Therefore, there would be no impact.

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

Less Than Significant Impact. The Project site includes various residual soils over bedrock. Fill and surface soil is estimated to range from two to approximately six feet deep, depending on the

location across the Project site, with bedrock below (Robles, 2013). Some of the Project parcels have surface topography that may require grading in specific areas to meet City slope requirements. In addition, the new sections of Beryl Street and Forest Park Drive would require grading, as well as cutting and filling. Construction of the proposed Project will also require excavation that would extend into the bedrock; however, excavations into bedrock would be limited and would not be extensive. The Soils Report (Appendix G) has assigned the bedrock at the Project site to the Puente Formation, which is not included in Table CR-1 (High Potential Fossil-Producing Geologic Formations) in the City's General Plan Framework EIR (City of Los Angeles, 1995). There are no unique geological features located on or near the Project site, and development of small lot residences at the Project site is not expected to encounter paleontological resources.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The most common contributors to GHG emissions result from transportation and the consumption of fossil fuels. The proposed Project is expected to consume additional fossil fuels through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. It is not possible to predict the impact on global climate change resulting from this specific and small incremental increase in emissions due to operation of the proposed Project; however, SCAQMD has proposed an interim greenhouse gas significance threshold of 3,000 metric tons of carbon dioxide equivalents per year. Construction emissions from a project are to be amortized over a 30 year period and combined with the annual operational emissions. Based on Table 71 and Table 72 in Appendix C, the annual quantity of carbon dioxide equivalents emitted from the proposed Project will not exceed 3,000 metric tons. In addition, consistent with CEQA Guidelines Section 15064.4(b)(2) the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of

greenhouse gas emissions as discussed below. Therefore, impacts related to the emission of greenhouse gas emissions would be less than significant.

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

Less Than Significant Impact. The proposed Project would consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, the Project is an in-fill housing project and is consistent with existing greenhouse gas reduction plans or policies, including the Los Angeles Green Building Program, the California Building Code, and applicable policies of the 2016–2040 RTP/SCS. As the proposed Project would be consistent with existing greenhouse gas reduction policies, impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The proposed Project would subdivide the existing 4.3-acre Project site into 32 smaller parcels and construct 32 small lot dwellings (one on each parcel). The proposed Project is a residential project that would not require the routine transport, use or disposal of materials which are flammable or hazardous aside from household materials. No impact would occur.

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?

No Impact. The proposed Project is a residential development that would not involve operations that use, process, transport, or dispose of any hazardous materials. Therefore, the proposed Project would not create a significant hazard with regards to upsetting or accidentally releasing hazardous materials. No impact would occur.

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. The nearest school to the Project site shown in NavigateLA is Lincoln High School located at 3501 N. Broadway, which is about 0.26 miles southwest of the Project site. The proposed Project is a residential development that would not emit hazardous emissions or hazardous materials, and is not located within one-quarter mile of an existing or proposed school. In addition, The Project site would be accessed via Huntington Drive during construction. Haul trucks likely arrive to the Project site from southbound Huntington Drive and Canto Street. Haul trucks would likely transport soil away from the Project Site by exiting Canto Street, turning south on Huntington Drive, heading southbound on Soto Street, turning on to eastbound Marengo Street, where they would enter eastbound I-10. Emissions from diesel powered haul trucks emit diesel particulate matter, which in high concentrations; can be considered a hazardous air pollutant. However, the amount of particulate matter from all Project construction activities would be far below the particulate matter significance threshold (see Tables 53 through Table 69 in the Revised Air Quality Report, Appendix C). Although there are several schools within 0.2 mile of these roadways and freeways, haul truck emissions are not

expected to result in significant impacts to schools because the particulate matter from haul truck exhaust would not be substantial and construction would be short-term. Impacts would be less than significant.

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?

No Impact. The California Environmental Protection Agency (CalEPA 2016b) has identified the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from State Water Board GeoTracker database
- List of solid waste disposal sites identified by the State Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Order (CAO) from the State Water Board
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

The Hazardous Waste and Substance Site List maintained by the DTSC Information was downloaded from the DTSC EnviroStor website (DTSC, 2016), and reviewed. The Project site is not listed in the Hazardous Waste and Substance Site list.

The Leaking Underground Storage Tank Cleanup Sites contained in the State Water Resources Control Board (SWRCB) GeoTracker database was queried (February, 2016) by zip code or city, and the Project site is not contained in the Leaking Underground Storage Tank Cleanup Site list (SWRCB, 2016).

The list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit (SWRCB, 2016b) was reviewed, and the Project site was not contained in the list.

The list of "active" CDOs and CAOs from the SWRCB (SWRCB, 2016b) was downloaded and reviewed (sorted and searched). The Project site is not contained in the list of "active" CDO and CAO.

The DTSC list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (DTSC, 2016b) contains only two facilities, and the Project site is not included in this list.

The current use of the property is a vacant hillside site that does not have a past history or use that involved hazardous materials; therefore, a Phase I Environmental Site Assessment was not conducted. Further, based on the reviews of the specific lists that currently comprise the Cortese List, the Project site is not contained on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur.

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 or excessive noise for people residing or working in the project area?

No Impact. The proposed Project is not located within an airport hazard zone (LA City, 2016). Furthermore, the Project site is not located within an airport land use plan boundary. Therefore, no impact will occur.

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

Less Than Significant with Mitigation. The proposed Project is a residential development that would subdivide the existing 4.3-acre Project site into 32 parcels and develop the site with 32 small lot homes, one on each parcel. The proposed Project would dedicate (to the City) and improve Forest Park Drive within the Project site, would improve Forest Park Drive between the Project site and Commodore Street to provide a continuous 20-foot wide roadway, and would dedicate and create a new section of Beryl Street within the Project site that meet City requirements. These street improvements would not occur along a major highway or arterial and therefore would not interfere with any existing emergency response routes, or evacuation plans. The City has designated Mission Road, Huntington Drive, and Soto Street in the Project vicinity as disaster routes, which function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. Immediate emergency debris clearance and road/bridge repairs for short-term emergency operations will be emphasized along these routes (LA City, 1996). The proposed Project would not include permanent changes to these designated thoroughfares and would not impair access to a route heavily relied on by emergency services. Although Forest Park Drive is a local street that would be improved, its existing condition is substandard, and its improvement under the proposed Project would enhance Forest Park Drive as an emergency access route, relative to baseline conditions. Further, the new section of Beryl Street would connect Onyx Street south of the Project site with Beryl Street north of the Project site to create a through street, which would increase access and routing options for emergency service providers. The proposed Project, including the new driveway and roadway improvements, would be required to meet all fire and safety requirements of the Department of Building and Safety, the Los Angeles Police Department, and the Los Angeles Fire Department. Based on the above, Project impacts on emergency disaster routes would be less than significant.

