City of Los Angeles
Department of City Planning • Environmental Analysis Section
Valley District Office • 6262 Van Nuys Blvd, Suite 351 • Van Nuys, CA 91401

INITIAL STUDY

SHERMAN OAKS – STUDIO CITY – TOLUCA LAKE – CAHUENGA PASS COMMUNITY PLAN AREA

Single-Family Residence in Studio City

Case Number: ENV-2014-4031-EIR

Project Location: 3599 Lankershim Boulevard, Los Angeles, California, 90068
Council District: 2

Project Description: Mulholland Scenic Parkway Specific Plan project permit compliance review and Tree Removal Permit to permit the construction of a two-story single-family residence with basement (approximately 3,826 square feet) including a stacked stall four-car garage on an approximately 22,284-square-foot (0.51-acre) lot in the RE15-1-H Zone. The proposed project would include a swimming pool; outdoor living areas (barbeque area and patio); a landscaped area; open space; a fence surrounding the property; and an entrance gate that conforms with local tradition, the climate, and the surrounding environment. The layout of the house includes varied levels and outdoor spaces, reflecting and integrating with the natural topography. The proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*) and involve the replacement of nine native oak trees as part of the project's landscaping.

APPLICANT:
Jayesh Kumar
2010 North Highland Avenue
Los Angeles, California 90068

PREPARED BY:
Sapphos Environmental, Inc.

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

FEBRUARY 2016

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	2	February 9, 2016

RESPONSIBLE AGENCIES

To be determined

PROJECT TITLE/NO.	CASE NO.
Single-Family Residence in Studio City	ENV-2014-4031-EIR

PREVIOUS ACTIONS CASE NO.	
ENV-2001-8983-CE ENV-2003-9111-MND	☒ **DOES have significant changes from previous actions** ☐ **DOES NOT have significant changes from previous actions**

PROJECT DESCRIPTION:

A Mulholland Scenic Parkway Specific Plan project permit compliance review and Tree Removal Permit to permit the construction of a two-story single-family residence with basement (approximately 3,826 square feet) including a stacked stall four-car garage on an approximately 22,284-square-foot (0.51-acre) lot in the RE15-1-H Zone. The proposed project would include a swimming pool; outdoor living areas (barbeque area and patio); a landscaped area; open space; a fence surrounding the property; and an entrance gate that conforms with local tradition, the climate, and the surrounding environment. The layout of the house includes varied levels and outdoor spaces, reflecting and integrating with the natural topography. The proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*) and involve the replacement of nine new native oak trees as part of the project's landscaping.

ENVIRONMENTAL SETTING:

The project site is a 0.51 net acre site, consisting of an irregularly shaped lot, made up of a roughly rectangular shape that is wider along the east-west axis and a triangular shape extending towards the northwest, bounded by vacant parcels to the east and west and single-family residential parcels to the north and south. The vacant parcel adjacent to the eastern boundary of the proposed project site (APN 2380-005-900) is owned by the Mountains Recreation & Conservation Authority (MRCA), a local government public entity consisting of a local partnership between the Santa Monica Mountains Conservancy (SMMC, a state agency), the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District. The site is undeveloped vacant land located at the base of a canyon that ranges in elevation from 734 to 785 feet above mean sea level. Adjacent land uses consist of vacant and undeveloped parcels to the east and west and single-family residences to the north and south, all of which are also located in the RE15-1H Zone. The site is located approximately 350 feet southwest of Lankershim Boulevard. Access to the site is provided by a joint easement private driveway from Lankershim Boulevard that serves one existing home and would also serve the proposed home on the subject property and another currently vacant parcel adjacent to Lankershim Boulevard. The site is located in a Hillside Area in the Outer Corridor of the Mulholland Scenic Parkway Specific Plan Area, and Council District 2.

PROJECT LOCATION

3599 North Lankershim Boulevard, Los Angeles, California 91604 (APN 2380-005-009)

PLANNING DISTRICT	STATUS:
Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass	☐ PRELIMINARY ☐ PROPOSED ☒ ADOPTED 1998

EXISTING ZONING	MAX. DENSITY ZONING	☒ DOES CONFORM TO PLAN
RE15-1-H Residential Estate	RE-15 1 dwelling unit (du)/15,000 square feet (sf)	☐ DOES NOT CONFORM TO PLAN
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	
Very Low Residential	RE-11 1 du/11,000 sf	☐ NO DISTRICT PLAN
SURROUNDING LAND USES	PROJECT DENSITY	
Residential, vacant, and vacant open space uses	RE-15 1 du/22,282 sf	

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Ihlena Jaadzien — SIGNATURE

City Planning Associate — TITLE

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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," 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:

    1) Earlier Analysis Used. Identify and state where they are available for review.
    2) 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.
    3) 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:

    1) The significance criteria or threshold, if any, used to evaluate each question; and
    2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agricultural and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use/Planning	☐ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☒ Geology/Soils	☒ Noise	☒ Mandatory Findings of Significance

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

☞ BACKGROUND

PROPONENT NAME	**PHONE NUMBER**
Jayesh Kumar	
PROPONENT ADDRESS	
2010 North Highland Avenue	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	February 9, 2016
PROPOSAL NAME (If Applicable)	
Single-Family Residence in Studio City	

☞ ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the proposed project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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 provide in Forest Protocols adopted by the California Air Resources Board. Would the proposed project:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the proposed project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the proposed 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?	☒	☐	☐	☐
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 Game or US Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES. Would the proposed project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. Would the proposed project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
I) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
VII. GREENHOUSE GAS EMISSIONS. Would the proposed project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose or reducing the emissions of greenhouse gases?	☐	☐	☐	☒
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the proposed project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a proposed project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the proposed project area?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a proposed project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the proposed project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY. Would the proposed project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING. Would the proposed project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the proposed project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the proposed project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the proposed project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES.				
a) Would the proposed 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:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION.				
a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC. Would the proposed project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS. Would the proposed project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
c) Does the proposed project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

☞ DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
Laura Male Sapphos Environmental, Inc. 430 N. Halstead St. Pasadena, CA 91107	Senior Environmental Compliance Coordinator	(626) 683-3547	February 9, 2016

Attachment A

Project Description

I. PROJECT TITLE

Single-Family Residence in Studio City

II. LEAD AGENCY

City of Los Angeles
6262 Van Nuys Boulevard, Suite 430
Van Nuys, California 91401

III. CONTACT PERSON AND E-MAIL ADDRESS

Milena Zasadzien, Urban Planner
Los Angeles City Planning Department
Plan Implementation Division
6262 Van Nuys Boulevard, Suite 430
Van Nuys, California 91401
milena.zasadzien@lacity.org

IV. PROPOSED PROJECT LOCATION

The proposed project would be located on an existing vacant lot, within a single-family residential neighborhood, in the City of Los Angeles (City), in Los Angeles County, California (Figure A-1, *Regional Vicinity Map*). The site is located approximately 0.4 mile southwest of U.S. Highway 101 (Hollywood Freeway). California State Highway 2 (Santa Monica Boulevard) is located approximately 3 miles to the south, and U.S. Interstate Highway 405 (San Diego Freeway) is located approximately 6 miles to the west. Nearby landmarks include Universal City, which is located approximately 0.6 mile northeast. The proposed project site is within the U.S. Geological Survey (USGS) 7.5-minute series Burbank topographic quadrangle[1] (Township 1 North, Range 14 West) within the Rancho Ex Mission de San Fernando Land Grant Boundary at an elevation of 734 to 785 feet above mean sea level (Figure A-2, *Topographic Map*). The proposed project site is located at the base of a canyon that is bounded by Ventura Boulevard to the North, Fredonia Road to the east, Wrightwood Lane to the south, and Willowcrest Avenue to the west (Figure A-3, *Project Location*). The proposed project is located within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area (Figure A-4, *Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area*).

V. PROJECT SPONSOR

Mr. Jayesh Kumar
2010 North Highland Avenue
Los Angeles, CA 90068

[1] U.S. Geological Survey. [1966] Photoinspected 1972. Burbank 7.5-Minute Series Topographic Quadrangle. Scale 1:24,000.