However, the Project site is in a hillside area with narrow local streets and is located in a Very High Fire Hazard Severity Zone. During construction, there could be some temporary localized

traffic interruptions which could adversely affect emergency service provider routing, which is considered a potentially significant impact. However, the imposition of **Mitigation Measure VIII-40** would reduce the impacts to less than significant.

Mitigation Measure VIII-40 Hillside Construction Staging and Parking Plan

Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

- *No construction equipment or material shall be permitted to be stored within the public right-of-way.*
- *If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.*
- *During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.*
- *Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.*
- *All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.*
- *A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.*
- *During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.*

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant with Mitigation. The California Department of Forestry maps fire hazards in the state and classifies them according to the potential risk, or severity. The hillside area of Northeast Los Angeles is identified as a community at risk from wildfire (California Department of Forestry and Fire Protection 2011b), and identified as being located within a "Very High Fire Hazard Severity Zone" (California Department of Forestry and Fire Protection 2011c). In addition, the Project site is located in a Very High Fire Hazard Severity Zone (LA City, 2016). As a consequence, there is a potentially significant impact related to exposure of people or structures to wildland or brush fires. However, **mitigation measure XIV-10** will be imposed to reduce potential impacts to a less than significant level.

Mitigation Measure XIV-10 Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in Very High Fire Hazard Severity Zone. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.*

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. 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; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed small lot residential development project is not expected to violate any water quality or waste discharge requirements. The Project site is located on a hillside and is subject to the stormwater pollution control Best Management Practices (BMPs) in conformance with the LID (Low Impact Development) regulations enacted in Section 64.72 of Article 4.4 of Chapter VI of the Los Angeles Municipal Code. As such, the impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The existing Project site is vacant, zoned for residential uses and is located in a Hillside Area that is not designated for groundwater recharge. Although the proposed Project would reduce the current permeable area of the site through the placement of 32 small lot homes and road improvements, it would not substantively reduce groundwater recharge because the Project site is underlain with bedrock and is not used for groundwater

recharge. Further, water would be provided by the Department of Water and Power, and no private wells would draw water from groundwater supplies. Therefore, the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site;**
- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- iii. 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; or**
- iv. Impede or redirect flood flows?**

Less Than Significant Impact. The Project site is currently vacant. Rainfall onto the Project site that does not infiltrate into the soil drains via uncontrolled flow down the natural hillside gradient until it reaches an improved roadway, where it is conveyed downstream. Typically, light rainfall infiltrates into the soils on the vacant site. However, under heavy rainfall conditions, the soil would get saturated, and subsequent rainfall would run off of the Project site rather than infiltrate. Therefore, under heavy and/or extended rainfall conditions, much of the rainfall would be uncontrolled and run off the existing Project site. Portions of the Project site are located up-gradient to Forest Park Drive and Onxy Drive, and runoff from these up-gradient areas of the project site drain to these streets, where it is conveyed downstream. Site runoff then enters the local storm drain system for conveyance further downstream. Under heavy rainfall on the existing site, some soil is carried downstream during storm events and is not subject to control measures.

- i. Result in substantial erosion or siltation on- or off-site**

Grading would occur over the Project site to improve Forest Park Drive, establish the new section of Beryl Street through the middle of the Project site, and to establish the new home sites. The improvements to Forest Park Drive and the new section of Beryl Street would be designed to City standards, and would include curb and gutters to properly convey drainage. In addition, runoff from the new homes and new lots site would be managed to minimize site runoff by maximizing its capture and infiltration onsite, which would reduce runoff and erosion, relative to current conditions. The proposed Project would comply with the LID (Low Impact Development) regulations enacted in Section 64.72 of Article 4.4 of Chapter VI of the Los Angeles Municipal Code, which would minimize offsite runoff through onsite best management practices (BMPs). LID prioritizes on-site infiltration, bioretention and/or rainfall harvest and use. Onsite capture and infiltration features such as planter boxes, rain gardens, or rain tanks for tree

plantings would be incorporated into the new home plans and landscaping. Further, porous paving could be utilized to increase infiltration. LID requires that no runoff from first 0.75-inch, 24-hour rain event occur from each home site, and requires a mix of BMPs to meet this standard. Although the proposed Project would include grading and would change the drainage conditions on the site, these changes are considered an improvement over existing conditions because it would capture, store, and infiltrate a portion of the site runoff, which would also lessen site erosion. Based on the above, the proposed Project would not substantially alter existing drainage patterns that could result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- iii. 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.

The Project site does not contain a stream or river. Although the proposed Project would increase the amount of impervious surface area on the project site, runoff from the first 0.75-inch, 24-hour rain event would be fully managed on-site, and only runoff in excess of this standard would be directed to the local street system for conveyance downstream, where it would enter the City's storm drain system. The proposed Project is subject to the stormwater controls in conformance with the LID regulations enacted in Section 64.72 of Article 4.4 of Chapter VI of the Los Angeles Municipal Code. Compliance with LID regulations and proper conveyance of site runoff is considered an improvement over the existing uncontrolled site drainage, and the proposed Project is not expected to result in on-site or off-site flooding. Further, compliance with LID would improve the quality of site runoff compared to existing conditions by reducing the pollutant loading that is able to be conveyed off-site. Impacts would be less than significant.

- iv. Impede or redirect flood flows?

Although drainage from the existing Project site during rain events is uncontrolled (described above), existing site runoff has not impeded or redirected flood flows off-site. The proposed Project would improve on-site drainage and management of site runoff through compliance with the City's LID regulations, which requires that no runoff from first 0.75-inch, 24-hour rain event occur from each home site. Runoff in excess of the LID standard would be directed to proper drainage facilities incorporated into the Project (curb and gutters along the improved streets). Based on this, impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The property is not in a tsunami inundation zone or flood zone (ZIMAS), and no water bodies (subject to seiche) are located in the project area. In addition, the proposed Project is a residential project that would not store hazardous materials. Therefore, the proposed Project would not result in a risk of pollutant releases resulting from inundation. No impact would occur.

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

Less Than Significant Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB). Region-specific water quality regulations are contained in Water Quality Control Plans (Basin Plans) that recognize regional beneficial uses, water quality characteristics, and water quality problems. The Los Angeles RWQCB Basin Plan contains the Region's water quality regulations and programs to implement the regulations. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.

The Clean Water Act effectively prohibits discharges of storm water from construction sites unless the discharge is in compliance with a National Pollution Discharge Elimination System (NPDES) permit. The SWRCB is the permitting authority in California and has adopted a statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (SWRCB Water Quality Order No. 2009-0009-DWQ; SWRCB, 2009) that applies to projects resulting in one or more acres of soil disturbance (effective July 1, 2010). The Construction General Permit sets forth requirements for the protection of surface water quality during construction activities, specifically for those activities involving more than one acre of ground disturbance, through the preparation and implementation of project-specific construction Storm Water Pollution Prevention Plans (SWPPPs). The SWPPPs specify measures or BMPs that are to be implemented during construction to prevent pollutants from adversely affecting water quality. Construction of the proposed Project would require coverage under the General Construction Activity Stormwater Permit, and Project design would also comply with LID requirements, all of which would minimize pollutant loading during construction and operations. Therefore, the proposed Project would not conflict with or obstruct implementation of the Basin Plan. Impacts would be less than significant.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No Impact. The existing parcels that comprise the vacant 4.3 acre Project site are zoned [Q]R1-1D (designated for one-family dwellings). The proposed Project would rezone the Project site to [Q]RD5-1D, subdivide the Project site into 32 parcels of various sizes (see Table 1 above for details), and develop a new small lot dwelling on each new parcel. Because the Project site is within an existing neighborhood and its future development would be consistent with surrounding land uses, and the land use designations in the Northeast Los Angeles Community Plan, the Project would not physically divide an established community. No impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The proposed Project is subject to the Northeast Los Angeles Community Plan, the Baseline Hillside Ordinance and the Northeast Hillside Ordinance for floor area, height and grading. The Project proposes small lot residential uses which are consistent with the low density residential uses designated for the Project site in the Northeast Los Angeles Community Plan and would comply with the Hillside Ordinance (and variance conditions). Therefore, the proposed Project would not conflict with any plan policy or regulations. As such, impacts would be less than significant.

Under the proposed Project, the vacant Project site (currently zoned [Q]R1-1D) would be rezoned to [Q]RD5-1D then subdivided into 32 small lot parcels. The subdivided parcels would then be developed with small lot homes, with one on each parcel.

The General Plan Land Use Designation for the subject site is Low Residential. A range of Zones are permitted within this Land Use Designation, including R1 and RD5.³ Although the [Q]RD5-1D Zoning that is proposed for the Zone Change is a multi-family zone, the zone change would not result in a substantive increase in overall density because the lot area per dwelling unit of the proposed [Q]RD5-1D zone is 5,000 sq. ft. and the minimum lot area for the current [Q]R1-1D zone is also 5,000 sq. ft. Thus, both the existing R1 zone and the proposed [Q]RD5-1D zone would net the same number of homes or units (32) for the Project site when subdivided.

³ Northeast Los Angeles Community Plan, Chapter III, Land Use Policies and Programs, Page III-38.

The RD5 Zone differs from the R1 Zone in that it is a multi-family zone. The provisions of the Small Lot Ordinance allow for reduced lot sizes and reduced setbacks, which under the proposed Project, have allowed for greater design flexibility to maximize open space and minimize grading when creating the parcels. By clustering the developments under the proposed Project, and in some instances utilizing near zero-foot side yard setbacks, open space on the development site has been grouped and maximized relative to what would occur under an R1 Zone. It should be noted that although the site Zone would be changed to [Q]RD5-1D, the proposed Project would develop the Project site with small lot residences (one on each parcel), consistent with low density residential zones, and not multi-family residences.

Open space has been clustered in three private pocket parks⁴ under the proposed Project (north of Lot 25, west of Lot 17, north of Lot 8). The parcels on the east side of the development have also been given generous rear yards. This area would be populated with numerous replacement trees (required for the removal of Protected Trees). This "grove" area shall serve to buffer the Project uses from the existing residential areas to the east of the Project site, and would create a visually-pleasing "green belt" that demarcates the beginning of the development when viewed from Mission Street. The open space areas under the proposed Project would also require either less grading than developed portions of lots, or no grading at all. This has minimized the export amount of the Project, currently estimated at up to 17,514 cubic yards of earth.

The Small Lot Subdivision Ordinances requires a minimum lot size of 600 sq. ft. Of the Project's 32 proposed small lot subdivision lots, 15 would be greater than 5000 sq. ft. and 17 would be less than 5,000 sq. ft., but none would be under the 600 sq. ft. minimum size. The use of lots with areas smaller than 5,000 sq. ft. would be required in order to provide all lots with street-frontage on the newly created public streets. Without the use of the Small Lot Subdivision, the development standards of the R1 Zone (e.g. a minimum lot size of 5,000 sq. ft.) would apply and not all of the lots would have direct street access. This would require the creation of either further public streets, or additional shared driveways, either of which would increase grading and soil export, and would substantially reduce the amount of open area that is possible at the Project site.

The proposed Zone Change would allow for the implementation of the Small Lot Subdivision Ordinance at the subject site. The Small Lot Ordinance is applicable only in zones less restrictive than R2. The proposed RD5 Zone is eligible for Small Lot Subdivisions and is a permissible Zone in the General Plan Land Use Designation of Low Residential. Therefore, the requested Zone Change is consistent with the allowances of the General Plan. The proposed Zone Change to a RD5 Zone from a R1 Zone, if approved, would not conflict with any land use policy, as the request contemplates a zone that is within the range of density that would be permitted by subdivision under the existing R1 Zone lot area requirements. Additionally, as

⁴ The Applicant coordinated with the City's Department of Recreation and Parks to dedicate the pocket parks to the City; however, the Department declined the offer for maintenance reasons.

grading is minimized and open space maximized under the proposed Project, environmental considerations are improved over what they would be in a development built in the R1 Zone.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. The Conservation Element of the City's General Plan identifies several mineral resources in Los Angeles (sand, gravel and rock resources) that are located primarily in areas of the San Fernando Valley (LA City, 2001). The State Geologist classified Mineral Resources Zone-2 (MRZ-2) sites within the City that contain potentially significant sand and gravel deposits which should be conserved (LA City, 2001). These sites are located in two community plan areas, the Sun Valley - La Tuna Canyon Community Plan (LA City, 1999c) and the Sunland – Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon Community Plan (LA City, 1997). The Project site is not located in an area of the City known to contain mineral resources. The Project site is located in a hillside area within an urban setting which is already developed primarily with single-family residences, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. Further, a review of the oil and gas fields and oil wells overlay in the City of Los Angeles' NavigateLA shows the Project site is not located in an oil field. In addition, according the City's Zone Information & Map Access System, no oil wells are located on the Project site (LA City, 2016). Therefore, the proposed Project would not result in the loss of availability of mineral resources, and no impacts would occur.