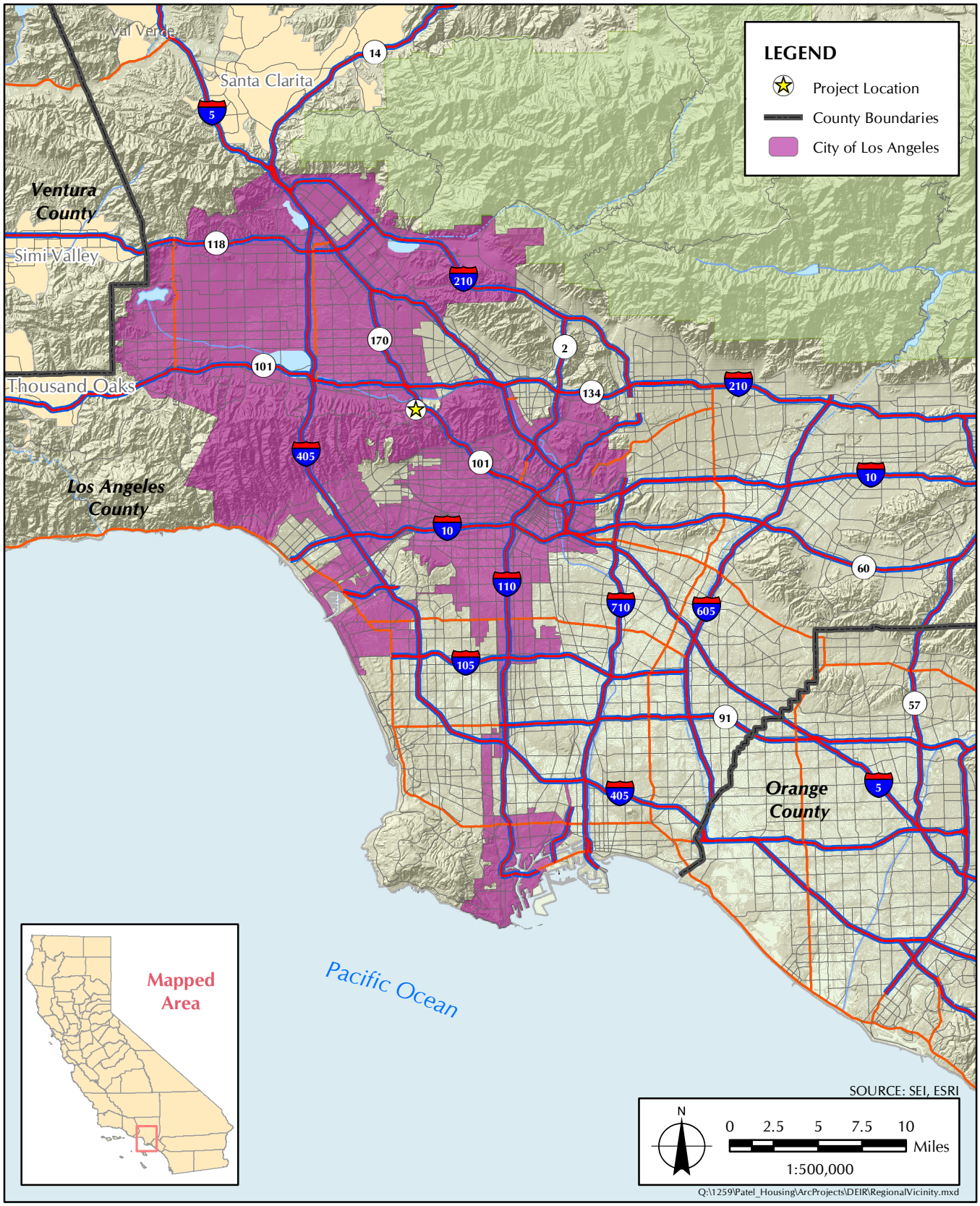


FIGURE A-1

Regional Vicinity Map

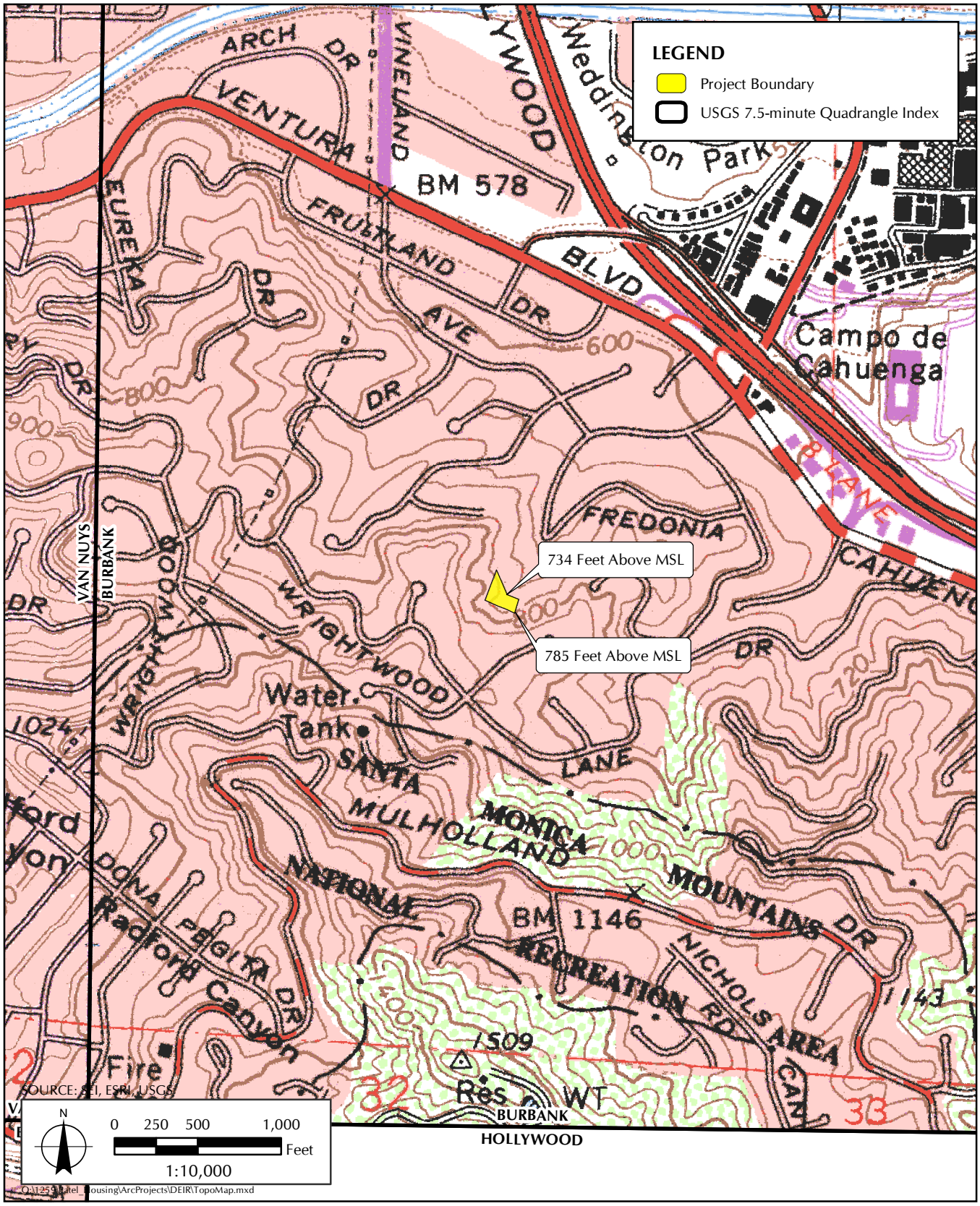


FIGURE A-2

Topographic Map

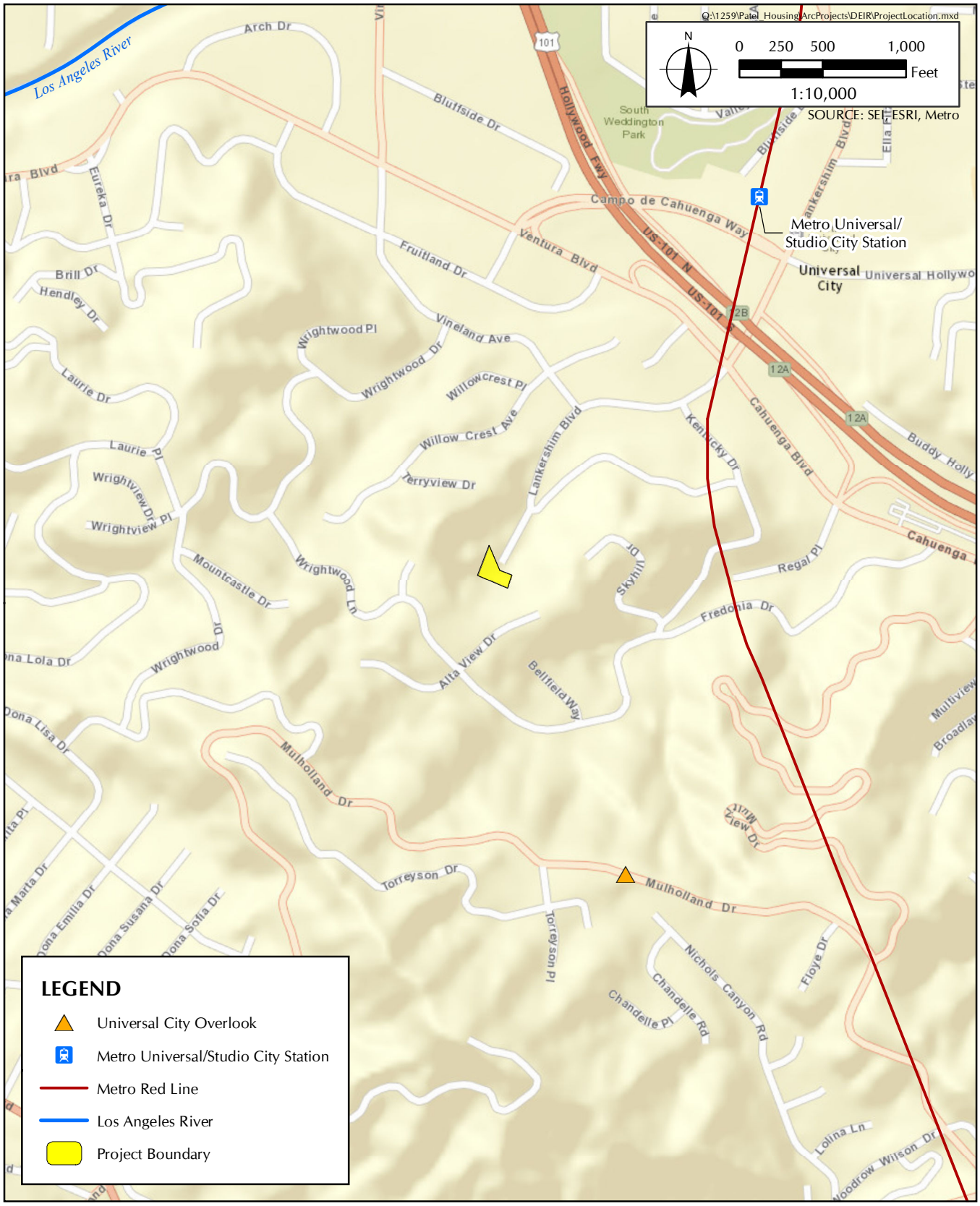


FIGURE A-3

Project Location

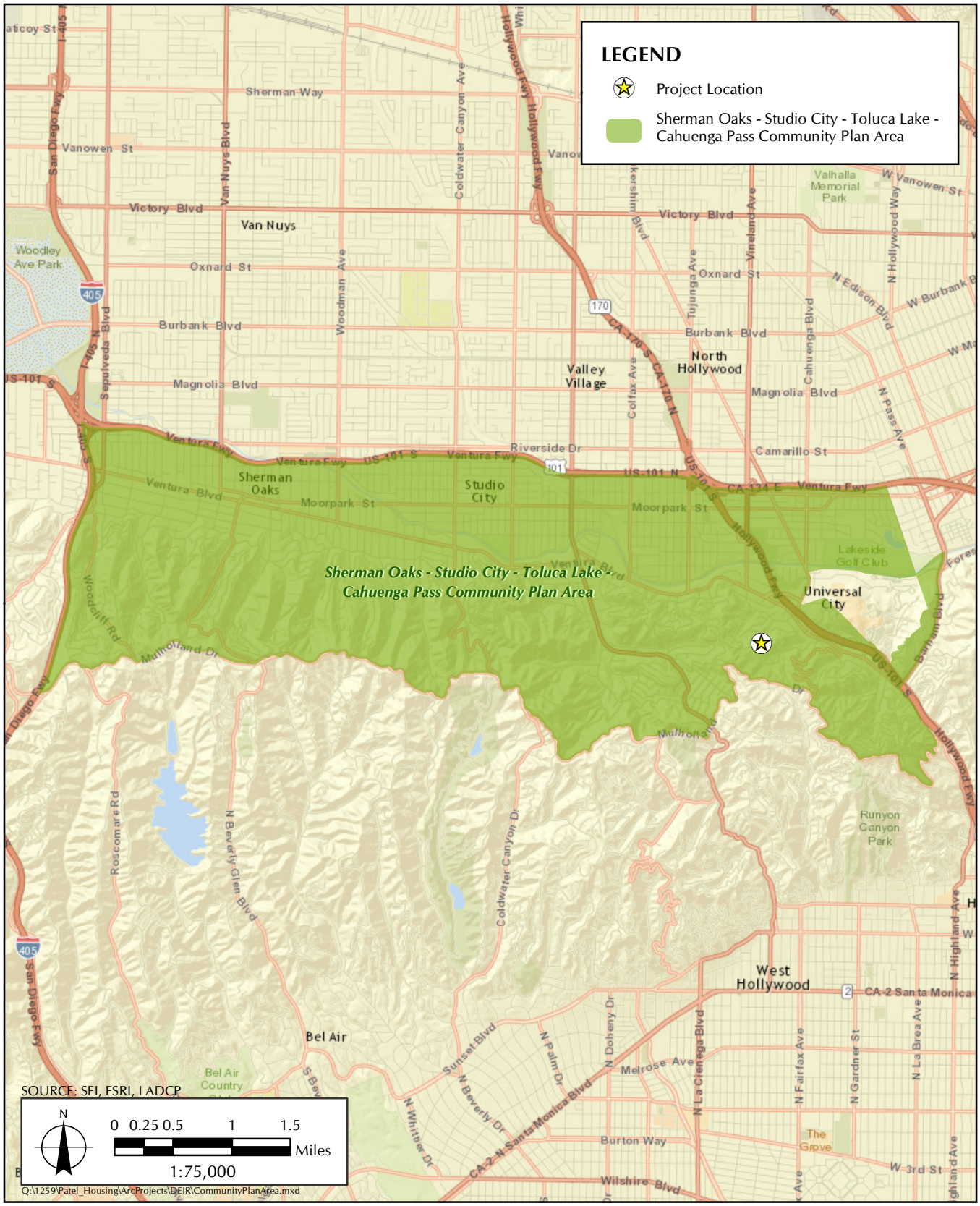


FIGURE A-4

Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan Area

VI. GENERAL PLAN LAND USE DESIGNATION

The City of Los Angeles General Plan[2] designates the project area for Very Low I Residential land uses. The proposed project site is included in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[3] a part of the City of Los Angeles General Plan. The community plan allows by-right development of Very-Low-Density single-family residences in this area (Figure A-5, *General Plan Land Use Map*).

Mulholland Scenic Parkway Specific Plan

The proposed project site is located within the Outer Corridor of the Mulholland Scenic Parkway Specific Plan (MSPSP) area, which is defined as the area between 500 feet and one-half mile from the right-of-way along Mulholland Drive (Figure A-6, *Mulholland Scenic Parkway Specific Plan Area*). The Los Angeles City Council adopted the MSPSP, Ordinance No. 167,943, on May 13, 1992. The MSPSP became effective on June 29, 1992. The intent of the MSPSP is to promote and preserve Mulholland Drive as a scenic parkway so that the public can enjoy its spectacular mountain, ocean, and city views. The public can also enjoy the unique features and recreational opportunities available throughout the scenic parkway.

The MSPSP is roughly bounded by the Mulholland Drive right-of-way to the north and south; by the Hollywood Freeway to the east; and by Topanga Canyon Boulevard, at the city-county boundary, to the west. Mulholland Drive extends for a distance of approximately 20 miles within the MSPSP area. All proposed projects within the MSPSP area are required to be submitted to the MSPSP Design Review Board (DRB) for approval to verify compliance with the intent of the MSPSP. Proposed single-family residences within the Inner Corridor, which comprises the area within 500 feet of the right-of-way along Mulholland Drive, have a higher standard of scenic value that must be maintained than do proposed single-family residences located within the Outer Corridor.

VII. ZONING

The City of Los Angeles Planning and Zoning Code (Comprehensive Zoning Plan)[4] designates the proposed project area as Residential Estate (RE15-1-H), with a minimum lot width of 80 feet and a minimum lot area of 15,000 square feet (Figure A-7, *Zoning Map*).[5] The Residential Estate zone allows for uses that include, but are not limited to, the development of one family dwelling and accessory buildings, including private garages, accessory living quarters, servants' quarters, recreation rooms, or private stables, provided that they comply with all the requirements specified under Section 12.07.01 of the Comprehensive Zoning Plan. Section 12.21.1 establishes that, for the RE15-1-H Zone, the maximum building or structure height is 30 feet when the roof of the uppermost story of the building/structure or

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2 City of Los Angeles, Department of City Planning. 2 May 2002. General Plan of the City of Los Angeles. Available at: http://cityplanning.lacity.org/.

3 City of Los Angeles, Department of City Planning. 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

4 City of Los Angeles, Department of City Planning. 2013. City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC 12.07.01. Available at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

5 City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available online at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

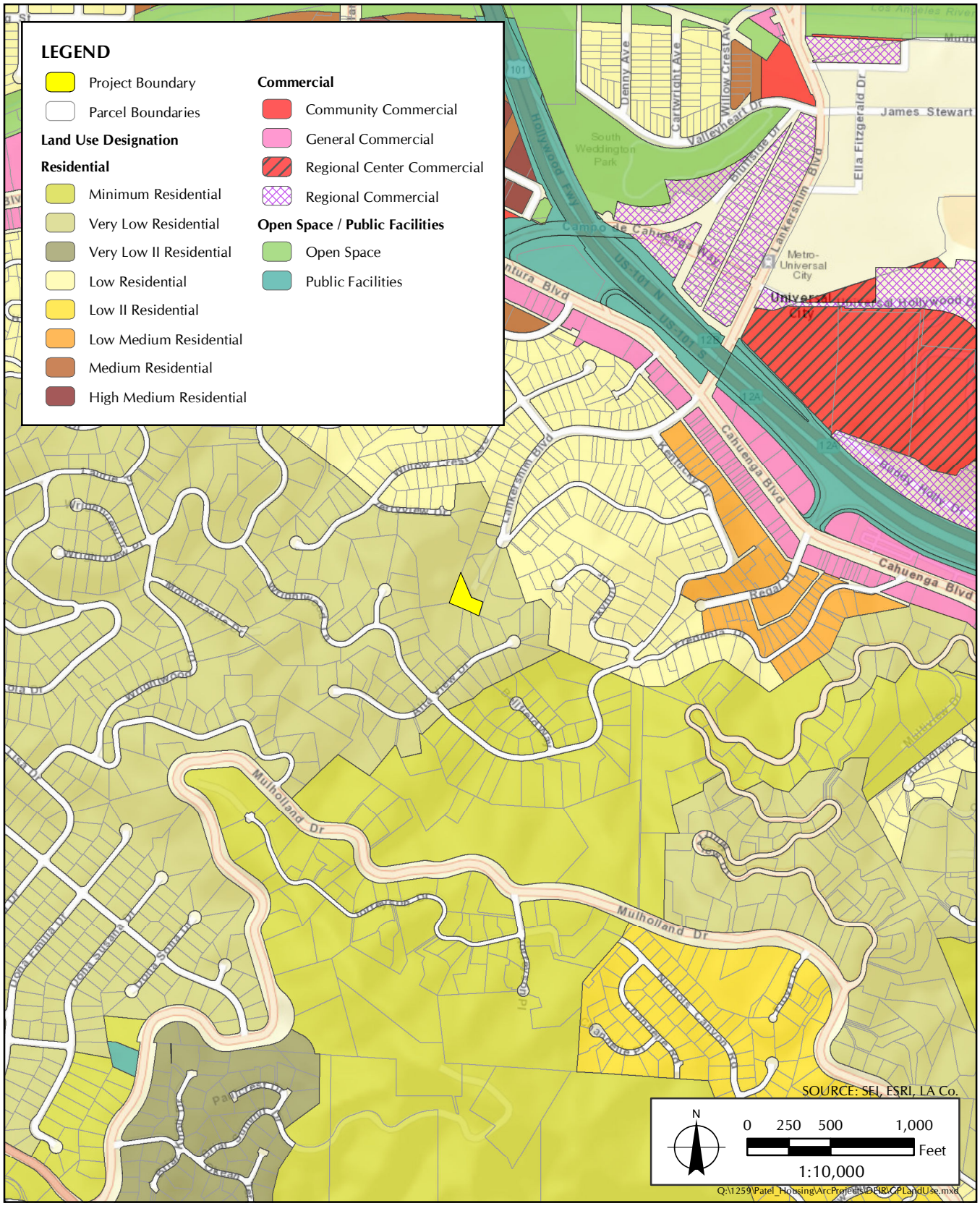


FIGURE A-5

General Plan Land Use Map

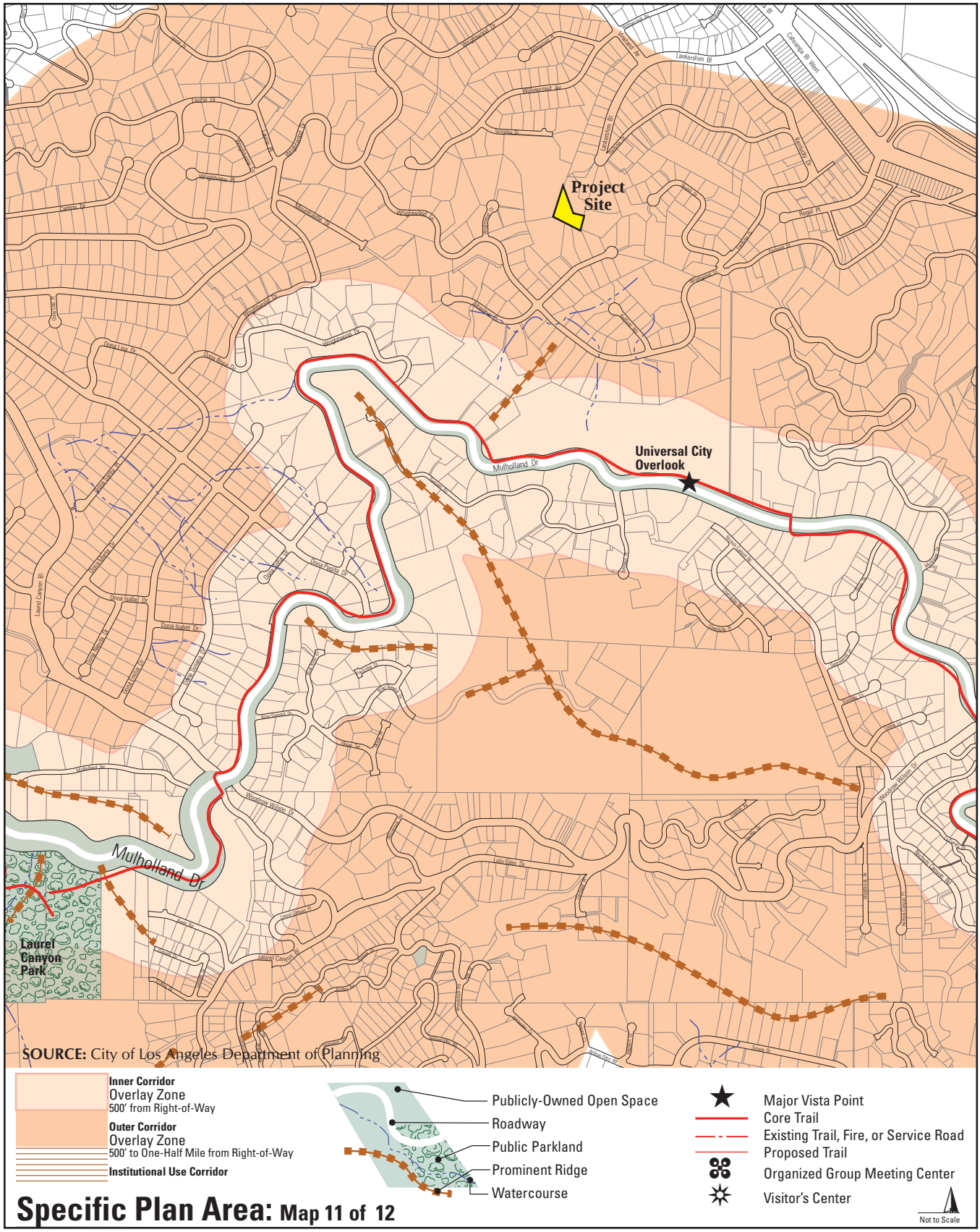


FIGURE A-6
Mulholland Scenic Parkway Specific Plan Area

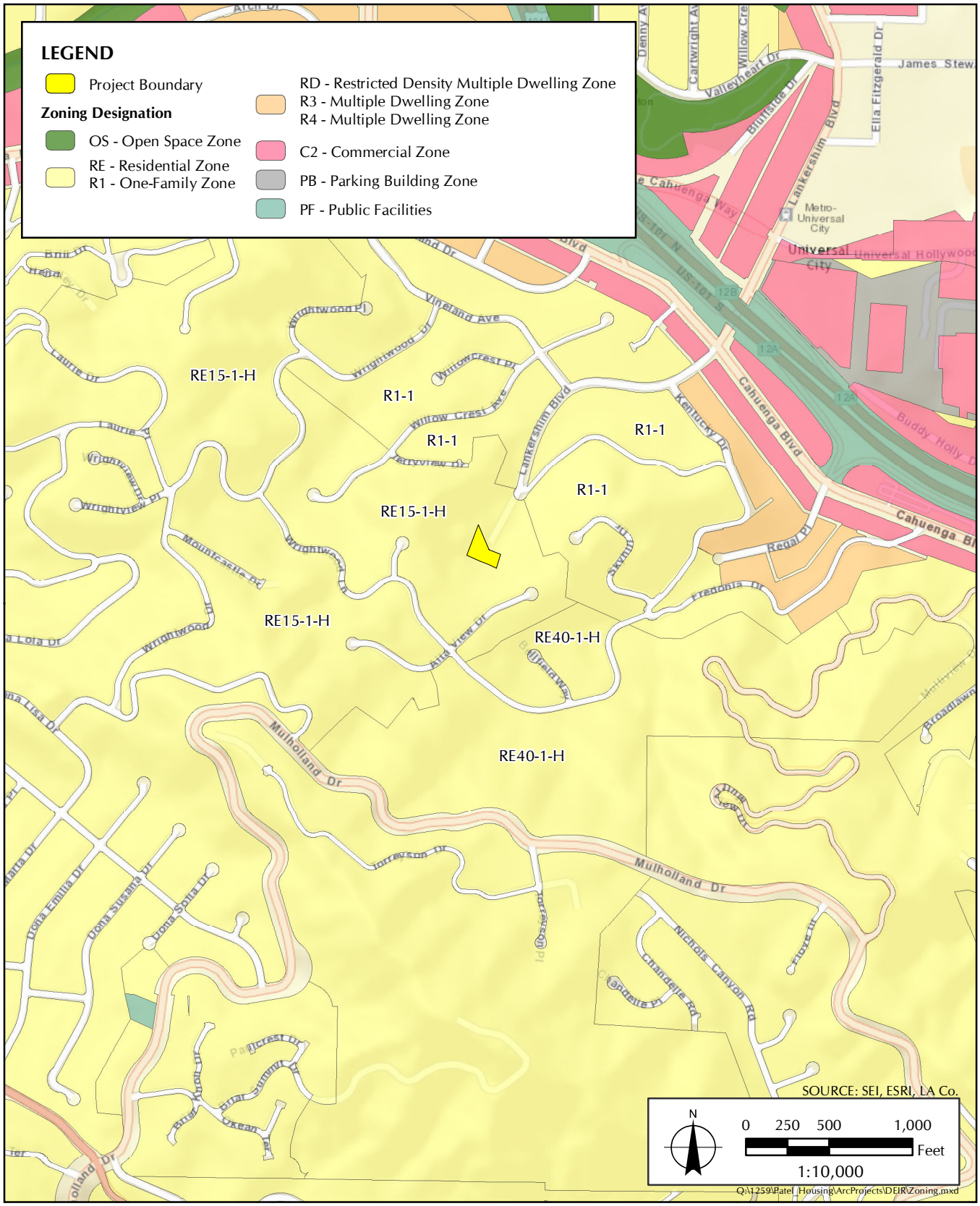


FIGURE A-7
Zoning Map

portion thereof has a slope of less than 25 percent, and the maximum building/structure height is 36 feet when the roof of the uppermost story of a building/structure or portion thereof has a slope of 25 percent or greater. As the proposed project site is located within a Hillside Area, the maximum residential floor area contained in all buildings and accessory buildings shall not exceed 35 percent of the lot area.

The Comprehensive Zoning Plan establishes the following front yard, side yard, and rear yard requirements for a lot designated RE15:

- **Front Yard.** There shall be a front yard of not less than 20% of the depth of the lot, but such front yard need not exceed 25 feet; provided, however, that where all of the developed lots which have front yards that vary in depth by not more than ten feet comprise 40% or more of the frontage, the minimum front yard depth shall be the average depth of the front yards of each such lot. Where there are two or more possible combinations of developed lots comprising 40% or more of the frontage, each of which has front yards that vary in depth by not more than ten feet, the minimum front yard depth shall be the average depth of the front yards of that combination which has the shallowest average depth.
- **Side Yard.** There shall be a side yard on each side of a main building of not less than ten percent of the lot width, but in no event less than five feet, however, the side yard need not exceed ten feet.
- **Rear Yard.** There shall be a rear yard of not less than 25% of the depth of the lot, but such rear yard need not exceed 25 feet.

The parcels immediately surrounding the proposed project site are also designated as RE15-1-H. The additional zoning designations surrounding the proposed project site include "R1-1," One-Family Zone, and "RE40-1-H," another Residential Estate zone, which also allow for low-density single-family residential and residential estate use.