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. The Project site is not delineated on the City's General Plan Framework, Northeast Los Angeles Community Plan, or any other land use plan as a locally important mineral resource recovery site. Therefore, no impacts are anticipated.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The City of Los Angeles (Municipal Code, Chapter IV, Article 1, Section 41.40) allows construction Monday through Friday between 7:00 AM to 9:00 PM, Saturdays and National Holidays between 8:00 AM to 6:00 PM, and prohibits construction on Sundays (except for residents). The noise regulations also prohibit night construction if related noise can disturb persons occupying sleeping quarters in any dwelling, hotel, or residence. The proposed Project would construct 32 new homes and road improvements (Forest Park Drive and Beryl Street within the Project site and Forest Park Drive between the Project site and Commodore Street). Vacant land and single family homes comprise the surrounding land uses. The noise generated during the grading and construction period is expected to exceed ambient levels. However, Project construction would be temporary and occur within the hours and days specified in the City's noise regulations. The proposed Project would also comply with LAMC Chapter XI Noise Regulation, which prohibits any unnecessary, excessive, and annoying noise. Therefore, impacts would be less than significant.

Construction noise in close proximity to residential uses is governed by the City's Noise Ordinance. A temporary increase in noise levels is expected to occur during the grading and construction phase due to operation of construction equipment. The anticipated increase in noise levels could be audible at residences in the Project vicinity, even though construction

equipment use would be intermittently. However, the duration of construction activities would be relatively short-term, and Project construction would comply with LAMC Section 41.40, which limits the construction hours and excessive noise. Therefore, the temporary elevation in noise during construction of the proposed Project would be less than significant

According to the City's Noise Element of the General Plan (LA City, 1999), transportation systems are a primary source of urban noise, and the noise most commonly experienced throughout the city is produced by automotive vehicles (cars, trucks, buses, and motorcycles). Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the city's minimum ambient noise level. The nearest transportation noise source to the Project site is Huntington Drive to the east, and there are single family homes between the Project site and Huntington Drive. In addition, there is a single family residential neighborhood immediately adjacent to and the north of the Project site, and the residences are located approximately the same distance from Huntington Drive as the Project site. In general, low density residences do not generate substantial noise, and this is demonstrated by the low ambient noise levels presumed in the City's Noise Regulations.⁵ Because of this, the small lot residences and roadway improvements under the proposed Project are not expected to result in substantial increases in ambient noise levels. In addition, the proposed Project would be consistent (low density residences) with the surrounding land uses and would not introduce high volume roadways into the surrounding area. Therefore, Project operation would not result in a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

b) Generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The Soils Report prepared for the proposed Project (Robles, 2013) and approved by the City's Department of Building and Safety (Appendix G) recommends that foundations be either spread footings or friction piles where bedrock is greater than 5 feet deep. Construction activities could generate some groundborne vibrations during grading and foundation excavation; however, groundborne vibrations associated with such activities are generally negligible and are not expected to be detectable at the closest residence. Further, vibrations that could be generated during construction of the new homes are not expected to approach levels that could cause damage to nearby residences or structures, such as if impact pile-driving were to occur in close proximity to a structure. In hillside areas, construction of pile or caisson foundations typically is augured, following placement of rebar reinforcement and concrete pouring. Impact pile installation would not occur. As a consequence, the proposed Project is not expected to generate excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.

⁵ Table II: Sound Level "A" Decibels in the Los Angeles Municipal Code, Section 111.03 (Minimum Ambient Noise Level) identifies the presumed ambient noise levels for various land use zones in the City, and R1 through R5 has the lowest ambient levels.

c) For a project located within the vicinity of a private airstrip or 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. The Project site is not located within an airport hazard zone (LA City, 2016) within an airport land use plan. The nearest public airport or public use airport is the Bob Hope airport in Burbank, which is over 12 miles away. In addition, the Project site is located in a hillside residential area and is not located within the vicinity of a private airstrip. Therefore, no impacts would occur.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. The proposed Project would subdivide the existing 4.3-acre Project site into 32 parcels and rezone the entire site to [Q]RD5-1D from [Q] R1-1D. The City of Los Angeles Citywide General Plan Framework Element (adopted in 1996) establishes the broad overall policy and direction for the entire General Plan. Its growth plan provides a long-range citywide strategy to guide both the implementation and the comprehensive update of all of the General Plan's elements. The Framework Element also establishes the City's capacity for potential residential development, general locations for such development, and the associated infrastructure necessary to support it. The Environmental Impact Report (EIR) for the Framework Element calculated the total build-out capacity for the City in the locations identified in the Framework Element at 2.4 million housing units, and evaluated the environmental impacts of this build-out capacity (LA City, 2013). As of 2017, there was a total of 1,457,762 housing units in the City (LA City, 2019); thus, there remains the capacity to build almost one million additional housing units within the Framework Element's environmental clearance "envelope" that would be consistent with the General Plan and its various Elements. Additionally, the City's Housing Element (LA City, 2013) identifies a near-term need for 82,002 new housing units for

period between 2013 and 2021. The Housing Element also identified a potential shortfall in meeting this need by over 22,000 housing units (see Table ES-1, LA City, 2013). Table 3-1, Summary of Sites with Housing Capacity by Community Plan Area, of the Housing Element identified 276 acres of developable land within the Northeast Los Angeles Community Plan area where housing could be developed and help address the City's housing shortfall. Further, the Northeast Los Angeles Community Plan designates the Project site as low density residential. Although the proposed Project would develop each new parcel with one small lot home, and add 32 new homes to the City's housing stock, the new homes are consistent with the overall growth projections on which the General Plan is based, and does not conflict with the City's Housing Element. Thus, the proposed Project would not induce substantial unplanned population growth, either directly or indirectly. Impacts would be less than significant.

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

No Impact. The proposed Project would rezone the Project site to [Q]RD5-1D from [Q] R1-1D, subdivide the existing 4.3-acre Project site into 32 smaller parcels, and develop the parcels with 32 new small lot homes (one residence on each parcel). The Project site is currently vacant and does not contain existing housing, and as such, no housing would be displaced. No impact would occur.