VIII. EXISTING CONDITIONS

The proposed project site is located on a 22,282-square-foot lot (approximately 0.5 acre) at 3599 Lankershim Boulevard in the neighborhood of Studio City, in the San Fernando Valley portion of the City of Los Angeles, County of Los Angeles, California. The Assessor's Parcel Number (APN) for the lot is 2380-005-009. The site is irregular in shape, made up of a roughly rectangular shape that is wider along the east-west axis and a triangular shape extending towards the northwest. The site is located approximately 350 feet southwest of Lankershim Boulevard. Access to the site is provided by a joint easement private driveway from Lankershim Boulevard that serves one existing home and would also serve the proposed home on the subject property and another currently vacant parcel adjacent to Lankershim Boulevard (Figure A-8, *Site Photographs*).

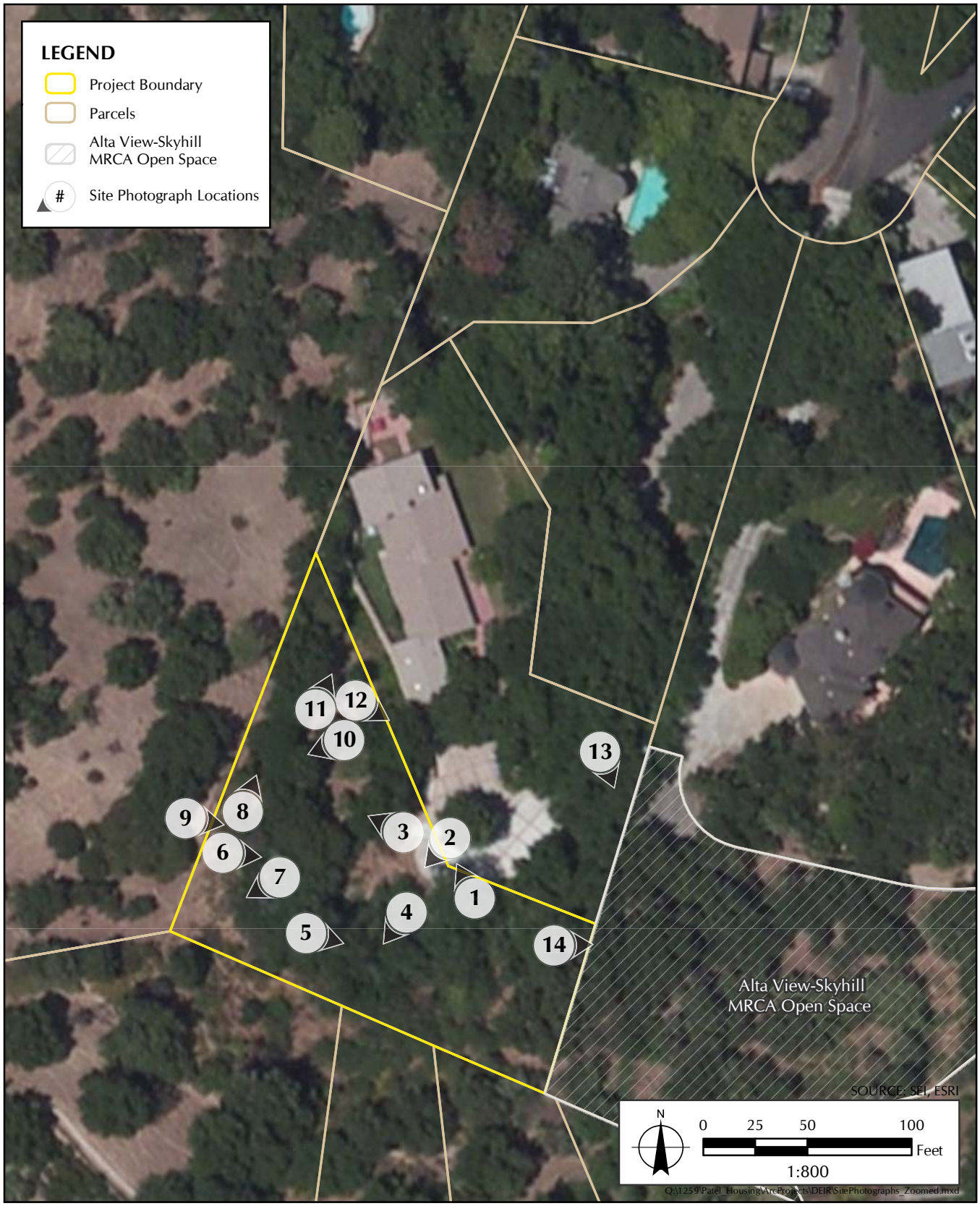


FIGURE A-8
Site Photographs



PHOTO 1
View of Proposed Driveway Location from Shared Private Driveway



PHOTO 2
View of Riparian Area on Property Adjacent to Proposed Driveway Location

FIGURE A-8
Site Photographs



PHOTO 3
Illegal Grading of Property by Previous Owner



PHOTO 4
View of Concrete Wall and Water on Property

FIGURE A-8
Site Photographs



PHOTO 5
View of Concrete Wall and Water on Property

FIGURE A-8
Site Photographs



PHOTO 6
View of Highest Point on Property

FIGURE A-8
Site Photographs



PHOTO 7
View of Southwestern Corner of Property

FIGURE A-8
Site Photographs



PHOTO 8
View of Western Edge of Property

FIGURE A-8
Site Photographs



PHOTO 9
View of Property from West

FIGURE A-8
Site Photographs



PHOTO 10
View of Coast Live Oak #60 on Western Edge of Property



PHOTO 11
View of Neighbor's Property

FIGURE A-8
Site Photographs



PHOTO 12
View of Shared Driveway from Property



PHOTO 13
View of Adjacent Altaview-Skyhill MRCA Open Space Parcel from Shared Private Driveway

FIGURE A-8
Site Photographs



PHOTO 14
View of Adjacent Altaview-Skyhill MRCA Open Space Parcel from Property

FIGURE A-8
Site Photographs

The proposed project site is currently a vacant and undeveloped lot composed of mostly steep slope, with 11 coast live oak trees (*Quercus agrifolia*), 3 scrub oak trees (*Quercus berberidfolia*), 10 arroyo willow trees (*Salix lasiolepis*), 3 Mexican elderberry trees (*Sambucus mexicana*), and several native shrubs growing on the property, including mule fat (*Baccharis salicifolia*), laurel sumac (*Malosma laurina*), Ceanothus species, and toyon (*Heteromeles arbutifolia*).[6,7] Non-native plant species on the proposed project site include oleander, date palm, and tree tobacco. The previous owner of the property acquired a Streambed Alteration Agreement (SAA) to divert the natural flow or change the bed, channel, or bank of one perennial stream on the subject property, which required the owner to restore a perennial stream by removing deposited soil and rock construction debris previously placed within the stream and planting 10 one-gallon-size Arroyo willow trees taken from native nursery stock, which were randomly located throughout the unvegetated periphery of the restored spring.[8] As a result of this SAA, the previous owner constructed a concrete masonry unit (CMU) retaining wall and altered the topography adjacent to the riparian area to be very steep. A spring seeps from a rock downstream from the CMU retaining wall (see Figure A-8). Storm water flows from the proposed project site into an overflow drainage pipe at Lankershim Boulevard and through City-maintained standard gravity main storm drains located along nearby streets. Regional drainage is provided by the Los Angeles River, which is approximately 0.7 mile north of the proposed project site.

Surrounding Land Uses

The area surrounding the proposed project site is developed almost exclusively with privately owned single-family residences with commercial uses adjacent to Cahuenga Boulevard and U.S. Route 101, approximately 0.3 mile to the northeast of the project site. The proposed project site is surrounding by other residential and vacant parcels designated for single-family residential estate use in the General Plan and Community Plan (see Figure A-7).

The parcels to the east and west of the proposed project site are also vacant and undeveloped, with steep slopes and several native oak trees. The vacant parcel adjacent to the eastern boundary of the proposed project site (APN 2380-005-900) is owned by the Mountains Recreation & Conservation Authority (MRCA), a local government public entity consisting of a local partnership between the Santa Monica Mountains Conservancy (SMMC, a state agency), the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District. This 0.68-acre parcel was designated as the Alta View–Skyhill MRCA Open Space for the purposes of providing passive recreation and riparian/upland/wetland opportunities within the Greater Los Angeles County Integrated Regional Water Management Plan (IRWMP) Open Space for Habitat and Recreation Plan (OSHARP) in 2012.[9] The SMMC does not list this property as parkland on the LAMountains.com website, and public access is restricted to the local neighbors due to its location at the end of two private driveways.[10] The parcel adjacent to the northern boundary of the project site is developed with a single-family residence, and the three parcels adjacent to

6 Norman, Kerry, ISA Certified Arborist, Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard Oak Tree Report and Impact Evaluation Based on Proposed Development.

7 Site surveys conducted by Sapphos Environmental, Inc. on October 9, October 23, and November 7, 2014.

8 Harris, Scott, Habitat Conservation and Planning Division, State of California Department of Fish and Game. 7 December 1999. Notification No. 5-365-99. Agreement Regarding Proposed Stream or Lake Alteration.

9 RMC Water and Environmental, Geosyntec Consultants, 2M, Dr. Richard Ambrose, GreenInfo Network, Solution Strategies International, and Aubrey Dugger. June 2012. The Greater Los Angeles County IRWMP Open Space for Habitat and Recreation Plan (Integrated Regional Water Management Plan Update – 2012). Appendix E available at: http://www.ladpw.org/wmd/irwmp/docs/OSHARP122912/Appendix%20E%20part%202.pdf Main text available at: http://www.ladpw.org/wmd/irwmp/docs/Prop84/GLAC_OSHARP_Report_Final.pdf

10 Santa Monica Mountains Conservancy. LAMountains.com. Accessed 7 January 2015. Park Listing. Available at: http://www.lamountains.com/parks_listing.asp

the southern boundary of the project site have been developed on the ridgeline of the canyon at Wrightwood Lane and Alta View Drive, leaving the northern portion of the properties within the canyon undeveloped. A chain-link fence separates the proposed project site from the neighbor's property to the north; the other boundaries of the properties are only marked with fence poles.

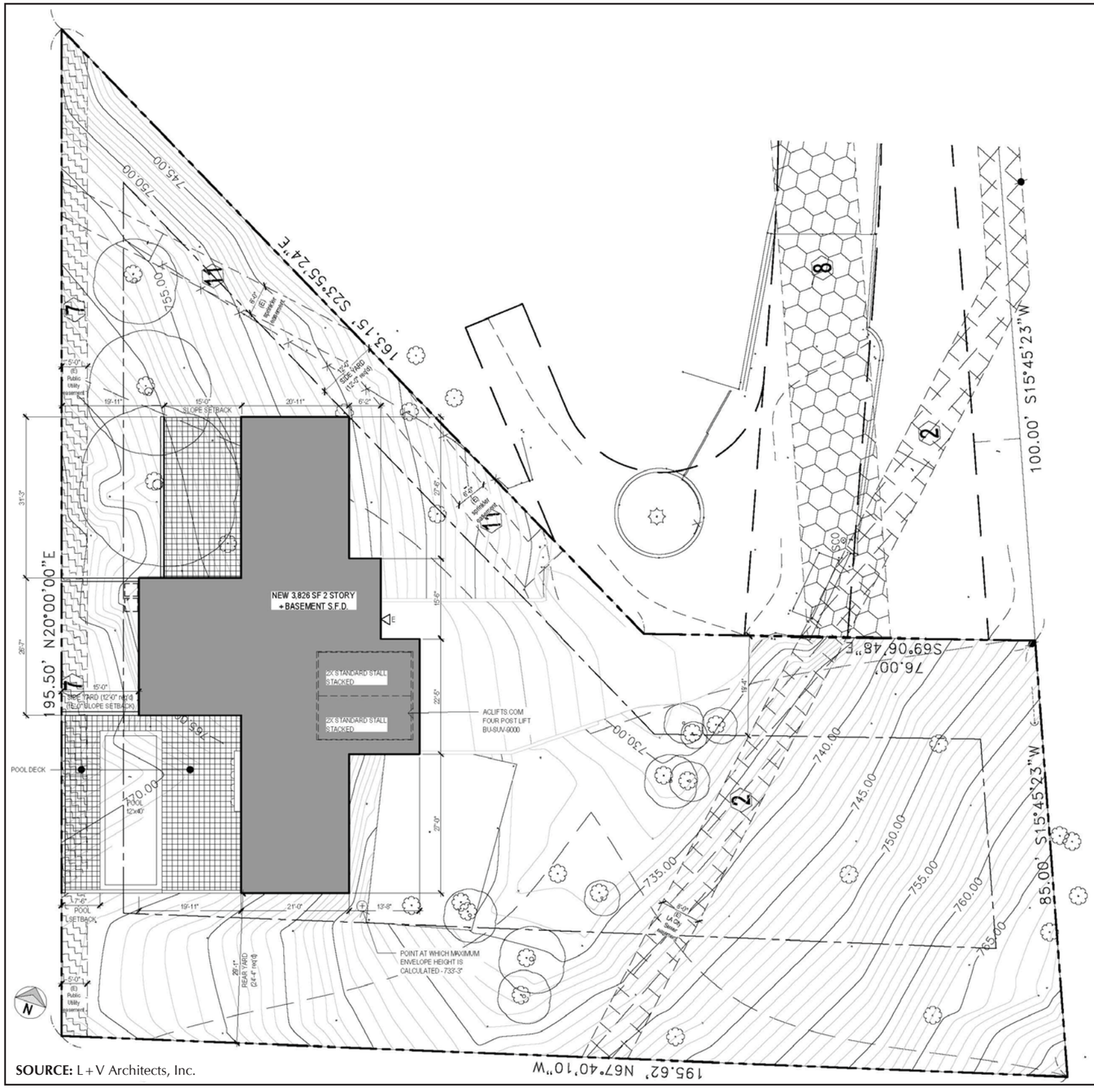
IX. PROJECT DESCRIPTION

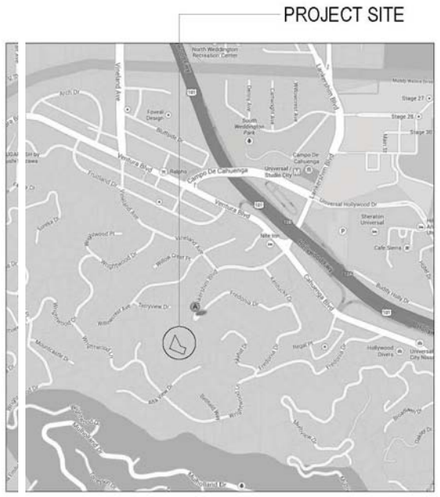
The proposed project is the development of a two-story single-family residence with basement (approximately 3,826 square feet) including a stacked stall four-car garage (Figure A-9, *Site Plan*). The lot depth is 97 feet, 4 inches, and the lot width is 230 feet, 0 inches. The 3,826-square-foot single family residence would occupy approximately 17 percent of the 22,282-square-foot lot and would have a 12 feet, 0 inches side yard on the northwestern side of the property, a 15 feet, 0 inches side yard on the western side of the property, a 29 feet, 1 inch rear yard on the southern side of the property, and a front yard setback of 19 feet, 4 inches on the northeastern side of the property. The proposed project would meet all setback, maximum residential floor area, and grading requirements pursuant to the Baseline Hillside Ordinance (Figure A-10, *Setback Diagram*, Figure A-11, *Grading Plan*). However, the proposed project, which would involve 1,203 cubic yards (cy) of export, would require a variance from the City's Baseline Hillside Ordinance because it would exceed the Hillside Ordinance's export limits, which is no more than 1,000 cy for a property that fronts onto a Standard Hillside Limited Street or larger.[11]

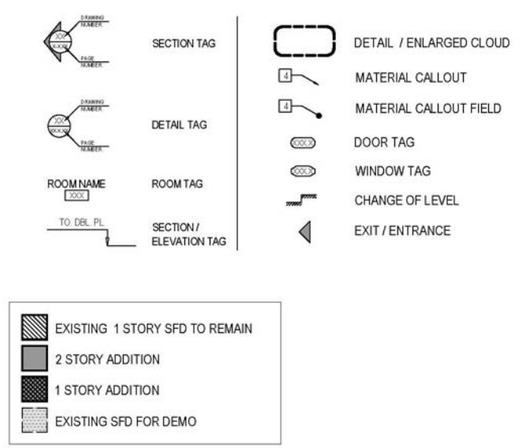
The proposed project would be designed in a modern style with natural exterior finish materials. The proposed project would include a swimming pool; outdoor living areas (barbeque area and patio); a landscaped area; open space; a fence surrounding the property; and an entrance gate that conforms with local tradition, the climate, and the surrounding environment. The layout of the house includes varied levels and outdoor spaces, reflecting and integrating with the natural topography. A backyard retention wall (maximum height of 10 to 12 feet) has been included in the project design to protect the building from mudslide and debris and to divert rainwater. The foundation of the house would be composed of concrete footings and pads. The infrastructure system would consist of a wood structure and slab constructed at grade with movement-resistant frames and plywood shear walls. The maximum envelope plumb line height of the proposed residence would be 29 feet, 10 inches, or a maximum elevation of 778 feet, 4 inches above mean sea level on the higher portions of the hillside on the site and an elevation of 773 feet, 6 inches to the main rooftop. The maximum plumb line (vertical) height of the residence envelope would not exceed the Baseline Hillside Ordinance's maximum of 30 feet from grade, and the maximum overall height of the residence would not exceed the RE15-1-H permitted overall height of 45 feet (Figure A-12, *Building Elevations and Sections*). The roof would be constructed using "Class A" fire retardant, roofing material in accordance with the Los Angeles Department of Building and Safety Codes. The design of the structure would comply with the Los Angeles Building Code 2002 Edition and the City of Los Angeles Fire Department's requirements for water service, hydrant location, distance from the nearest fire station or installation of substitute watering sources, street width, access, turnaround, and brush clearance as required by Los Angeles Municipal Code 57.21.07.

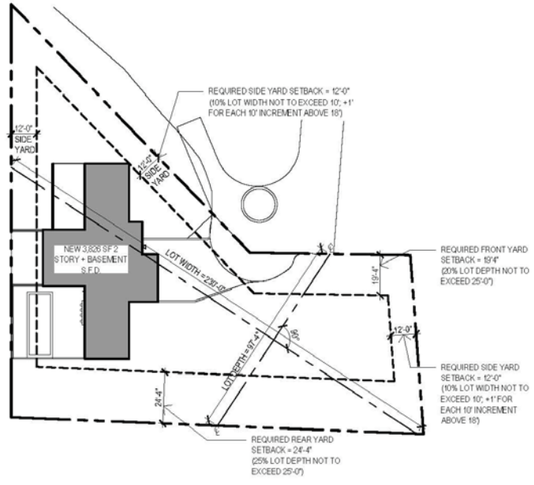
The proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*). As a result of the removal of these three native oak trees, nine new native oak trees would be planted on-site as part of the project's landscaping. The remaining oak trees surrounding the project footprint would be preserved in place using best management practices during construction, such as fencing off the areas under the tree drip line as much as possible to avoid causing compaction from construction. The proposed project would also involve the planting of three new native sycamore trees adjacent to the southern side of the riparian zone to provide additional visual shielding from the point along Mulholland Drive where the

[11] City of Los Angeles Department of City Planning. 30 March 2011. Ordinance No. 181624. Available at: http://planning.lacity.org/Code_Studies/HillsideAreaDefinitionAmendment/AdoptedBaselineHillsideOrdinance.pdf









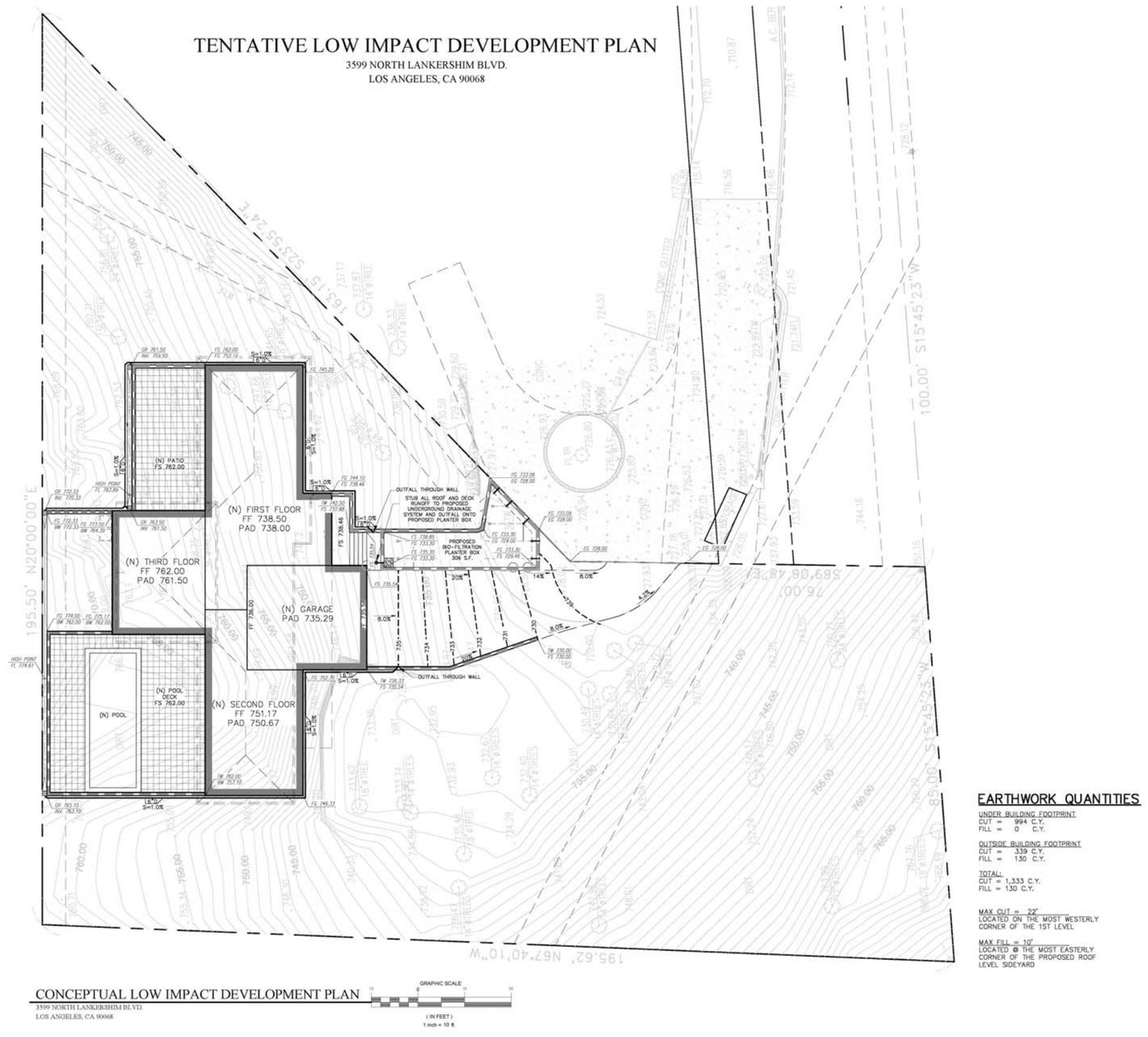
SOURCE: L+V Architects, Inc.

FIGURE A-9
Site Plan



SOU

FIGURE A-10
Setback Diagram



EARTHWORK QUANTITIES

UNDER BUILDING FOOTPRINT
CUT = 994 C.Y.
FILL = 0 C.Y.

OUTSIDE BUILDING FOOTPRINT
CUT = 339 C.Y.
FILL = 130 C.Y.

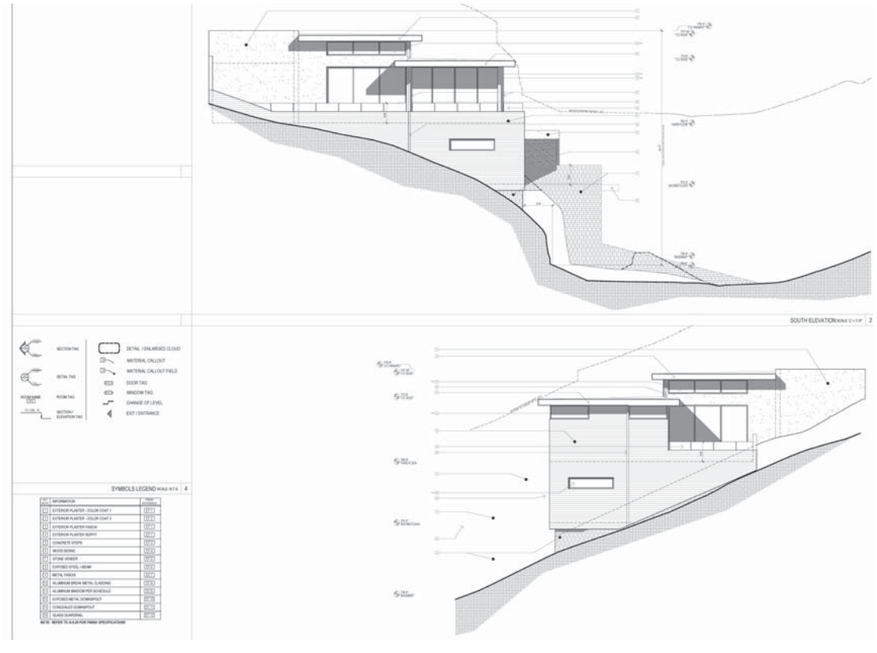
TOTAL:
CUT = 1,333 C.Y.
FILL = 130 C.Y.

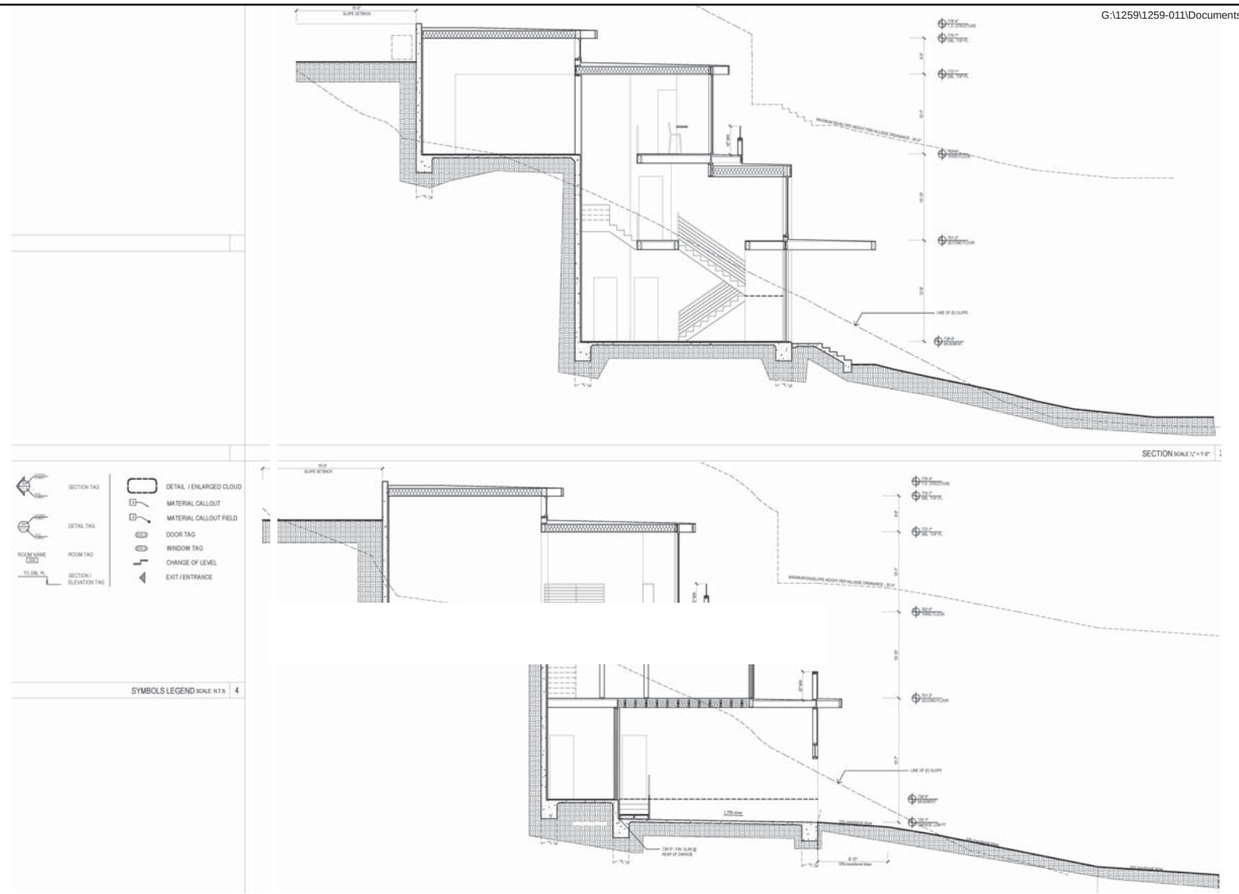
MAX CUT = 22'
LOCATED ON THE MOST WESTERLY CORNER OF THE 1ST LEVEL

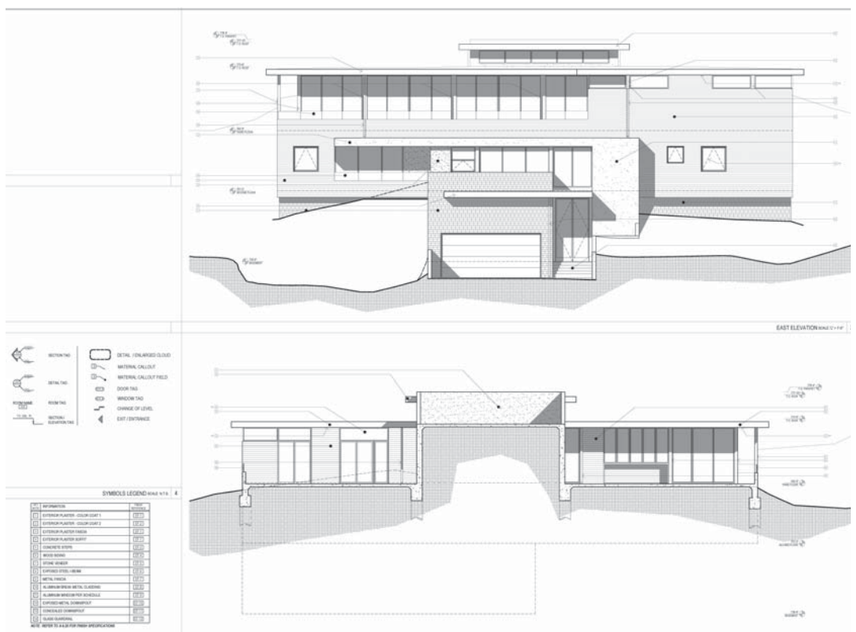
MAX FILL = 10'
LOCATED @ THE MOST EASTERLY CORNER OF THE PROPOSED ROOF LEVEL SIDEYARD

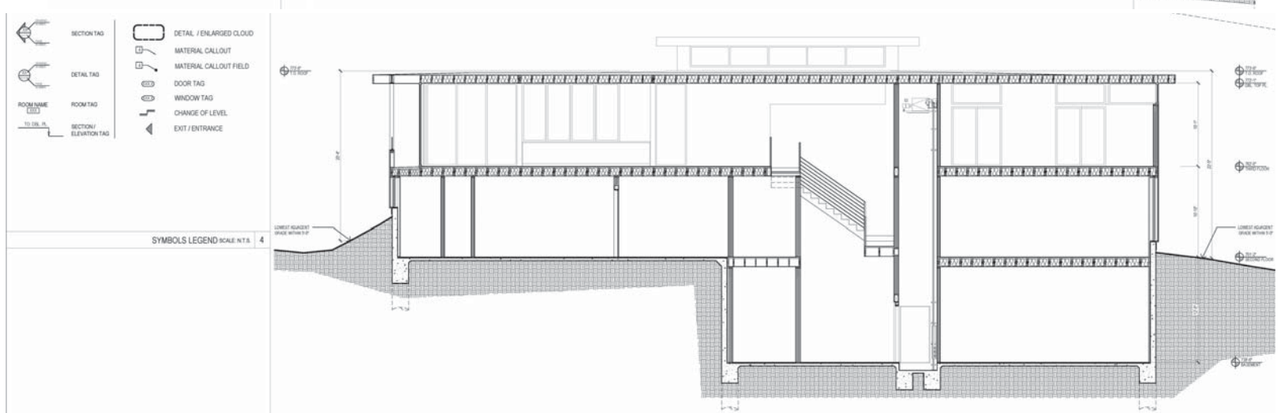
SOURCE: Bolton Engineering Corp.

FIGURE A-11
Grading Plan









SOURCE: L&V Architects Inc.

FIGURE A-12
Building Elevations and Sections

proposed residence would otherwise have the potential to be visible. The landscaping surrounding the residence would consist of native and/or drought tolerant plant material, the majority of which were selected from the Preferred Plant List of the MSPSP Design and Preservation Guidelines, and none of which are on the MSPSP's Prohibited Plant List (Figure A-13, *Landscape Plan*, and Figure A-14, *Proposed Plant Material*).[12]

Sustainable Features

The proposed project would comply with the 2011 Los Angeles Green Building Code. The project applicant has incorporated several features into the proposed project to comply with existing regulations and avoid or minimize the potential for significant impacts, pursuant to Section 15063 of the California Environmental Quality Act (CEQA).[13] The sustainable features of the proposed project include passive and active systems.

Passive Systems

- Site Planning / Orientation:
  - Footprint Minimization:
    - The building is comprised of three levels, thus minimizing the footprint, resulting in a more energy efficient building, and reducing the impervious surface area on the site.
    - The building footprint (including the impervious paved areas) is minimized to only 18 percent of the site, allowing for the majority of the natural environment to be retained.
    - The building is set back from the ephemeral drainage pattern, conserving the natural water course on the site.
    - Large yards are maintained around the building, exceeding the minimum required by code, and allowing for natural landscape to be conserved on the site.

  - Passive Solar Shading:
    - The project is oriented so that the major axis of the building is on the north-south axis, limiting the harsh southern exposure.
    - The western façade of the building is limited to one story and is oriented so that the up-slope of the hillside cuts out the intense, late afternoon western sun.
    - Large overhangs extending out past exterior walkways and balconies limit the amount of direct sun light that can enter the building.

  - Natural Ventilation:
    - The project site is subject to predominant winds from the south/southwest direction. As such, the top story of the building, where heat gain will be the greatest, is composed of a fully operable window wall system allowing for the predominant wind patterns to passively cool the space.
    - Large operable openings are oriented on opposing walls, allowing for ample cross-ventilation.

  - Natural Day Lighting:
    - The building capitalizes on the mild eastern exposure by having the majority of the floor to ceiling fenestration oriented toward the east. This allows for ample indirect sunlight to enter the space throughout the majority of the day and limits the amount of time that

[12] Available at: http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf. Appendix B: Preferred Plant List.

[13] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.



1. (E) PROTECTED OAK TREES TO REMAIN
2. (N) NEW NATIVE OAK TREES. MINIMUM (6) PER MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
3. (3) NEW NATIVE SYCAMORE TREES
4. FRUITLESS OLIVE ACCENT TREES AT LID PLANTER, UNDERPLANTED WITH CEANOTHUS 'YANKEE POINT' AND ECHIUM SPP. ACCENT PLANTING
5. NEW TREES ADD VISUAL SCREENING TO NEIGHBORING PROPERTIES AND MULHOLLAND PARKWAY
6. MAXIMUM IMPACT ZONE TO BE RESTORED TO COAST LIVE OAK WOODLAND USING EXISTING ON-SITE PLANT TYPES AND THE APPROVED MULHOLLAND PLANT LIST
7. GARDEN PATIO WITH FIRE PIT AND LOUNGE SEATING
8. PAVERS OR ARCHITECTURAL CONCRETE. 'STAGGERED' PATTERN WITH DARK ACCENT BANDS
9. UTILITY SPACE (POOL EQUIPMENT AND AC UNITS). LANDSCAPE TO BE USED FOR SCREENING IN THIS AREA.
10. POOL DECK. PAVERS OR ARCHITECTURAL CONCRETE. 'STAGGERED' PATTERN
11. FAUX GRASS PAVING "JOINTS"
12. CHAISE LOUNGES WITH UMBRELLAS
13. POTTED ACCENT PLANTING
14. COLOR ACCENT WALL TREATMENT
15. OUTDOOR DINING TABLE
16. OUTDOOR BAR
17. DRIVEWAY. ARCHITECTURAL INTEGRAL COLOR CONCRETE
18. ENTRY. ARCHITECTURAL INTEGRAL COLOR CONCRETE
19. (2) OUTDOOR DAYBEDS

PLANT LIST: RESTORED IMPACT ZONE:

5 GAL - ACMISPON GLABER
5 GAL - ADENOSTOMA FASCICULATUM
5 GAL - ARTEMISIA CALIFORNICA
5 GAL - BACCHARIS SALICIFOLIA
5 GAL - CEANOTHUS SPINOSUS
5 GAL - HETEROMELES ARBUTIFOLIA
5 GAL - MIMULUS AURANTIACUS
1 GAL - ROMNEYA COULTERI
5 GAL - SALVIA CLEVLANDII
5 GAL - RHAMNUS SP.

SOURCE: Gaudet Design Group

FIGURE A-13
Landscape Plan



Acmispon glaber
Common Deerweed



Adenostoma fasciculatum
Chamise



Artemisia californica
California Sagebrush



Baccharis salicifolia
Mulefat



Ceanothus g. horizontalis 'Yankee Point'
Yankee Point Ceanothus



Ceanothus spinosus
Greenbark Ceanothus



Echium fastuosum
Pride of Madeira



Heteromeles arbutifolia
Toyon



Mimulus aurantiacus
Sticky Monkey Flower



Olea europaea
Fruitless Olive Tree



Platanus racemosa
California Sycamore



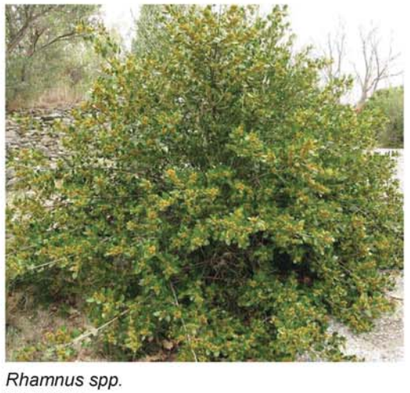
Quercus agrifolia
Coast Live Oak



Romneya coulteri
Variegated Maiden Grass



Salvia cleveandii
Cleveland Sage



Rhamnus spp.
Buckthorn

SOURCE: Gaudet Design Group

G:\1259\1259-011\Documents\IS

FIGURE A-14
Proposed Plant Material

artificial light will need to be used. During winter months, the eastern light will aid in heating of the space in the morning, while in the summer months the large overhangs will limit the amount of direct sunlight allowing the space to remain cool.