XV. PUBLIC SERVICES

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Fire protection?

Less Than Significant with Mitigation. The Project site is located within a Very High Fire Hazard Severity Zone (LA City, 2016). The Project site is served by Los Angeles Fire Department

Station 47 located at 4575 Huntington Drive South, approximately 0.8 miles northeast of the Project site. The Project site can also be served by Fire Department Station 1 located at 2230 Pasadena Avenue, approximately 1.7 miles from the Project site. As part of the project planning process, the applicant has coordinated with the Fire Department to incorporate emergency service vehicle and infrastructure requirements. The proposed Project would improve the Fire Department access to the surrounding neighborhood by providing additional access options to the residential neighborhood to the north of the Project site through the provision of a new through street between Onyx Drive on the south and Beryl Street on the north. In addition, the proposed Project would widen and improvement Forest Park Drive between the Project site and Commodore Street to provide access via a continuous 20-foot roadway. Although the proposed Project would improve emergency access to the Project site and neighborhood, it is located in a Very High Fire Hazard Severity Zone and requires further Fire Department review. **Mitigation measure XIV-10** (described in Checklist Item IX.g. above) will be imposed to reduce potential impacts to a less than significant level.

b) Police protection?

Less Than Significant Impact. The proposed Project would result in a net increase of 32 small lot homes, which has the potential to increase the demand for police services in the area. However, the Project site and the surrounding area are served by the Hollenbeck Community Police Station located at 2111 E. 1st Street, approximately 2.8 miles southwest of the Project site. Given that there is a police station in close proximity to the Project site, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed Project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Impacts will be less than significant.

c) Schools?

Less Than Significant Impact. The proposed Project would result in a net increase of 32 small lot dwellings, which could increase school enrollment. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential units. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed Project would result in a less-than-significant impact to public schools.

d) Parks?

Less Than Significant Impact. The proposed Project would add 32 small lot dwellings in a residential hillside area. The proposed Project would also include three private pocket parks⁶, which is expected to minimize demand for other park services. Further, payment of required impact fees by the applicant per LAMC Section 17.12 would further offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore,

⁶ The Applicant coordinated with the City's Department of Recreation and Parks to dedicate the pocket parks to the City; however, the Department declined the offer for maintenance reasons.

the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Impacts would be less than significant.

e) Other public facilities?

Less Than Significant Impact. The proposed Project would add 32 small lot dwellings in a residential hillside area, which could result in increased demand for library services and resources of the LAPL System. The El Sereno Branch Library located approximately 2 miles north of the Project site. The LAPL provides library services at the Central Library, 7 regional branch libraries, 56 community branches, and 2 bookmobile units consisting of a total of 5 individual bookmobiles. While the increase in population as a result of the proposed Project may create a demand for library services, the increased demand would be incremental and is not expected to not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Further, the Project does not meet the screening criteria 75 residential units for further evaluation of impacts on existing libraries (LA City, 2006). Therefore, the proposed Project would have a less-than-significant impact on existing public facilities.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. The proposed Project would include three private pocket parks which would minimize use of other park and recreational facilities. Although the proposed Project would add 32 small lot dwellings in a residential hillside area, the increase in population is considered to be incremental and is not expected to result in a substantial increase in demand for parks that could lead to their deterioration. Further, the applicant would be required

to make required impact fees per LAMC Section 17.12, which would further offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, impacts would be less than significant.

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?

No Impact. The proposed Project would include three private pocket parks, which would minimize demand for other recreational facilities. As described in Checklist Item XV.d) above, the proposed Project would not require or result in the need to construct any new parks or recreation facilities. No impacts would occur.

XVII. TRANSPORTATION⁷

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all 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. The proposed Project would result in the net increase of 32 small lot dwellings in a residential hillside area. A traffic evaluation was performed for the proposed Project to evaluate potential traffic impacts on the surrounding transportation system (see Appendix I). The City's Department of Transportation has reviewed the traffic evaluation and concurred that the proposed Project would not result in significant traffic impacts (see Appendix I). The traffic evaluation indicates that the Huntington Drive North and Soto Street intersection is currently operating at LOS F during both the morning and evening peak hours. The Mission Road and North Broadway intersection is operating at LOS F during the morning peak hour, and LOS C during the evening peak hour.

The proposed Project would result in a total of approximately 302 daily trips of which 24 trips would occur during the morning peak hour and 32 trips during the evening peak hour. The traffic evaluation indicates that traffic generated by the proposed Project would not change the intersection levels of service at the intersection of Huntington Drive North and Soto Street. For the intersection of Mission Road and North Broadway, the Level of Service would decrease to LOS D under future without project and future with project conditions at the opening year; however, the increase in Volume/Capacity ratio from the proposed Project would be below the LADOT threshold level of 0.020 for LOS D intersections. As a consequence, the proposed Project would not exceed the capacity of the circulation system. Impacts would be less than significant

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?

Less Than Significant Impact. The proposed Project would result in the net increase of 32 small lot dwellings in a residential hillside area that would not result in a substantial increase in traffic (see Checklist item a. above). The nearest congestion management program (CMP) arterial monitoring intersection to the Project site is the intersection of Alvarado Street/Sunset Boulevard in City of Los Angeles. Based on the incremental project trip generation estimates in the traffic evaluation (Appendix I), The Proposed Project is not expected to add 50 or more new trips per hour to this location because the study intersections would have between 24 and 32 trips during the peak hours (see Appendix I), and because the nearest CMP intersection is farther away than the study intersections (vehicular trips at intersections farther from the trip source are generally lower than at intersections closer to the trip source as drivers divert to different destinations). Therefore, no further analysis of this CMP monitoring intersection is required. The nearest mainline freeway monitoring location to the Project site is the Golden State Freeway (I-5) at Stadium Way and the Santa Monica Freeway (I-10) at the East Los Angeles City limit. Based on the incremental project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to these locations in either direction. Therefore, impacts would be less than significant.

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. The proposed Project would not occur in an airport land use plan area and is not a direct generator of air traffic. Therefore, no impacts would occur.