- Thermal Mass:
  - The basement, first, and second stories of the building are carved into the hillside, creating high thermal mass that prevents solar heat gain from the harsh western exposure.

- Landscape:
  - A landscape of primarily native drought tolerant plant material will be installed. Eleven of the fifteen plant species specified are listed on the Preferred Plant List of the MSPSP Design and Preservation Guidelines, one species (Pride of Madeira) is located on the Non-Preferred Plant List, and the three other proposed plant species that are not on the Preferred Plant List (fruitless olive tree, cleveland sage, and sticky monkey flower) are native or climate appropriate to Southern California. Olive and sticky monkey flower have been observed on or adjacent to the existing project site.[14,15,16,17]

- Building Materials:
  - Natural Recyclable Materials:
    - All-natural exterior finish materials will be used on the building, allowing for future recycling of the building materials upon demolition of the structure.

  - Low VOC and Formaldehyde Free Paints and Coatings:
    - Reduces "off-gassing" that can result in dangerous pollution and improves indoor air quality.

  - Glazing
    - All glazing will be double pane, low-E, tempered glazing that will reduce heat gain.

  - Cool Roof
    - The roof will be constructed with a cool roof covering that will reflect much of the sun's heat energy and reduce heat gain.

  - Pervious Paving:
    - The driveway will be constructed with pervious paving, thus minimizing the concentrated runoff from the site and enabling groundwater recharge.

Active Systems

- Solar Energy:
  - The building will be wired for a roof-mounted photovoltaic system.

[14] Site surveys conducted by Sapphos Environmental, Inc. on October 9, October 23, and November 7, 2014.

[15] Mulholland Scenic Parkway Specific Plan – Design and Preservation Guidelines. Revised 3 December 2015. "Appendix A: Preferred Plant List."

[16] Mulholland Scenic Parkway Specific Plan – Design and Preservation Guidelines. Revised 30 October 2015. "Appendix B: Non-Preferred Plant List."

[17] Mulholland Scenic Parkway Specific Plan – Design and Preservation Guidelines. Revised 30 October 2015. "Appendix C: Prohibited Plant List."

- Electrical Vehicle Charging Station:
  - The building will be wired for an electrical vehicle charging station within the enclosed garage.

- Rainwater Collection System:
  - Rainwater will be collected from the building and impervious portions of the site and used to irrigate planters on the property. Water runoff off from these areas will be treated in specially constructed planters (bio filtration) prior to discharging to the storm drain system. Most of the water will be retained in the planters and used by the vegetation within.

- Lighting:
  - High efficacy lighting will be used throughout the project, both interior and exterior.

- HVAC System:
  - An energy-efficient HVAC system will be incorporated that utilizes R410A refrigerants that do not harm the ozone layer and reduces energy consumption.
  - A multi-zone system will be used so that the top level, where heat gain is the highest, can be cooled independently of the other two stories; thus reducing energy consumption.

- Appliances:
  - All appliances will be energy-efficient Energy Star Certified appliances.

Background

Proposed MND

The proposed project property was purchased by the family of the Project Applicant in March 2000. In October 2001, plans were submitted for a 7,382-square-foot single-family residence. An MSPSP DRB public hearing was held regarding the proposed 7,382-square-foot single-family residence on November 1, 2001. A tree report was prepared by Robert Hansen, an arborist, in May 2002. Another MSPSP DRB public hearing was held on May 16, 2002, for a 7,252-square-foot single-family residence, with a 130-square-foot reduction in the building footprint in response to comments from the 2001 MSPSP DRB public hearing.

A proposed Mitigated Negative Declaration (MND) was prepared by the Los Angeles City Planning Department and released for public review for 30 days starting on March 11, 2004. Five comment letters were received during the proposed MND public review period, including letters from the Santa Monica Mountains Conservancy and the Cahuenga Pass Neighborhood Association suggesting that the project would create significant adverse impacts that could not be mitigated.[18]

Revised Proposed MND

In response to the letters from the MND public review period, the project design was revised with a 29 percent reduction in the size of the home. The Project Applicant, in conjunction with City staff and the MSPSP DRB, voluntarily reduced the size of the approved project from 7,382 square feet to 5,218 square feet. The revised design also relocated the home on the lot to avoid 4,229 square feet (0.097 acre) of riparian resources afforded protection pursuant to Section 1603 of the State Fish and Game Code, provided for restoration of three springs and a conservation easement, and protected oak trees (reducing

[18] Judge Ann I. Jones, Los Angeles Superior Court. 25 April 2008. Grant Writ. BS107912.

removal from four to two trees, with 2:1 replacement for all mature trees removed on the site). Additionally, the following documents were prepared to provide technical support for the revised MND:

- Oak Tree Report and Impact Evaluation Based on Proposed Development (Arbor Essence, March 2005)
- Visibility Study for Proposed Residence in Studio City (Sapphos Environmental, Inc., April 2005)
- Plant Community Assessment (Sapphos Environmental, Inc., April 2005)
- Notification of Lake or Streambed Alteration (Sapphos Environmental, Inc., April 2005)
- General Wildlife Survey (Sapphos Environmental, Inc., June 2005)
- Geology and Soils Update Letter (SAS Geological, Inc., June 2005)

On June 16, 2005, an MSPSP DRB public hearing was held for a 5,218-square-foot, single-family residence. A Revised Proposed MND was completed on June 30, 2005, that incorporated changes to the approved project as a result of the design review process and public comments on the Proposed MND. In August 2005, a letter was submitted to the Planning Department in opposition of the project.[19] As a result, another MSPSP DRB public hearing was held on August 16, 2005. On August 18, 2005, the MSPSP DRB held a hearing and found the proposed project inconsistent with the MSPSP, and recommended project disapproval. On February 12, 2006, the California Department of Fish and Game sent an SAA that identified certain substantial adverse effects to the environment and stated that Real Parties in Interest should comply with certain measures and conditions. In March 2006, an Application for U.S. Army Corps of Engineers Permit Pursuant to Section 404 of the Clean Water Act was prepared.

On May 17, 2006, the City of Los Angeles Planning Director issued the Conditional Approval Determination and certified the Revised MND.[20] Also in May 2006, the U.S. Army Corps of Engineers made the determination that the wetlands were non-jurisdictional. In June 2006, SAA No. 1600-2005-0279-R5 was issued by the California Department of Fish and Game, with 90 conditions to ensure the biological resources of the site are protected, including restoration of three springs, a 10-foot buffer, conservation easement, and biological monitors for the site. In response to the SAA, on July 21, 2006, the U.S. Army Corps of Engineers provided a revised determination of the wetlands on the project site as non-jurisdictional. Coordination was held with the Los Angeles Regional Quality Board for the project on July 26, 2006.

Appeal

Petitioners appealed the approval of the proposed project to the South Valley Area Planning Commission.[21] On December 14, 2006, the Area Planning Commission held a hearing and approved the Project as described in the Revised Proposed MND, with additional conditions. On December 27, 2006, the Area Planning Commission issued a decision letter approving the project, stating that the Determination was effective on the date of mailing and not further appealable.

Writ of Mandate

On March 19, 2007, Petitioners filed a Petition for Writ of Mandate with the Los Angeles Superior Court.[22] The parties executed a stipulated stay in order to participate in further administrative proceedings

[19] Judge Ann I. Jones, Los Angeles Superior Court. 25 April 2008. Grant Writ. BS107912.

[20] Judge Ann I. Jones, Los Angeles Superior Court. 25 April 2008. Grant Writ. BS107912.

[21] Judge Ann I. Jones, Los Angeles Superior Court. 25 April 2008. Grant Writ. BS107912.

[22] Judge Ann I. Jones, Los Angeles Superior Court. 25 April 2008. Grant Writ. BS107912.

and filed a second Petition for Writ of Mandate on July 26, 2007. The cases were consolidated. Petitioners attacked the project approval on five primary grounds, and the Los Angeles Superior Court filed a Grant Writ (BS107912) on April 25, 2008. The Court determined that a fair argument exists, based on substantial evidence that the project may have significant unmitigated effects on the environment, and that preparation of an environmental impact report (EIR) is required based on fair arguments presented regarding the following three CEQA environmental issues:

- **Biological Resources** (impact on riparian plant community)—Dr. Kammerer's July 2006 opinion notes that a distinct grouping of Arroyo Willow and Blackberry plants into a set of the Mule Fat Scrub plant community is considered "rare and worth consideration by the California Natural Diversity Database." A fair argument exists.

- **Geology and Soils** (springs on the project area, proximity to a known fault, and potential significant adverse impacts from project fill)—as experts disagree as to the significant adverse effects of geology and soils in regard to substantial evidence, and an EIR is required.

- **Aesthetics** (visual character and quality of the area, scenic resources in the viewshed of a scenic highway corridor)—Petitioners submitted evidence of a "balloon test" that they conducted indicating that the project would be visible from Mulholland Drive, and presented evidence showing the size of the residence, that it will be "below the hill" and that it would require grading. The opinions of area residents, which are based on direct observation, constitute significant evidence in support of a fair argument that the proposed structure would adversely alter the existing appearance and appearance of the existing neighborhood. The construction project would require grading and filling in areas where there are no structures. The observations of local residents constitute substantial evidence that a fair argument exists as to the potentially significant effect of the project.

As a result of the Grant Writ, the City informed the applicant that an EIR would be required in support of the project. In addition, the applicant redesigned the project to conform to 2009 revisions in the MSPSP Design and Preservation Guidelines[23] and the 2011 revisions in the Baseline Hillside Ordinance guidelines.[24]

X. PROJECT GOALS AND OBJECTIVES

The goal of the proposed project is to build a single-family residence to accommodate future generations. The proposed project would provide outdoor living areas, ventilation, exposure to sunlight, desirable city views, appropriate distances from adjacent properties, and a covered stacked stall four-car garage. The proposed project would offer a family comfortable living quarters and outdoor living areas within a reasonable distance from the occupants' work places. The following is a list of identified and prioritized objectives important to achieving the proposed project goals:

- Compliance with the MSPSP and the City of Los Angeles Hillside Ordinance
- A residence that will accommodate future generations
- Located in close proximity to the occupants' workplaces (City of Los Angeles)
- A residence that provides outdoor living areas, ventilation, exposure to sunlight, desirable city

[23] City of Los Angeles Department of City Planning. Amended 24 September 2009. Mulholland Scenic Parkway Specific Plan – Design and Preservation Guidelines. Available at: http://planning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf

[24] City of Los Angeles Department of City Planning. 9 May 2011. Baseline Hillside Ordinance: A Comprehensive Guide to the New Hillside Regulations. Available at: http://planning.lacity.org/Code_Studies/BaselineHillsideOrd/BHComprehensiveGuide1stEdition.pdf

views, appropriate distances from adjacent properties, and a covered four-car garage
- Provide access for elderly people at multiple levels
- Conformity with very high fire severity hazard zone requirements
- Meet green building code requirements
- Meet City of Los Angeles Low Impact Development (LID) standards (meet ordinance)
- Exercise a substantial property right as enjoyed by other properties within the same zone and vicinity

XI. CONSTRUCTION SCENARIO

Construction of the proposed project would require approximately 15 months. Site preparation and construction would be undertaken in accordance with all federal, state, county, and City building codes. As permitted by the Municipal Code, daily construction activities would commence at 7:00 a.m. and cease no later than 9:00 p.m. on weekdays, and commence at 8:00 a.m. and cease no later than 6:00 p.m. on Saturdays and holidays.[25] Work would not be conducted on Sundays. Construction equipment would be turned off when not in use. The construction contractor would be required to ensure that all construction and grading equipment is properly maintained. All vehicles and compressors would use exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times. Approximately 20 workers would be expected to be on the site during peak construction activity periods. Fewer than 10 workers would be expected on the site during non-peak construction activity periods. Site improvements for the proposed project would involve a total of approximately 1,333 cy of cut and 130 cy of fill, with a maximum cut of approximately 22 feet deep at the most westerly corner of the first level of the proposed residence and a maximum fill at a depth of approximately 10 feet at the most easterly corner of the proposed roof level side yard.[26]

The plans and specifications for the proposed project would include a requirement for the construction contractor to comply with all provisions of the National Pollutant Discharge Elimination System Program administered by the California Regional Water Quality Control Board, Los Angeles Region, as they relate to avoiding impacts on storm water quality during construction. All grading and earthwork would be performed under the observation of a geotechnical engineer to ensure proper subgrade preparation, selection of satisfactory materials, and placement and compaction of structural fills. Any unanticipated adverse conditions encountered would be evaluated by the project engineering geologist and the soil engineer; then an appropriate recommendation would be made and implemented.

The construction contractor would be required to incorporate Best Management Practices consistent with the guidelines provided in California Storm Water Best Management Practice Handbooks: Construction Activities. Should the construction period continue into the rainy season, supplemental erosion measures would be implemented, including, but not limited to, the following:

- Mulching
- Geotextiles and Mats
- Earth Dikes
- Temporary Drains and Gullies
- Silt Fence
- Straw Bale Barriers
- Sand Bag Barrier

[25] City of Los Angeles Municipal Code, Chapter 4, Article 1, Section 41.40.

[26] Bolton Engineering Corp. 3 March 2015. Tentative Low Impact Development Plan. Lomita, CA.

- Brush or Rock Filter
- Sediment Trap

A list of the type and quantity of equipment that would potentially be used in the construction of the proposed project is presented in Table A-1, *Anticipated Construction Equipment*. The information contained in Table A-1 has been identified by L & V Architects, Inc., and was used in the assessment of potential construction impacts to air quality, ambient noise levels, and traffic and circulation.

Table A-1
Anticipated Construction Equipment

Type	Quantity (Approximate)	Estimated Number of Days Used/Trips to and from Site during Construction
Dozer	1	5 days/1 trip
Dirt Dump Trucks	3	10 days/30 trips
Bobcat	1	5 days/2 trips
Concrete Trucks	12	5 days/12 trips
Back Hoe	1	10 days/2 trips
Materials Delivered by Truck		
Cinder Blocks	3	3 days/3 trips
Rebar	2	2 days/2 trips
Wood	5	5 days/5 trips
Drywall	1	1 day/1 trip
Mechanical Equipment	3	3 days/3 trips
Appliances	1	1 day/1 trip
Cabinetry	2	2 days/2 trips
Accessories	5	5 days/5 trips
Roof Tiles	1	1 day/1 trip
Landscape	5	1 day/1 trip
Fence	1	5 days/5 trips
Scaffold	2	2 days/2 trips

XII NECESSARY APPROVALS

The City of Los Angeles has the principal responsibility for approving the proposed project.

Other permits, ministerial or discretionary, may be necessary in order to execute and implement the proposed project. Such approvals may include, but are not limited to, landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, installation and hookup approvals for public utilities and related permits.

As established in the building permit review process, a number of other agencies may have jurisdiction over some aspects of the proposed project.

Attachment B

Explanation of Checklist Determinations

I. AESTHETICS

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to aesthetics, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Aesthetics at the proposed project site were evaluated with regard to the City of Los Angeles General Plan;[2] California Department of Transportation's (Caltrans') Scenic Highway System[3] designations; the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan;[4] the Mulholland Scenic Parkway Specific Plan (MSPSP);[5] previously published information regarding the visual character of the proposed project site, including light and glare; site reconnaissance; and a review of conceptual elevations and site plans.

Abbreviations

Caltrans: California Department of Transportation
CEQA: California Environmental Quality Act
CMU: concrete masonry unit
CPA: Community Plan Area
cy: cubic yards
LADOT: City of Los Angeles Department of Transportation
MSPSP: Mulholland Scenic Parkway Specific Plan
MVP: major vista point
SAA: Streambed Alteration Agreement

AFFECTED ENVIRONMENT

Scenic Vistas

The MSPSP has designated 14 major vista points (MVPs) along Mulholland Drive that are maintained by the Bureau of Street Maintenance of the City of Los Angeles Department of Public Works (Figure B.I-1, *Scenic Vistas and Prominent Ridgelines*). Additionally, as the Inner Corridor of the MSPSP area is designated as part of the Santa Monica Mountains National Recreation Area, the Santa Monica Mountains Conservancy has designated 13 scenic overlooks along Mulholland Drive. The nearest MVP (also the nearest Overlook) is the Universal City MVP and Overlook, which is located approximately 0.4 mile southeast of the proposed project site. Based on a site visit conducted in November 2014, project site is not visible from Universal City MVP because the view of the project site is obstructed by topography,

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles General Plan. Accessed 2 January 2015. The City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/

3 California Department of Transportation. Accessed 2 January 2015. The California Scenic Highway Program: Eligible (E) and Officially Designated (OD) Routes. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm

4 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

5 City of Los Angeles Department of City Planning. 13 May 1992. Mulholland Scenic Parkway Specific Plan. City of Los Angeles General Plan. Text available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

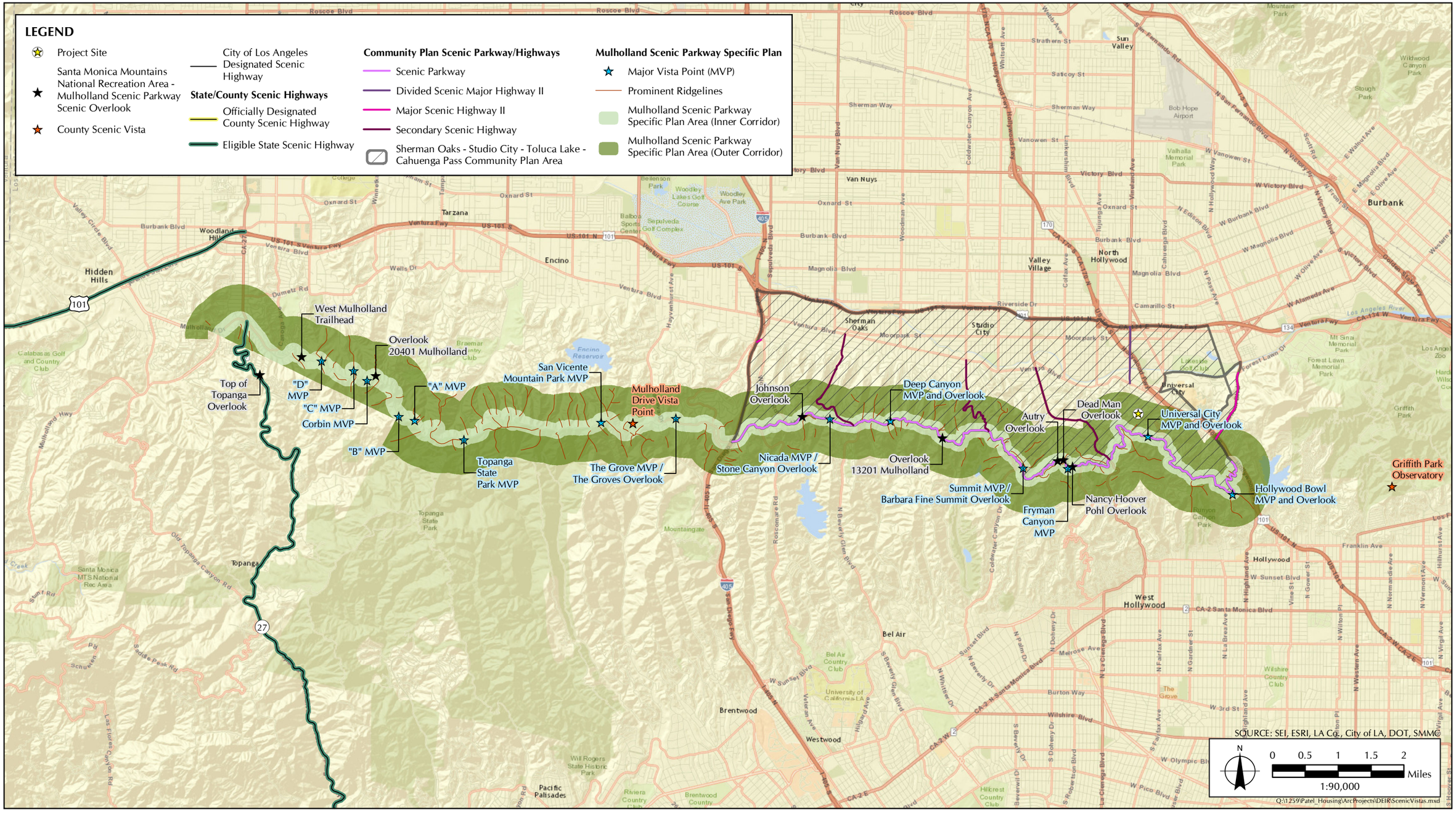


FIGURE B.I-1

Scenic Vistas and Prominent Ridgelines

mature shrubs, trees, fencing, and existing houses single-family residential and appurtenance structures on Alta View Drive and Wrightwood Lane.

Los Angeles County has designated three scenic vista points that are located in the vicinity of the proposed project site according to the 1965 Regional Recreation Areas Plan of the adopted Los Angeles County General Plan, which identified existing scenic resources in Los Angeles County including vista points that command a panoramic and spectacular view:[6]

- **Vista Point 153:** Griffith Park Observatory (existing vista point in 1965), which is managed by the City of Los Angeles Department of Recreation and Parks, provides a panorama view of the Los Angeles coastal plain. This vista point is located approximately 4.0 miles east-southeast of the project site. The property is not visible from this vista point due to intervening topography.
- **Vista Point 154:** Mulholland Drive Vista Point (being developed in 1965), which is managed by the City of Los Angeles Department of Recreation and Parks, provides a panorama view of the San Fernando Valley and the Los Angeles Coastal Plain. This vista point is located approximately 7.7 miles west of the project site, at the head of Encino and Mandeville Canyons. The property is not visible from this vista point due to intervening topography.
- **Vista Point 191:** Palisades Park (existing vista point in 1965), which is managed by the City of Santa Monica Recreation Department, provides a panorama of Santa Monica Bay and Malibu shoreline. This vista point is located approximately 11.1 miles southwest of the project site and focuses on vistas facing west. The property is not visible from this vista point due to intervening topography.

Scenic Resources within State Scenic Highways

There are no officially designated or eligible state scenic highways on or adjacent to the proposed project site. According to the California Scenic Highway Program, the nearest officially designated scenic highway is 55.1 miles of State Route 2 (Angeles Crest Highway),[7] located approximately 12.4 miles to the northeast of the proposed project site (Figure B.I-2, *Scenic Highways and Parkways*). The nearest state designated historic parkway is 6 miles of Interstate Route 110 (Arroyo Seco Historic Parkway),[8] located approximately 8.9 miles east of the proposed project site. The nearest eligible state scenic highway is Interstate Route 210[9] west of its intersection with State Route 134, located approximately 8.0 miles northeast of the proposed project site. State Route 1 is also an eligible state scenic highway, which is located approximately 10.6 miles southwest of the proposed project site at the nearest point (intersection of Interstate 10 [Santa Monica Freeway] and State Route 1 [Lincoln Boulevard]).[10] State Route 27 [Topanga Canyon Boulevard] is also an eligible state scenic highway from State Route 1 north to Mulholland Drive, located approximately 12.8 miles west of the proposed project site. The proposed

6 Los Angeles County Department of Regional Planning. Amended 29 July 1965. Los Angeles County Regional Recreation Areas Plan. A Part of the Recreation Element of the General Plan. PDF available at: http://planning.lacounty.gov/assets/upl/project/gp_web80-regional-recreation-areas-plan.pdf Main website: http://planning.lacounty.gov/generalplan/existing

7 California Department of Transportation. Accessed 2 January 2015. Officially Designated State Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

8 Caltrans Roadside Resource Assets and Scenic Highway Coordinator. Accessed 15 January 2015. Route 110 – Historic Parkway. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/route110.htm

9 Caltrans Roadside Resource Assets and Scenic Highway Coordinator. Accessed 15 January 2015. Los Angeles County. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/langeles.htm

10 California Department of Transportation. Accessed 15 January 2015. Eligible (E) and Officially Designated (OD) Routes. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm



FIGURE B.I-2

Scenic Highways and Parkways

project site cannot be viewed from any of these highways, due to distance, intervening topography, and the built environment.

There are no county-designated scenic highways on or adjacent to the proposed project site. The nearest officially designated county scenic highway is Mulholland Highway, from State Route 1 to Kanan Dume Road, and from west of Cornell Road to east of Las Virgenes Road; the proposed project site is located approximately 16.9 miles west of this route and cannot be viewed from this highway, due to distance and topography.[11]

City Designated Scenic Highways and Parkways

Mulholland Drive and the other scenic highways and parkways described below are not state-designated or proposed scenic highways pursuant to the Caltrans Scenic Highway Program. However, Mulholland Drive is a scenic highway of importance to the region, and the visibility level of the proposed project site from these City-designated scenic highways and parkways is worth mention as the City of Los Angeles is the Lead Agency responsible for approval of the proposed project. There are no City-designated scenic highways on or adjacent to the proposed project site. The City of Los Angeles has designated the following scenic highways in the vicinity of the proposed project site (see Figure B.I-2):[12]

- **Mulholland Drive:** from U.S. Route 101 west to the intersection of Mulholland Drive and Old Topanga Canyon Road (approximately 0.3 mile south of the proposed project site); intervening topography, existing houses on Alta View Drive and Wrightwood Lane, and trees and mature shrubs shield the proposed project site from view.
- **Vineland Avenue:** from Ventura Boulevard north to Magnolia Boulevard (approximately 0.5 mile north-northwest of the proposed project site); intervening topography, existing housing on Vineland Avenue, and trees and mature shrubs shield the proposed project site from view because this route is located to the northwest of the low point of the canyon.
- **Laurel Canyon Boulevard:** from Hollywood Boulevard north to Ventura Boulevard (approximately 0.7 mile southwest of the proposed project site); intervening topography, existing houses on Laurel Canyon Boulevard, and trees and mature shrubs shield the proposed project site from view because this route is located on the opposite side of a canyon from the proposed project site.
- **Barham Boulevard and Forest Lawn Drive:** from Cahuenga Boulevard northeast to State Route 134 (approximately 1.2 miles east of the proposed project site); intervening topography, trees, and mature shrubs shield the proposed project site from view because this route is located on the opposite side of a canyon from the proposed project site.

The Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan has not identified any scenic byways within the Southeast Los Angeles Community Plan Area (CPA) as described in the Transportation Element of the City of Los Angeles General Plan. Instead, the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan has designated the following routes as scenic parkways and scenic highways within the CPA (see Figure B.I-2):

[11] California Department of Transportation. Accessed 15 January 2015. Officially Designated County Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

[12] City of Los Angeles Department of City Planning. June 1998. Map E: Transportation Element of the General Plan, Scenic Highways in the City of Los Angeles. Available at: http://cityplanning.lacity.org/

- **Scenic Parkway:**
  - **Mulholland Drive**, from Cahuenga Boulevard east to Interstate-405; as noted earlier, the proposed project site is not visible from this route, but the proposed project has the potential to be barely visible between trees from one point along Mulholland Drive near Torreyson Place.

- **Divided Scenic Major Highway II:**
  - **Vineland Avenue**, from Ventura Boulevard north to U.S. Route 101; as noted earlier, the proposed project site is not visible from this route.

- **Major Scenic Highway II:**
  - **Barham Boulevard**, from Cahuenga Boulevard north to Forest Lawn Drive; as noted earlier, the proposed project site is not visible from this route.
  - **Sepulveda Boulevard**, from Valley Vista Boulevard southwest to Interstate 405 (approximately 5.8 miles west of proposed project site); single-family houses along Sepulveda Boulevard and mature trees and shrubs shield the proposed project site from view.

- **Secondary Scenic Highway:**
  - **Laurel Canyon Boulevard**, from Mulholland Drive north to Ventura Boulevard; as noted earlier, the proposed project site is not visible from this route.
  - **Coldwater Canyon Drive**, from Mulholland Drive north to Ventura Boulevard (approximately 2.3 miles west of propose project site); intervening topography, single-family houses and other buildings along Coldwater Canyon Drive, and mature trees and shrubs shield the proposed project site from view.
  - **Beverly Glen Boulevard**, from Mulholland Drive north to Ventura Boulevard (approximately 4.6 miles west of propose project site); intervening topography, single-family houses and other buildings along Beverly Glen Boulevard, and mature trees and shrubs shield the proposed project site from view.

The proposed project site cannot be viewed from any of the City's designated scenic highways and parkways, due to distance, intervening topography and ornamental vegetation, and the built environment.

Visual Character and Quality

City Scenic Resources

Scenic resources identified in the City of Los Angeles General Plan include: striking or unusual natural features, the Pacific Ocean, the Santa Monica and San Gabriel Mountains, and unique urban or historic features as seen from designated scenic highways. The proposed project site is not characterized by striking or unusual natural features and is not visible from the ocean. The proposed project site is located within a canyon at the base of the Santa Monica Mountains, surrounded by dense tree cover. Glimpses of the San Gabriel Mountains are available from intermittent viewpoints within the project site between the trees within the canyon.

Mulholland Scenic Parkway Specific Plan Scenic Resources

The proposed project site is located near the base of a canyon within the Outer Corridor of the MSPSP area; there are no prominent ridgelines, watercourses, public parkland, or core trails identified by the MSPSP on or adjacent to the proposed project site (see Figure B.I-3, *Mulholland Scenic Parkway Specific Plan Scenic Resources*). The nearest Prominent Ridgeline is located approximately 0.2 mile south of the

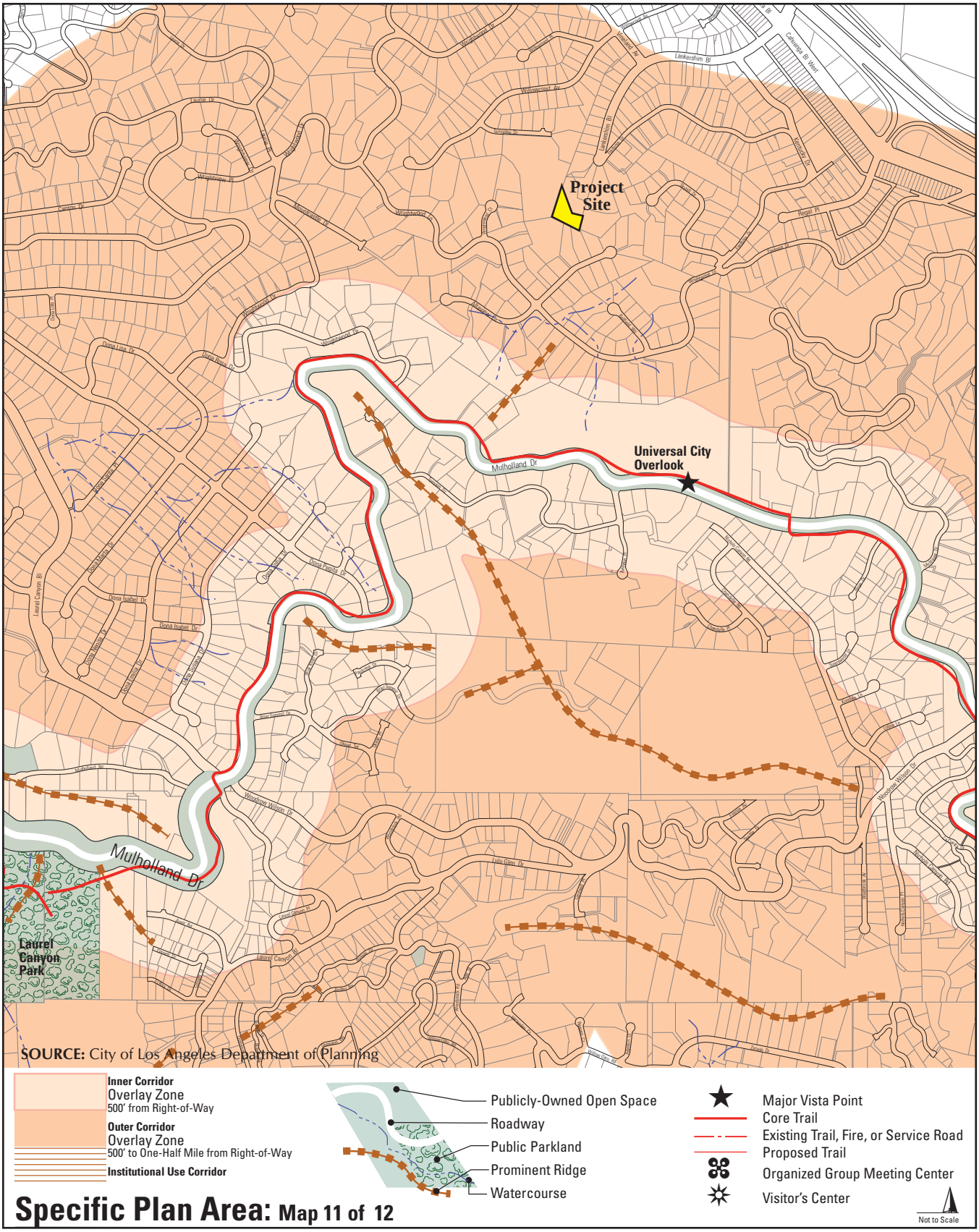


FIGURE B.I-3
Mulholland Scenic Parkway Specific Plan Area

proposed project site, between Mulholland Drive and Wrightwood Lane. The nearest watercourse identified in the MSPSP is located approximately 0.1 mile east of the proposed project site, between Alta View Drive and Bellfield Way/Wrightwood Lane, downslope of Alta View Drive in the adjacent canyon. The nearest public parkland identified in the MSPSP is Laurel Canyon Park, which is located approximately 0.9 mile south-southwest of the proposed project site. The nearest core trail is located on the northern side of the Mulholland Drive right-of-way, approximately 0.3 mile south of the proposed project site.

Project Site

The proposed project site is located approximately 8 miles northwest of the downtown Los Angeles skyline and associated clusters of high-rise development. The area surrounding the proposed project site is developed almost exclusively with privately owned one- to two-story-high single-family residences with commercial uses adjacent to Cahuenga Boulevard and U.S. Route 101, approximately 0.3 mile to the northeast of the proposed project site. Architectural styles of the surrounding residences range from midcentury modern to ranch style and utilize exterior materials such as plaster, stone, brick, tile, wood veneer, painted wood, concrete, and glass. The proposed project site is surrounding by other residential and vacant parcels designated for single-family residential estate use in the General Plan and Zoning Plan. The parcel that is adjacent to the northern boundary of the project site is developed with a single-family residence, and the three parcels that are adjacent to the southern boundary of the project site have been developed on the ridgeline of the canyon at Wrightwood Lane and Alta View Drive, leaving the northern portion of the properties within the canyon undeveloped. A chain-link fence separates the proposed project site from the neighbor's property to the north; the other boundaries of the properties are only marked with fence poles.

The proposed project site is located at the base of a canyon on the northern face of the Santa Monica Mountains characterized by existing trees and shrubs that cast a shadow on the project site and adjacent properties. The proposed project site is currently a vacant and undeveloped lot comprised of mostly steep slope (down towards the north and east), with 11 coast live oak trees, three scrub oak trees, 10 arroyo willow trees, three Mexican elderberry trees, and several native shrubs growing on the property, including mule fat, laurel sumac, ceanothus species, monkey flower, and toyon.[13,14] Non-native plant species on the proposed project site include oleander, date palm, and tree tobacco. The previous owner of the property acquired a Streambed Alteration Agreement (SAA) to divert the natural flow or change the bed, channel, or bank of one perennial stream on the subject property, which required the owner to restore a perennial stream by removing deposited soil and rock construction debris previously placed within the stream and planting 10 one-gallon-size Arroyo willow trees taken from native nursery stock, which were randomly located throughout the unvegetated periphery of the restored spring.[15] As a result of this SAA, the previous owner also constructed a concrete masonry unit (CMU) retaining wall and altered the topography adjacent to the riparian area to be very steep, and a spring seeps from a rock downstream from the CMU retaining wall (see Figure A-8, *Site Photographs*).

[13] Kerry Norman, ISA Certified Arborist, Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard Oak Tree Report and Impact Evaluation Based on Proposed Development.

[14] Site surveys conducted by Sapphos Environmental, Inc. on October 9, October 23, and November 7, 2014.

[15] Scott Harris, Habitat Conservation and Planning Division, State of California Department of Fish and Wildlife (Game). 7 December 1999. Notification No. 5-365-99. Agreement Regarding Proposed Stream or Lake Alteration.

Light and Glare

The project area is located within a brightly illuminated portion of the urbanized City of Los Angeles, which is characterized by a high level of nighttime light glow.[16] Traffic traveling along the Hollywood Freeway (SR-170), Ventura Boulevard, and the Ventura Freeway (SR-134) also contribute to the overall bright night glow that pervades the area, including street lights, vehicle headlights, security lighting, advertising, and window glow.

The proposed project site is currently vacant, and contains no sources of nighttime light within the extent of the property boundary. The proposed project site is located at the end of an approximately 350-foot long shared private driveway at the intersection of Lankershim Boulevard and Fredonia Drive, which has two existing lamps flanking the driveway gate. There are no public street lights on Lankershim Boulevard and Fredonia Drive in the vicinity of the proposed project site. Existing sources of nighttime light in the vicinity of the proposed project site are the single-family residences surrounding the project site. Six-foot-high weathered metal fence poles at the property boundaries and a stretch of chain-link fence along the western property boundary provide an existing source of daytime glare on the proposed project site.