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

No Impact. The proposed Project would include two new sections of public roads (Forest Park Drive and Beryl Street) within the Project boundaries, which would be improved to City standards. The new roadway sections would have a 28-foot road within a 36-foot right-of-way. In addition, Forest Park Drive would be improved to provide a 20-foot continuous roadway from Commodore Street to the Project site. The roadway improvements would meet City standards, and are considered to be beneficial improvements over existing conditions. Therefore, the impact will be less than significant.

e) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation. The proposed Project would add 32 small lot dwellings in a residential hillside area. The proposed Project would also add a new through street within the Project boundaries that connects Onyx Drive on the south to Beryl Street on the north, which would increase routes that emergency service providers and utilize to access the surrounding neighborhoods. Further, Forest Park Drive would be improved to provide a 20-foot continuous roadway from Commodore Street to the Project site, and would be widened and improved within the Project Site, which would increase the reliability of Forest Park Drive as a possible emergency access route. However, because the Project site is located in a Very High Fire Hazard Severity Zone, there is a potentially significant impact related to the provision of

emergency services if construction vehicles impede access along existing neighborhood streets. **Mitigation Measure VIII-40: Hillside Construction Staging and Parking Plan** (described in Checklist Item IX.f. above), **Mitigation Measure XIV-10: Public Services- Fire** (described in Checklist Item IX.g. above), as well as **Mitigation Measure XVI-30** and **Mitigation Measure XVI-60**, described below, will be imposed to reduce potential impacts to a less than significant level.

Mitigation Measure XVI-30 Transportation (Haul Route)

- The developer shall install appropriate traffic signs around the site, and utilize flagmen at key points along the haul route in the hillside area during construction to ensure pedestrian and vehicle safety.
- The developer shall obtain haul route approval by the Department of Building and Safety.
 - All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
 - The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
 - The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
 - The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

Mitigation Measure XVI-60 Inadequate Emergency Access (Hillside Streets – Construction Activities)

- *No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.*
- *All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.*

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed Project would include 32 new small lot dwellings and roadway improvements in a hillside area of the City. The proposed Project would involve construction or improvements along any highways or arterial streets, and would not disrupt bike lanes or bus stops. Therefore, the proposed Project would not conflict with adopted policies, plans, or program regarding public transit, bicycle or pedestrian facilities, and would not decrease the performance or safety of such facilities supporting alternative transportation. No impacts would occur.

XVIII. 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) 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: 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)?

Less than Significant Impact. A significant impact would occur if the project would 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 which is 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). Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of

CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. An informational letter was mailed to the Tribes known to have resources in this area, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On May 2, 2017, one tribal response was received from Gabrieleno Band of Mission Indians - Kizh Nation who requested consultation.

In response to the letter received, on September 27, 2019 and November 8, 2019, the Planning Staff requested consultation with the Gabrieleno Band of Mission Indians-Kizh Nation (tribal representatives). A consultation was set for November 14, 2019. However, the consultation was canceled by the tribal representatives due to a schedule conflict. The tribal representatives requested any information about the project description and depths of ground disturbance and what is known about the soils that will be impacted as part of this project (e.g. native/original soils or imported fill soils), so that they can start sharing information that may help lessen their concerns and conclude the AB52 consultation. On December 11, 2019, additional information about the project, including the project description and proposed grading were transmitted by email. To date, no responses have been received from the tribal representatives.

Sacred Lands File Review

On January 6, 2020, a request was submitted to the NAHC via email for a Sacred Lands File search for the Project site (see Appendix J). The results of the search were received from the NAHC on January 16, 2020, and indicated a positive result for the search. The NAHC letter recommended that the Gabrieleno Band of Mission Indians – Kizh Nation be contacted for further information on the about the positive search results. As discussed above, Planning Staff contacted the Gabrieleno Band of Mission Indians – Kizh Nation, and is awaiting a response. The NAHC also provided a Native American Contact List, and the tribes in that list were sent the informational letter in 2017.

California Historic Resources Information System Review (CHRIS)

As discussed above under Checklist Item V.b. (Archaeological Resources), a records search of the California Historical Resources Information System (CHRIS) was performed in 2017 (Appendix F) which did not identify the presence of recorded archaeological resources at or within ½ mile of the Project site, and noted that the project area is not known to be archaeologically sensitive. In addition, the CHRIS search included a search of California Points of Historical Interest (SPHI), California Historical Landmarks (SHL), California Register of Historical Resources (CAL REG), National Register of Historic Places (NRHP), California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings, and no resources were identified for the Project site.

The Project site is undeveloped, but has been subject to repeated surface disturbances based upon the lack of native vegetation in conjunction with the predominance of exotic vegetation at the project site.

Based on the information found within the CHRIS review, there are no resources at the project site that are Listed or Eligible for Listing in the California Register of Historical Resources, or in the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings (local register of historical resources), and as a result, impacts to tribal cultural resources under this Checklist Item would be less than significant.

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

Less Than Significant with Mitigation. As described above, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. An informational letter was mailed to the Tribes known to have resources in this area, describing the Project and requesting any information regarding tribal cultural resources that may exist on or near the Project site. On May 2, 2017, one tribal response was received from Gabrieleno Band of Mission Indians - Kitz Nation who requested consultation.

In response to the letter received, on September 27, 2019 and November 8, 2019, the Planning Staff requested consultation with the Gabrieleno Band of Mission Indians-Kizh Nation (tribal representatives). A consultation was set for November 14, 2019. However, the consultation was canceled by the tribal representatives due to a schedule conflict. The tribal representatives requested any information about the project description and depths of ground disturbance and what is known about the soils that will be impacted as part of this project (e.g. native/original soils or imported fill soils), so that they can start sharing information that may help lessen their concerns and conclude the AB52 consultation. On December 11, 2019, additional information about the project, including the project description and proposed grading were transmitted by email. To date, no responses have been received from the tribal representatives.

Sacred Lands File Review

On January 6, 2020, a request was submitted to the NAHC via email for a Sacred Lands File search for the Project site (see Appendix J). The results of the search were received from the NAHC on January 16, 2020, and indicated a positive result for the search. The NAHC letter

recommended that the Gabrieleno Band of Mission Indians – Kizh Nation be contacted for further information on the about the positive search results. As discussed above, Planning Staff contacted the Gabrieleno Band of Mission Indians – Kizh Nation, and is awaiting a response. The NAHC also provided a Native American Contact List, and the tribes in that list were sent the informational letter in 2017.

Since the search of the Sacred Lands File was positive, the proposed Project could cause a substantial adverse change to a Tribal Cultural Resource, if present. As a consequence, impacts under this Checklist Item are considered potentially significant unless mitigation is provided. In order to reduce the impacts to Tribal Cultural Resources (if present) to a less than significant level, **mitigation measure XVIII-10** below will be implemented.

Mitigation Measure XVIII-10 – Tribal Cultural Resources:

A qualified Native American monitor(s) who is affiliated with a Tribe that has ancestral ties to the Project location as identified by the Native American Heritage Commission and that has participated in consultation pursuant to Assembly Bill 52 shall be retained during ground disturbing activities in native soil, which has the potential to impact Tribal Cultural Resources. The Native American monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives/monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources. Should Tribal Cultural Resources be discovered during Project construction, all activity within 50 feet of the find shall stop and the Native American monitor shall determine the appropriate treatment methods or options for the Tribal Cultural Resources. The discovery is to be kept confidential and secure to prevent any further disturbance. Within one month of the close of monitoring, a compliance report that summarizes the monitoring efforts will be submitted to the NAHC and placed in a legal repository.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The City's Department of Public Works provides wastewater services for the Project site. Wastewater generated from the proposed 32 small lot dwellings would be conveyed to the Hyperion Water Reclamation Plant (HWRP), which is currently operating at 275 millions of gallons per day (MGD), well below its capacity at 450 MGD. The proposed Project is not located in a Sewer Capacity Threshold Area (LA City, 2006). Further, the wastewater generated under the proposed Project (estimated to be approximately 7,360 gallons per day) would be minimal and would be accommodated by existing treatment capacity at the HWRP. Therefore, the proposed Project would not result in the construction or expansion of new or existing water or wastewater treatment facilities. The proposed Project would require connections with existing water, electricity, and natural gas lines, as well as install utility lines within the Project site; however, the onsite utility infrastructure is not expected to require relocation or construction of new utilities. Impacts would be less than significant.

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

Less Than Significant Impact. The proposed Project would be consistent with the Northeast Los Angeles Community Plan, is not anticipated to substantially increase the demand for water, and is not expected to require either additional mainline water distribution infrastructure (aside from

new on-site water lines to serve the new dwellings) or a new water supply. The proposed Project would be subject to the City's Landscape and Water Management Ordinance No. 170,978. The Project would also comply with LAMC Chapter XII Article II Water Closet, Urinal and Showerhead Regulations and Article V Water Efficiency Requirements, which imposes requirements and standards for the construction of new buildings and existing buildings to minimize the effect of any water shortages in the City.

As mentioned above, the proposed Project would be consistent with the Northeast Los Angeles Community Plan, which is a part of the City's General Plan and which is used as the basis for water supply planning by the City's Department of Water and Power. The City has prepared the Urban Water Management Plan (LADWP, 2015) and numerous water supply assessments, and has determined that adequate water supplies would be available to meet the estimated water demands of proposed developments during normal, single-dry, and multiple dry water years, as well as existing and planned future uses of the City's water system. As a consequence, sufficient water supplies would be available for the proposed Project. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. Wastewater that would be generated by the proposed Project can be accommodated by the HWRP, which is currently operating at 275 MGD, well below its capacity at 450 MGD. Therefore, the City has adequate wastewater treatment capacity to serve the proposed Project. The impact would be less than significant.

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

Less Than Significant Impact. During project construction, up to approximately 17,514 cubic yards of soils would be exported. In general, soil is reused by other projects as fill. If no fill locations are available, soil is typically then taken to a landfill, which uses the soil to cover and create individual cells of municipal solid waste. In addition to exported soil, small amounts of construction debris would be generated from site preparation and construction, but for construction of 32 small lot dwellings, the amount would not be substantial.

The proposed Project would be required to comply with all applicable regulations and recycling programs, including the Los Angeles Green Building Code and AB 939 to reduce the amount of solid waste disposed of at local landfills. Moreover, estimated daily use of the proposed small lot dwelling will contribute less than the City's screening criteria five tons per week (LA City, 2006). Residences generate 12.23 pounds of solid waste per household per day (LA City, 2006), which would be approximately 1.4 tons per week; well below the City's screening criteria of 5 tons per week. Therefore, the impacts would be less than significant.

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

No Impact. The proposed Project is expected to generate approximately 392 pounds of municipal solid waste per day, based upon the solid waste generation factor per dwelling unit (LA City, 2006). Solid waste from the proposed Project would be collected and managed by the City's Department of Sanitation, which implements curbside collection of source-separated waste and recyclable materials, as well as green wastes (organics). The City's waste collection and management system operated in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management Act, the City's Solid Waste Management Policy Plan, and its Source Reduction and Recycling Element.

The proposed Project would also comply with the provisions of City of Los Angeles Ordinance no. 171,687 with regard to all new development: the implementation of recycling as well the explicit intent of requiring recycling during all phases of site preparation and building construction. Based on the above, the proposed Project would be consistent with all laws, regulations, and policies regarding solid waste. No impact would occur.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant after mitigation. As discussed under Checklist Item IX.f. above, the City has designated Mission Road, Huntington Drive, and Soto Street in the Project vicinity as disaster routes. The proposed Project does not include permanent changes to a public thoroughfare and would not impair access to a route heavily relied on by emergency services. In addition, street improvements under the proposed Project would increase access and routing options for emergency service providers. Based on the above, Project impacts on emergency disaster routes would be less than significant.

However, the Project site is located in a hillside area that is designated as a Very High Fire Hazard Severity Zone. During construction, there could be some temporary localized traffic interruptions which could adversely affect emergency service provider routing in the event of a wildfire, which is considered a potentially significant impact. However, the imposition of **Mitigation Measure VIII-40** (described above) would reduce the impacts to less than significant.

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

Less than Significant. The proposed Project would develop the site with 32 small lot residences. The Project site is located in a Very High Fire Hazard Severity Zone; however, Proposed Project would replace some of the existing area subject to brush fires with streets, new homes, and landscaped areas. In addition, the owners of each new home would be subject to the City's brush clearance requirements for hillside areas to reduce the potential for brush fires to occur, which would further decrease the surface area at the Project site that is subject to wildfires, relative to baseline conditions. As a consequence, the proposed Project would lessen the potential for uncontrolled brush fires at the Project site, relative to existing conditions. Therefore, impacts would be less than significant.

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

Less than Significant. The proposed Project would include roadway improvements to Forest Park Drive, and well as extension of Beryl Street (connecting to Onyx Drive) through the Project site, which would improve access and access routes to the Project site and surrounding neighborhood. In addition, the roadway improvements, new homes, and landscaping would displace existing areas within the Project site that are subject to the brushfires, and would thus reduce the potential for brushfires relative to baseline conditions. Further, the LAFD fire, life, and safety review of the Project plans are likely to require fire hydrants along the roads within the Project site. Therefore, the proposed Project would not exacerbate fire risks. Impacts would be less than significant.