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to aesthetics. Would the proposed project:

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

The proposed project would not be visible from the three nearest county-designated scenic vista points due to intervening topography: Griffith Park Observatory (4.0 miles away), Mulholland Drive Vista Point (7.7 miles away), and Palisades Park (11.1 miles away). The nearest area considered to be a scenic vista is Mulholland Drive, which has been designated a City of Los Angeles scenic highway and is subject to design review guidelines for single-family residences and other development pursuant to the MSPSP. The proposed project has been designed to meet the MSPSP and Hillside Ordinance standards for height, sensitivity to topography, and bulk of structures and would be located within the base of a canyon and would not to obstruct, interrupt, or diminish a valued focal or panoramic view. The proposed project would not affect recognized views from a length of public roadway, bike path, or trail as the project site is barely visible from nearby roadways due to topography, existing residences, and tree cover between the site and roadways, bike paths, and trails. The nearest existing bike path is on Vineland Avenue starting at the intersection of Vineland Avenue and Ventura Boulevard, approximately 0.5 mile north of the project site, and the nearest City of Los Angeles Department of Transportation (LADOT) 2010 Bike Plan Bikeways planned bike lane is Ventura Boulevard, approximately 0.3 mile northeast of the project site.[17] The nearest trail is the core trail along Mulholland Drive, approximately 0.3 mile south of the project site. The proposed project at the proposed project site would not be visible from Universal City MVP because the view of the proposed project site is obstructed by topography, mature shrubs, trees, fencing, and existing single-family residential and appurtenance structures on Alta View Drive and Wrightwood Lane (Table B.I-1, *Major Vista Points and Scenic Overlooks*).

[16] NASA Earth Observatory/NOAA NGDC. 2012. Earth at Night 2012. Available via Google Earth.

[17] Los Angeles Department of Transportation. Accessed 28 April 2015. City of Los Angeles Bikeways. Available at: http://bicyclela.org/maps_main.htm#lamaps

Table B.I-1
Major Vista Points and Scenic Overlooks

Major Vista Point (MVP) and/or Scenic Overlook	Distance from Proposed Project Site	Visibility Level of Project from MVP and/or Overlook
Hollywood Bowl MVP and Overlook	1.9 miles southeast	Not visible due to topography (opposite side of hill)
Universal City MVP and Overlook	0.4 mile southeast	Not visible to topography (opposite side of canyon), mature shrubs, trees, fencing, and existing houses on Alta View Drive and Wrightwood Lane
Fryman Canyon MVP	1.3 mile southwest	Not visible due to topography (opposite side of hill)
Summit MVP / Barbara Fine Summit Overlook	1.9 mile west-southwest	Not visible due to topography
Deep Canyon MVP and Overlook	3.8 miles west	Not visible due to topography
Nicada MVP / Stone Canyon Overlook	4.7 miles west	Not visible due to topography
The Grove MVP / The Groves Overlook	7.0 miles west	Not visible due to topography
San Vicente Mountain Park MVP	8.3 miles west	Not visible due to topography
Topanga State Park MVP	10.3 miles west	Not visible due to topography
"A" MVP	11.0 miles west	Not visible due to topography
"B" MVP	11.3 miles west	Not visible due to topography
Corbin MVP	11.7 miles west	Not visible due to topography
"C" MVP	11.9 miles west	Not visible due to topography
"D" MVP	12.4 miles west	Not visible due to topography
Nancy Hoover Pohl Overlook	1.3 miles southwest	Not visible due to topography
Dead Man Overlook	1.3 miles southwest	Not visible due to topography
Autry Overlook	1.4 miles southwest	Not visible due to topography
Overlook 13201 Mulholland	3.0 miles west	Not visible due to topography
Johnson Overlook	5.1 miles west	Not visible due to topography
Overlook 20401 Mulholland	11.6 miles west	Not visible due to topography
West Mulholland Trailhead	12.8 miles west	Not visible due to topography
Top of Topanga Overlook	13.4 miles west	Not visible due to topography

The proposed project site is located downslope of Mulholland Drive and is not visible within the visibility horizon. The proposed project site is located approximately 0.3 mile north of Mulholland Drive, and is consistent with the MSPSP as the Outer Corridor allows for the development of single-family homes that may be visible from Mulholland Drive. Therefore, the proposed project would not be expected to result in significant impacts to aesthetics related to scenic vistas. However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that a fair argument exists as to the potentially significant effect of the project on scenic vistas. Therefore, potential impacts to scenic vistas will be analyzed in an environmental impact report, including the consideration of mitigation measures and alternatives.

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

The proposed project would not result in impacts to aesthetics in relation to substantial damage to scenic resources within a state scenic highway. According to the California Scenic Highway Program, the nearest designated historic parkway is 55.1 miles of State Route 2 (Angeles Crest Highway),[18] located approximately 12.4 miles to the northeast of the proposed project site (Figure B.I-2). The nearest state designated historic parkway is 6 miles of Interstate Route 110 (Arroyo Seco Historic Parkway),[19] located approximately 8.9 miles east of the proposed project site. The nearest eligible state scenic highway is Interstate Route 210[20] west of its intersection with State Route 134, located approximately 8.0 miles northeast of the proposed project site. State Route 1 is also an eligible state scenic highway, which is located approximately 10.6 miles southwest of the proposed project site at the nearest point (intersection of Interstate 10 [Santa Monica Freeway] and State Route 1 [Lincoln Boulevard]).[21] State Route 27 [Topanga Canyon Boulevard] is also an eligible state scenic highway from State Route 1 north to Mulholland Drive, located approximately 12.8 miles west of the proposed project site. The proposed project would not be visible from any of these highways, due to distance, intervening topography, and the built environment, as the proposed project site is located at the base of a canyon.

The proposed project site is located approximately 0.3 mile north of Mulholland Drive, which has been designated by the City of Los Angeles as a scenic highway of importance to the region. There are no City-designated scenic highways on or adjacent to the proposed project site. The City of Los Angeles has designated four scenic highways in the vicinity of the proposed project site: Mulholland Drive, Vineland Avenue, Laurel Canyon Boulevard, and Barham Boulevard and Forest Lawn Drive. Additionally, the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan has designated Mulholland Drive from Cahuenga Boulevard east to Interstate 405 as a scenic parkway and the following six scenic highways within the CPA: Vineland Avenue, Barham Boulevard, Sepulveda Boulevard, Laurel Canyon Boulevard, Coldwater Canyon Drive, and Beverly Glen Boulevard. The proposed project cannot be viewed from the majority of the City's designated scenic highways and parkways, due to distance, intervening topography and ornamental vegetation, and the built environment. The proposed residence would be potentially visible from one point along Mulholland Drive if no tall trees or shrubs were to provide visual shielding. However, the proposed project design includes landscaping in the immediate vicinity of the residence to add visual shielding to neighboring properties and Mulholland Drive while retaining the existing riparian vegetation and portions of the existing live oak woodland on the project site (see Figure A-13, *Landscape Plan*). In particular, the proposed project would involve the planting of three new native sycamore trees adjacent to the southern side of the riparian zone to provide additional visual shielding from the point along Mulholland Drive where the proposed residence would otherwise have the potential to be visible. As the proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*), six coast live oak trees would be planted on-site as part of the project's landscaping in accordance with the MSPSP. The remaining oak trees surrounding the project footprint would be preserved in place using best management practices during construction, such as fencing off the areas under the tree drip line as much as possible to avoid causing compaction from construction. The landscaping surrounding the residence would consist of native and/or drought tolerant plant material, the

[18] California Department of Transportation. Accessed 2 January 2015. Officially Designated State Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

[19] Caltrans Roadside Resource Assets and Scenic Highway Coordinator. Accessed 15 January 2015. Route 110 – Historic Parkway. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/route110.htm

[20] Caltrans Roadside Resource Assets and Scenic Highway Coordinator. Accessed 15 January 2015. Los Angeles County. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/langeles.htm

[21] California Department of Transportation. Accessed 15 January 2015. Eligible (E) and Officially Designated (OD) Routes. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm

majority of which were selected from the Preferred Plant List of the MSPSP Design and Preservation Guidelines, and blend in with the existing views from Mulholland Drive.[22]

There are no county-designated scenic highways on or adjacent to the proposed project site. The nearest officially designated county scenic highway is Mulholland Highway, from State Route 1 to Kanan Dume Road, and from west of Cornell Road to east of Las Virgenes Road; the proposed project site is located approximately 16.9 miles west of this route and cannot be viewed from this highway, due to distance and topography.[23] Therefore, there would be no impacts to aesthetics related to substantial damage to scenic resources within a state scenic highway. No further analysis is warranted.

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

The proposed project would have the potential to result in significant impacts to aesthetics in relation to the substantial degradation of the existing visual character of the site and its surroundings. The proposed project site is an undeveloped, r-shaped, hillside property exhibiting slopes from 20 to 50 percent. The proposed project site is surrounded by properties designated for low-density residential development in all directions, and is adjacent to a private driveway that currently serves one home and would also serve the proposed project site and another vacant lot. The existing on-site visual character is defined by scattered dense stands of native trees and shrubs, including mature coast live oaks, with a dirt and turf substrate and bedrock outcrops throughout the hillside. The proposed project would result in temporary adverse impacts to the visual character of the project site during construction when three of the mature coast live oak trees would be removed for construction of the residence before the six replacement oak trees are established.

The proposed project would involve the development of a two-story single-family residence with basement (approximately 3,826 square feet) including a stacked stall four-car garage designed in a modern style with natural exterior finish materials. Similar to the surrounding residences, exterior finish materials that would be used on the building include painted plaster walls, concrete steps, wood siding, stone veneer siding, paint over exposed steel, metal fascia, aluminum windows/doors, and clear glass guardrails. The layout of the house would follow the natural grade by creating different levels and outdoor spaces in order to blend with the natural topography and maintain a maximum plumb line (vertical) height of the residence envelope of 30 feet, in accordance with the Baseline Hillside Ordinance.[24] The maximum overall height of the residence would not exceed the RE15-1-H permitted overall height of 45 feet (see Figure A-12, *Building Elevations and Sections*). The proposed project would include a swimming pool and outdoor living areas (barbeque area and patio) on the western side of the residence that would be visually shielded from the neighboring properties by landscaping. A large portion of the eastern side of the property would remain as open space. The proposed project would meet all setback, maximum residential floor area, and grading requirements pursuant to the Baseline Hillside Ordinance. The proposed project would require a total grading quantity of 1,333 cubic yards (cy) of cut and 130 cy of fill, for a total of 1,203 cy of exported earth, below the maximum by-right grading quantity of 1,600 cy for the RE15 zone described in the Baseline Hillside Ordinance. However, the proposed project would exceed the Hillside Ordinance's export limits, which is no more than 1,000 cy for a property that fronts onto a Standard Hillside Limited Street or larger. The proposed single-family residence and adjacent outdoor areas would be designed to conform to the MSPSP. The landscaping plan for the proposed project site has been developed according to the specifications of the MSPSP. Although

[22] Available at: http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf Appendix B: Preferred Plant List.

[23] California Department of Transportation. Accessed 15 January 2015. Officially Designated County Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

[24] City of Los Angeles Department of City Planning. 30 March 2011. Ordinance No. 181624. Available at: http://planning.lacity.org/Code_Studies/HillsideAreaDefinitionAmendment/AdoptedBaselineHillsideOrdinance.pdf

three coast live oak trees would be removed to accommodate the new residence, they would be replaced by newly planted mature coast live oak trees at a ratio of two to one within the proposed project site in accordance with the MSPSP and guidelines.

The proposed project would be consistent with the density, height, setback, and bulk standards within the RE15 zone and land use designation of the property parcel. It would not be consistent with the Hillside Ordinance because it would not meet grading export limits. The proposed project would replace the existing oak tree canopy that contributes to the valued visual character of the localized area at a 2:1 ratio in accordance with the MSPSP and include the addition of three native sycamore trees near the edge of the riparian habitat on-site. The proposed project would result in the development and grading of approximately 0.26 acres of natural open space adjacent to an area that was graded by the previous owner for residential use and landscaping, and retain approximately 0.25 acres of natural open space. However, the proposed residence would be effectively integrated into the aesthetics of the site through a design that follows the topography of the site, landscaping with predominantly native plants, and use of natural exterior materials similar to the surrounding residences, which would result in a less than significant impact to visual character. After the establishment of the proposed trees on the project site, the proposed project would have a low level of contrast with the existing features that represent the area's valued aesthetic image because it would blend in with the dense tree cover of the surrounding residential neighborhood.

Based on site reconnaissance, it is anticipated that portions of the home's roofline would be partially visible from the adjacent homes immediately surrounding the property. However, the proposed project would include landscaping in the immediate vicinity of the residence to add visual shielding to neighboring properties and Mulholland Drive while retaining the existing riparian vegetation and portions of the existing live oak woodland on the project site (see Figure A-13, *Landscape Plan*). In particular, the proposed project would involve the planting of three new native sycamore trees adjacent to the southern side of the riparian zone to provide additional visual shielding from the point along Mulholland Drive where the proposed residence would otherwise have the potential to be visible. As the proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*), six coast live oak trees would be planted on-site as part of the project's landscaping in accordance with the MSPSP. The remaining oak trees surrounding the project footprint would be preserved in place using best management practices during construction, such as fencing off the areas under the tree drip line as much as possible to avoid causing compaction from construction. The landscaping surrounding the residence would consist of native and/or drought tolerant plant material, the majority of which were selected from the Preferred Plant List of the MSPSP Design and Preservation Guidelines, and blend in with the existing neighborhood.[25] A fence would surround the property, with an entrance gate that conforms to local tradition, the climate, and the surrounding environment. A backyard retention wall (maximum height of 10 to 12 feet) would be designed to protect the building from mudslide and debris, and to divert rainwater.

Due to the limited visibility, harmonious design, and extent of similar development in the immediate vicinity of the proposed project site, alterations to the existing visual character would be considered less than significant after the establishment of the landscaping, including the sycamores and oak trees. Construction would result in impacts to visual character due to the presence of machinery and debris piles and the removal of existing oak trees on the site; however, because these are temporary and the trees would be replaced in accordance with the MSPSP and guidelines, they would be considered less than significant. However, as the proposed project would require earth export that exceeds the Baseline Hillside Ordinance's import/export limits by 203 cy, it would result in a potentially significant impact, requiring the consideration of mitigation measures and alternatives.

[25] Available at: http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf Appendix B: Preferred Plant List.

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

The proposed project would result in less than significant impacts to aesthetics in regard to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The proposed project site is located within the Los Angeles Basin, which experiences a high level of daytime and nighttime light and glare due to intense urban development. In addition to adjacent homes on the northern and southern sides of the proposed project site, contributing sources of light and glare in the proposed project vicinity include vehicular traffic and lighting on Ventura Boulevard, which travels parallel to U.S. Highway 101, approximately 0.3 mile to the north of the project site. Universal City and Universal Studios, which are located approximately 0.75 mile to the northeast, operate after sunset and provide abundant surface parking that generate considerable light and glare. Surrounding land uses in Studio City are dominated by commercial uses, including high-rise business buildings that are often surfaced in reflective materials.

There are currently no on-site sources of light and glare. Implementation of the proposed project would result in new sources of nighttime light and glare such as low-intensity security lighting, landscape lighting, and ambient interior lighting typical of a moderately sized, new single-family home. The proposed single-family residence would be constructed of non-reflective exterior materials, with the exception of the windows, which could result in some daytime glare. The proposed project has been designed with minimal windows to the north facing the nearest residence. Dense adjacent natural vegetation and new landscaping would function as a buffer to the minimal light and glare expected to emanate from the proposed project site. The contribution of light and glare from the proposed project would not be considered a substantial increase over existing ambient light and glare levels.

The proposed project would not be expected to result in impacts to visual character in regard to casting shadow on shade-sensitive land uses for more than three hours between late October and early April or for more than four hours between early April and late October. The proposed project site is located at the base of a canyon characterized by existing trees and shrubs that cast a shadow on the project site and adjacent properties. The proposed project would not involve the removal of the trees, which are approximately 25 to 40 feet tall, at the northern or eastern edges of the proposed project site that currently cast shadows on the adjacent properties. Further, the proposed project would have a plumb line height of no more than 30 feet, below the City's threshold of 60 feet high for Shading impacts, and have a setback of 12 feet from the nearest residential property. Therefore, impacts related to light and glare associated with Shading would be less than significant.

Due to the high existing level of light and glare in the proposed project area and the shielding effect of the adjacent vegetation and topography, new sources of light and glare resulting from implementation of the proposed project would not be considered a substantial increase, and would therefore be less than significant. No further analysis is warranted.

II. AGRICULTURE AND FORESTRY RESOURCES

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to agriculture and forestry resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Agriculture and forestry resources at the proposed project site were evaluated with regard to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP),[2,3] the City of Los Angeles Zoning Plan,[4] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[5] and the Mulholland Scenic Parkway Specific Plan (MSPSP).[6]

Abbreviations

CEQA: California Environmental Quality Act
CDC: California Department of Conservation
FMMP: Farmland Mapping and Monitoring Program
MSPSP: Mulholland Scenic Parkway Specific Plan
TMZ: Timberland Production Zone
USDA: United States Department of Agriculture
ZIMAS: Zone Information and Map Access System

Definitions

Agricultural Land/Farmland: State CEQA Statutes [(§21060.1(a)) Public Resources Code 21000-21177)] define agricultural land to mean "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria, as modified for California," and is herein collectively referred to as "Farmland."

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2004. Important Farmland in California, 2002. Sacramento, CA.

3 State of California. 2010. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Important Farmland in California, 2010. Statewide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_wallsize.pdf Countywide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf Main website available at: http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx

4 American Legal Publishing Corporation. 2013. Los Angeles Municipal Code, Chapter I (Planning and Zoning Code), Article 2: SPECIFIC PLANNING – ZONING COMPREHENSIVE ZONING PLAN. Available at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

5 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

6 City of Los Angeles Department of City Planning. 13 May 1992. Mulholland Scenic Parkway Specific Plan. City of Los Angeles General Plan. Text available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

Forest Land: Public Resources Code Section 12220(g) defines Forest Land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[7]

Timberland: Public Resources Code Section 4526 defines Timberland as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees."[8]

Timberland Production Zone: California Government Code Section 51104(g) defines a Timberland Production Zone (TMZ) as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to general plans of cities and counties, 'timberland preserve zone' means 'timberland production zone.'"[9]

AFFECTED ENVIRONMENT

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

The most recent mapping (2010) of the City of Los Angeles for Farmland undertaken by the CDC FMMP was reviewed for the proposed project site. Prime Farmland in the City of Los Angeles is limited to the San Fernando Valley; the nearest Prime Farmland to the proposed project site is located approximately 6.5 miles to the west, north of SR-101 and I-405.[10] The CDC FMMP has identified the area as Urban and Built-Up Land at the statewide scale and the area has not been surveyed at the County scale. The CDC FMMP does not designate any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance east of the I-405 or south of the San Gabriel Mountains in Los Angeles County at the statewide scale, and the area east of the I-405 and south of the San Gabriel Mountains has not been recently surveyed at the County scale. The nearest designated Prime Farmland is located approximately 6.5 miles west of the proposed project site within the Sepulveda Dam Recreation Area, northwest of the intersection of I-405 and SR 101; the nearest designated Unique Farmland is located approximately 6.5 miles west of the proposed project site within the Sepulveda Dam Recreation Area, directly south of the nearest Prime Farmland; and the nearest designated Farmland of Statewide Importance is located approximately 12.2 miles west of the proposed project site at Pierce College.[11] Based on the review of the land use designations and applicable Important Farmland map for the proposed project site, there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located in or immediately adjacent to the proposed project site.