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

Less than Significant. As discussed above, the Project improvements would reduce the area within the Project site subject to brushfires. In addition, the proposed Project would properly manage stormwater runoff, and would comply with LID requirements, including onsite infiltration and landscaping. The proposed Project would therefore decrease the risk of post-fire slope stability issues, relative to baseline conditions. As a consequence, impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to substantially 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, substantially 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 With Mitigation. The Project area is not known to contain threatened or endangered species or habitat. Moreover, the Project site has not been identified as being a Significant Ecological Area (LA County, 2014). The Project site does not contain riparian habitat or wetlands.

The Project site does however contain protected Black Walnut trees, which are also considered sensitive, and the site contains other significant trees (pepper and eucalyptus trees greater than 8-inches in diameter), some of which would require removal. In addition, there is the potential for disturbances to nesting birds during construction. **Mitigation Measures IV-01, IV-10, IV-60, IV-70, IV-80, IV-90** have been imposed and would reduce potential impacts to nesting birds and protected trees to less than significant levels.

The Project site is not identified as a site or an area of historical significance. Therefore, it is unlikely that the proposed Project would have impacts on important examples of the major periods of California history. In addition, the Project site is not considered to be sensitive for archaeological or paleontological resources. However, a search of the Sacred Lands File by the NAHC as part of AB52 compliance was positive, and because of this, the City found that there is a potential to encounter Tribal Cultural Resources during ground-disturbing activities. **Mitigation Measure XVIII-10** has been imposed and would reduce potential impacts to Tribal Cultural Resources to less than significant level.

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

Less Than Significant with Mitigation. The proposed Project would result in potential environmental impacts, as described above. However, each potentially significant impact will be mitigated to a less-than-significant level with the incorporation of the mitigation measures imposed herein.

The proposed Project, in conjunction with other residential developments that could occur in the Project area, would be consistent with the General Plan and would not result in a significant cumulative impact. In addition, as discussed above in Checklist Item III.b, the proposed Project would not make a cumulatively considerable contribution to a cumulative air quality impact.

Although there are likely to be protected trees on other undeveloped parcels in the Project area, mitigation to address potential impacts to biological resources would be applied to related projects to reduce impacts to protected trees to a less than significant level. Similarly, mitigation has been applied to the proposed Project to reduce potential impacts to biological resources (California Black Walnut trees and nesting birds) to a less than significant level. Because the biological resources at the Project site and at other undeveloped parcels in the vicinity are distinct and impacts would each be mitigated to less than significant levels, significant cumulative impacts to biological resources are not anticipated.

Mitigation to address potential hazards would be applied to the related project to reduce impacts to less than significant levels, similar to mitigation that has been applied to the proposed Project to reduce potential hazards (emergency access and fire hazards) to less than significant levels. Although related residential development projects and the proposed Project could be located in the same general vicinity, each would be subject to mitigation to address emergency access and hazards. Further, the proposed Project includes mitigation to incorporate fire protection requirements that would improve the fire protection infrastructure relative to baseline conditions. Therefore, related project and the proposed Project are not expected in significant cumulative impacts related to emergency access and fire hazards.

Although another residential development project could be concurrently constructed in the same general vicinity as the proposed Project, because the projects would comply with construction

hour limits specified in the LAMC, significant cumulative construction noise impacts are not anticipated.

Although ground-disturbing activities associated with other related residential development projects could encounter Tribal Cultural Resources, if present, each related project would be subject to mitigation to address such resources. Because of this, cumulative or additive impacts to Tribal Cultural Resources are not anticipated.

Based on the above, the proposed Project would not make cumulatively considerable contributions to a significant cumulative impact to air quality, biological resources, hazards (emergency access and fire protection hazards), noise, public services (fire protection), transportation (emergency access), tribal cultural resources, or wildfires. Further, significant cumulative impacts to aesthetic resources, agricultural and forest resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, population and housing, recreation, and utilities would not occur, because such resources are either not present in the project area, or potential impacts of the proposed Project and related projects would be less than significant and additive impacts would not rise to the level of significance.

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

Less Than Significant With Mitigation. Based on the evaluations above, with the implementation of the mitigation measures imposed herein, the proposed Project would not result in significant impacts, either directly or indirectly, to human beings.

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6 REFERENCES, ACRONYMS AND ABBREVIATIONS

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	best management practices
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Orders
CEQA	California Environmental Quality Act
City	City of Los Angeles
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂ E	carbon dioxide equivalent
County	County of Los Angeles
dB	decibel
dBA	A-weighted sound level
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HWRP	Hyperion Water Reclamation Plant
IS	Initial Study
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LAPL	Los Angeles Public Library
lb	pound
LED	Light-Emitting Diode
Leq	equivalent sound level
LID	Low Impact Development
LOS	level of service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MGD	million gallons per day
MT/yr	metric tons per year

NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	nitrogen dioxide
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PM10	directly emitted diesel-emitted particulate matter less than 10 microns
PM2.5	directly emitted particulate matter less than 2.5 microns
ppm	parts per million
PRC	Public Resources Code
RWQCB	Regional Water Resources Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SEA	Significant Ecological Area
SIP	State Implementation Plan
SO2	sulfur dioxide
SOX	sulfur oxides
SR-	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCR	Tribal Cultural Resources
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
V/C	volume to capacity
VHFSZ	Very High Fire Severity Zone
VMT	vehicle miles travelled
VTTM	Vesting Tentative Tract Map
VOC	volatile organic compound
ZIMAS	Zone Information & Map Access System

APPENDIX A

PRELIMINARY PROJECT PLANS

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APPENDIX B

VESTING TENTATIVE TRACT MAP

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APPENDIX C

REVISED AIR QUALITY ANALYSIS

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APPENDIX D

BIOLOGICAL ASSESSMENT – 2730 ONYX DRIVE

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APPENDIX E

PROTECTED TREE REPORT

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APPENDIX F

SEARCH RESULTS - CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

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APPENDIX G

GEOTECHNICAL REPORTS AND APPROVAL

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APPENDIX H

CUT AND FILL MAP

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APPENDIX I

TRAFFIC IMPACT STUDY REPORT AND APPROVAL

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APPENDIX J

SACRED LANDS FILE SEARCH

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