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7 State of California. Accessed 22 December 2014. Public Resources Code Section 12220. Available at: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=12001-13000&file=12220

8 State of California. Accessed 22 December 2014. Public Resources Code Section 4521-4529.5. Available at: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=04001-05000&file=4521-4529.5

9 State of California. Accessed 22 December 2014. Government Code Section 51100-51104. Available at: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=51001-52000&file=51100-51104

10 State of California. 2010. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Important Farmland in California, 2010. Statewide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_wallsize.pdf Countywide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf Main website available at: http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx

11 State of California, Department of Conservation. 2014. Accessed 23 December 2014. California Important Farmland Finder. Available at: http://maps.conservation.ca.gov/ciff/ciff.html

Zoning for Agriculture Use

The City of Los Angeles Planning and Zoning Code (Zoning Plan)[12] designates the proposed project site as Residential Estate (RE 15-1-H), with a minimum lot width of 80 feet and a minimum lot area of 15,000 square feet (see Figure A-7, *Zoning Map*).[13] The Residential Estate zone allows for truck gardening and the keeping of equines, poultry, rabbits, and chinchillas in conjunction with the residential use of the lot, provided that:

(a) Such animal keeping is not for commercial purposes.
(b) The keeping of equines shall be permitted only on lots having an area of 17,500 square feet or more. Where equines are being kept, the number of such animals being kept shall not exceed one for each 4,000 square feet of lot area.

This zone also allows for private stables, provided that no stable is located or maintained on a lot having an area of less than 20,000 square feet and its capacity does not exceed one equine for each 5,000 square feet of lot area. The parcels surrounding the proposed project site are also zoned RE15-1-H.

The approximately 0.5-acre project site is currently vacant, with approximately 0.25 acre of coast live oak woodland, approximately 0.1 acre of arroyo willow thicket, approximately 0.14 acre of laurel sumac scrub plant communities, and approximately 0.01 acre of previously developed land. One olive tree is located on the parcel to the south of the proposed project site, but no vegetation on-site is used for agricultural purposes.

Williamson Act Preserves

According to the State of California Williamson Act Contract Land map by the CDC Division of Land Resource Protection, the proposed project site and surrounding community are not enrolled in a Williamson Act contract.[14] The project area is classified as Urban and Built-Up Land, which is defined in accordance with the FMMP definition as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel, including residential structures.

Zoning for Forest Land, Timberland, or Timberland Zoned Timberland Production

Allowable uses within the Residential Estate (RE 15-1-H) zone do not include the growing and harvesting of forest land, timberland, or Timberland Zoned Timberland Production.

[12] City of Los Angeles, Department of City Planning. Accessed 22 December 2014. City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC 12.07.01. "RE" Residential Zone. Available at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

[13] City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

[14] California Department of Conservation, Division of Land Resource Protection. 2013. State of California Williamson Act Contract Land: Data Submissions Current to 2012. Map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/

Forestry and Timberland

As noted above, the approximately 0.5-acre proposed project site is located in a suburban residential area containing oak woodland, coastal sage scrub, and riparian plant communities within the outer corridor of the Mulholland Scenic Parkway Specific Plan area. There are 11 native coast live oak trees (*Quercus agrifolia*) and two native scrub oak trees (*Quercus berberidifolia*) on the proposed project site; however, eight of the coast live oak trees and both of the scrub oak trees were rated D by a certified arborist in 2005 because the trees were cut off at a point 3 to 4 feet above ground level several years ago.[15] There is a lack of understory vegetation beneath the coast live oak trees on the project site and the adjacent occupied parcel, which reduces the value for wildlife and sensitive plant species.

The proposed project site is currently vacant, and no vegetation on-site is used for timberland production purposes. The proposed project site is not designated by the State of California or the City of Los Angeles for Forestry or Timberland purposes.[16,17] The only remaining substantial conifer and big tree forests (and Timberland reserves) within the immediate Los Angeles city area are located outside the city's boundaries within the Angeles National Forest and on the northern slope of the Santa Susana Mountains (mostly within the Santa Clarita Woodlands Park, located approximately 18 miles northwest of the proposed project site).[18] The Angeles National Forest is located approximately 10 miles north of the proposed project site. No timberland resources are located in the vicinity of the proposed project site.

IMPACT ANALYSIS

The City of Los Angeles Zone Information and Map Access System (ZIMAS) website,[19] the California Important Farmland Finder website,[20] the CDC FMMP website,[21] and the State of California Williamson Act Contract Land map website[22] were referenced to determine the proximity level of the proposed project site to existing agricultural and forestry resources. Additionally, a site survey did not identify any existing agricultural or timberland production uses of the site.

The State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impacts to agriculture and forestry resources. Would the proposed project:

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15 Norman, Kerry, ISA Certified Arborist, Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard Oak Tree Report and Impact Evaluation Based on Proposed Development.

16 State of California Department of Forestry and Fire (CALFIRE). 2012. Forest Practice Geographical Information System (GIS). Available at: http://calfire.ca.gov/resource_mgt/resource_mgt_forestpractice_gis.php

17 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

18 City of Los Angeles Department of City Planning. 26 September 2001. Conservation Element of the City of Los Angeles General Plan. Available at: http://planning.lacity.org/cwd/gnlpln/consvelt.pdf

19 City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

20 State of California, Department of Conservation. 2014. California Important Farmland Finder. Available at: http://maps.conservation.ca.gov/ciff/ciff.html

21 State of California. 2010. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Important Farmland in California, 2010. Statewide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_wallsize.pdf Countywide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf Main website available at: http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx

22 California Department of Conservation, Division of Land Resource Protection. 2013. State of California Williamson Act Contract Land: Data Submissions Current to 2012. Map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/

(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?

The proposed project would not result in impacts to agriculture and forestry resources in regard to the conversion of Farmland to non-agricultural use. Based on the review of the land use designations and applicable Important Farmland map for the proposed project site, there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance located in or immediately adjacent to the proposed project site. The CDC FMMP has identified the proposed project area as Urban and Built-Up Land at the statewide scale, and the area has not been surveyed at the County scale. The nearest Prime Farmland to the proposed project site is located approximately 6.5 miles to the west, north of SR-101 and I-405.[23] Because of the urban/suburban nature of the proposed project site and surrounding areas, this portion of Los Angeles County has not been mapped by the FMMP. There are no Farmlands located in or immediately adjacent to the proposed project site, and there are no plans to map this area in the future. Therefore, there would be no impacts to agriculture and forestry resources related to the conversion of Farmland to non-agricultural use. No further analysis is warranted.

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

The proposed project would not result in impacts to agriculture and forestry resources in regard to a conflict with existing zoning for agricultural use, or a Williamson Act contract. The City of Los Angeles ZIMAS was reviewed for the proposed project site and surrounding parcels.[24] There are no lands zoned for agricultural use within the project area. The entire project area is zoned RE15-1-H, and designated for Very Low Residential Land Use by the City of Los Angeles General Plan. Based on the review of the State of California Williamson Act Contract Land map by the CDC Division of Land Resource Protection, the proposed project site and surrounding community are not enrolled in a Williamson Act contract.[25] Furthermore, the County of Los Angeles does not offer Williamson Act contracts; thus, no Williamson Act contract exists for the surrounding areas.[26] Based on the review of the applicable zoning and Williamson Act contracts for the county and the proposed project site, there are no conflicts with existing zoning for agricultural use or Williamson Act contracts. Therefore, there would be no impacts to agriculture and forestry resources related to a conflict with existing zoning for agricultural use, or a Williamson Act contract. No further analysis is warranted.

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[23] State of California. 2010. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Important Farmland in California, 2010. Statewide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_wallsize.pdf Countywide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf Main website available at: http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx

[24] City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

[25] California Department of Conservation, Division of Land Resource Protection. 2013. State of California Williamson Act Contract Land: Data Submissions Current to 2012. Map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/

[26] State of California. 2010. California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Important Farmland in California, 2010. Statewide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_wallsize.pdf Countywide map available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf. Main website available at: http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx

(c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

The proposed project would not result in impacts to agriculture and forestry resources in regard to a conflict with existing zoning for forest land, timberland, or Timberland Zoned Timberland Production. The City of Los Angeles ZIMAS was reviewed for the proposed project site and surrounding parcels.[27] There are no lands zoned for forest land, timberland, or Timberland Zoned Timberland Production, as defined by Government Code Section 51104(g), within the project area. The entire project area is zoned RE15-1-H, and designated for Very Low Residential Land Use by the City of Los Angeles General Plan. Based on the review of the City of Los Angeles Planning and Zoning Code (Zoning Plan) for the proposed project site, there are no conflicts with existing zoning for forest land, timberland, or Timberland Zoned Timberland Production.[28] Therefore, there would be no impacts to agriculture and forestry resources related to a conflict with existing zoning for forest land, timberland, or Timberland Zoned Timberland Production. No further analysis is warranted.

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

The proposed project would result in less than significant impacts to agriculture and forestry resources in regard to the loss of forest land or conversion of forest land to non-forest use. Construction of the proposed project would require the removal of three coast live oak trees and one scrub oak tree; however, in accordance with the MSPSP, six coast live oak trees would be planted after the removal of the four oak trees. Therefore, the proposed project would result in less than significant impacts to agriculture and forestry resources related to the loss of forest land or conversion of forest land to non-forest use. No further analysis is warranted.

(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?

The proposed project would not result in impacts to agriculture and forestry resources in relation to changes in the existing environment that, 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. As described above, the CDC FMMP has determined that there is no Farmland in or adjacent to the project area.[29] Thus, the proposed project would not enhance the suitability of any designated Farmland for development. As noted above, the proposed project would involve the planting of six coast live oak trees as part of the landscaping for the proposed project, which would maintain the existing forest land on-site. Therefore, there would be no impacts to agriculture and forestry resources related to changes in the existing environment that, 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 further analysis is warranted.

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[27] City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

[28] City of Los Angeles, Department of City Planning. Accessed 22 December 2014. City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC 12.07.01. "RE" Residential Zone. Available at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

[29] State of California, Department of Conservation. 2014. Accessed 23 December 2014. California Important Farmland Finder. Available at: http://maps.conservation.ca.gov/ciff/ciff.html

III. AIR QUALITY

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to air quality, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with the development of the proposed project. The analysis in this section is based on the methodology and criteria provided in the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook (Handbook). Emissions calculations for air quality modeling can be found in Appendix IS-1, *Air Quality and Greenhouse Gas Emissions Calculations*.[2,3]

Abbreviations

AAQS: Ambient Air Quality Standards
AB: Assembly Bill
AQMP: Air Quality Management Plan
CAA: Clean Air Act
CAAQS: California Ambient Air Quality Standards
Caltrans: California Department of Transportation
CARB: California Air Resources Board
CEQA: California Environmental Quality Act
CO: carbon monoxide
mph: miles per hour
NAAQS: National Ambient Air Quality Standards
NO_2: nitrogen dioxide
O_3: ozone
Pb: lead
PM_{10}: coarse particulate matter
$PM_{2.5}$: fine particulate matter
ppb: parts per billion
ppm: parts per million
RHNA: Regional Housing Needs Assessment
ROC: reactive organic compounds
RTP: Regional Transportation Plan
SCAB: South Coast Air Basin
SCAG: Southern California Association of Governments
SCAQMD: South Coast Air Quality Management District
SCS: Sustainable Communities Strategy
SO_2: sulfur dioxide
SO_x: sulfates
TAC: toxic air contaminants

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 South Coast Air Quality Management District. April 1993. CEQA Air Quality Handbook. Diamond Bar, CA.

3 South Coast Air Quality Management District. 2014. Available at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)

U.S. EPA: U.S. Environmental Protection Agency
VOC: volatile organic compound
µg/m^3: micrograms per cubic meter

Definitions

Air Basin: California is divided into 15 air basins to better manage air pollution. Air basin boundaries were determined by grouping together areas with similar geographical and meteorological features. While air pollution can move freely within an air basin, it can also sometimes be transported from one basin to another.[4] The proposed project site is wholly within the South Coast Air Basin (SCAB).

Ambient Air Quality Standards (AAQS): The levels of air quality set for air pollutants that are considered to provide a reasonable margin of safety in the protection of the public health and welfare. There are both state and federally established AAQS.

Attainment/Nonattainment: These are designations for the air basins signifying whether air pollutants meet the National and California AAQS (NAAQS and CAAQS). An attainment status signifies that an air pollutant meets the AAQS within a specified air basin. A nonattainment status signifies that an air pollutant does not meet the AAQS within a specified air basin.

Criteria Air Pollutants: These are air pollutants that have established federal and state AAQS and are identified and regulated under Title I in the Federal Clean Air Act of 1970. These pollutants include ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

Toxic Air Contaminants (TAC): These are air pollutants not identified as criteria air pollutants that may cause or contribute to an increase in mortality or in serious illness, or may pose a present or potential hazard to human health. There are currently 187 TACs identified and regulated under Title III of the Federal Clean Air Act Amendments of 1990.[5] There are 244 TACs identified in Title 17 of the California Code of Regulations.[6]

AFFECTED ENVIRONMENT

Ambient Air Quality

Air quality is affected by both the amount and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

[4] California Air Resources Board. California Air Basins. March 2014. Available at: http://www.arb.ca.gov/desig/airbasins/airbasins.htm

[5] United States Environmental Protection Agency. March 2014. Available at: http://www.epa.gov/ttn/atw/pollsour.html.

[6] California Air Resources Board (CARB). December 1999. Final Staff Report: Update to the Toxic Air Contaminant List.

Regional Characteristics

The project site is located in the SCAB.[7] The SCAB incorporates approximately 12,000 square miles within four counties—including all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County—and some portions of what was previously known as the Southeast Desert Air Basin. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around its remaining perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.[8]

The vertical dispersion of air pollutants in the Los Angeles portions of the SCAB is hampered by the presence of persistent temperature inversions.[9] High-pressure systems, such as the semi-permanent high-pressure zone, regularly occur within the SCAB. Usually the high-pressure zones are characterized by an upper layer of dry air that warms as it descends, restricting the mobility in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog.

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low-wind speeds and low inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 miles per hour (mph), smog potential is greatly reduced.[10]

Air Monitoring Station

The closest climate monitoring station to the proposed project site is located at the Burbank Air Monitoring Station, approximately 4 miles northeast of the site.[11] Data from this climate monitoring station were used to characterize the study area climate conditions. Maximum and minimum temperatures from the Burbank Station over the time period May 1998 to December 2008 are summarized in Table B.III-1, *Average Temperatures in the Vicinity of the Proposed Project Site*.[12]

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7 South Coast Air Quality Management District. 1 June 2007. 2007 Air Quality Management Plan. Page 1-3. Diamond Bar, CA.

8 South Coast Air Quality Management District. April 1993. CEQA Air Quality Handbook. Page A8-1. Diamond Bar, CA.

9 South Coast Air Quality Management District. 1 June 2007. 2007 Air Quality Management Plan. Page 1-3. Diamond Bar, CA.

10 South Coast Air Quality Management District. April 1993. CEQA Air Quality Handbook. Page A8-1. Diamond Bar, CA.

11 South Coast Air Quality Management District. Accessed 31 March 2015. General Forecast Areas and Air Monitoring Areas. Available at: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf

12 Western Regional Climate Center. Accessed 3 April 2014. Station: Burbank-Glendale-Pasa Arpt (KBUR), CA: Climatological Summary. Available at: http://www.wrcc.dri.edu/summary/bur.ca.html.

Table B.III-1
Average Temperatures in the Vicinity of the Proposed Project Site

Month	Average Maximum (Degrees Fahrenheit)	Average Minimum (Degrees Fahrenheit)
January	66.5	44.5
February	66.2	45.5
March	69.4	48.4
April	71.1	50.7
May	76.3	56.2
June	80.8	59.9
July	87.7	64.3
August	88.7	64.2
September	85.2	61.2
October	78.8	55.6
November	72.1	48.7
December	66.2	43.6
Annual	75.8	53.6

Source: Western Regional Climate Center. Accessed 3 April 2015. Comparative Data for the Western States. Available at: http://www.wrcc.dri.edu/summary/bur.ca.html

Precipitation

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. According to the Western Regional Climate Center, the average annual rainfall is 13.46 inches as measured at the Burbank Station.[13]

Wind

The closest wind monitoring station to the proposed project site is the Burbank Wind Monitoring Station.[14] Data from this wind station were used to characterize study area wind conditions.

Although the SCAB has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds known as Santa Ana winds; the ocean effect is dominant. Periods of heavy fog, especially along the coastline, are frequent, and low stratus clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

[13] Western Regional Climate Center. Accessed 30 December 2014. Comparative Data for the Western States. Available at: http://www.wrcc.dri.edu/CLIMATEDATA.html

[14] South Coast Air Quality Management District. Accessed 31 March 2015. General Forecast Areas and Air Monitoring Areas. Available at: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf

Other Effects of Air Pollution

Just as humans are affected by air pollution, so are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death. There are also numerous impacts to the economy, including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that hold bricks together, and cracking tires and other items made from rubber.

In conformance with the requirements of the Clean Air Act (CAA) Amendments, the U.S. Environmental Protection Agency (U.S. EPA) has prepared a monetary cost-benefit analysis related to implementation requirements. By the year 2010, the U.S. EPA estimates that its emissions reductions programs would cost approximately $27 billion. The programs are estimated to result in a savings benefit of $110 billion, for a net benefit of $83 billion.[15] While these values are for the nation as a whole, a net benefit ratio of about 4:1 is noted, and a similar ratio could be expected for the City of Los Angeles and its residents.

Another direct cost-benefit issue relates to federal funding. Areas that do not meet the federal air quality standards may lose eligibility for federal funding for road improvements and other projects that require federal or California Department of Transportation (Caltrans) approval.

Cleaner air also yields benefits to ecological systems. The quantified benefits of CAA Amendments programs reflected in the overall monetary benefits include increased agricultural and timber yields, reduced effects of acid rain on aquatic ecosystems, and reduced effects of nitrogen deposited to coastal estuaries. Many ecological benefits, however, remain difficult or impossible to quantify, or can only be quantified for a limited geographic area. The magnitude of quantified benefits and the wide range of unquantified benefits, nonetheless, suggest that as more is learned about ecological systems and conducted more comprehensive ecological benefits assessments, estimates of these benefits could be substantially greater.

Applicable Air Quality Plans

The Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)[16] and the SCAQMD Air Quality Management Plan (AQMP)[17] are the applicable guidance documents that establish the strategies, goals and policies for attainment of the NAAQS and the CAAQS. Currently there are no air quality impacts as the proposed project site is vacant. Therefore the existing condition of the site does not contribute to violations of the NAAQS or CAAQS. The proposed project is located within an area designated for housing, consistent with the Los Angeles General Plan and Regional Housing Needs Assessment (RHNA).

[15] U.S. Environmental Protection Agency. 1997. Benefits and Costs of the Clean Air Act, Final Report to Congress on Benefits and Costs of the Clean Air Act, 1990 to 2010. EPA 410-R-99-001.

[16] Southern California Association of Governments. Accessed 7 April 2015. Draft 2012 Program Environmental Impact Report (PEIR). Available at: http://rtpscs.scag.ca.gov/Pages/Draft-2012-PEIR.aspx

[17] South Coast Air Quality Management District. February 2013. Final 2012 AQMP. Available at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan

Applicable Air Quality Standards

The proposed project site is located in the SCAQMD San Fernando Valley Monitoring Area of the SCAB that is in attainment for CO, NO_2, PM_{10},, and SO_2 of the NAAQS (Table B.III-2, *National Ambient Air Quality Standards Attainment Status*) and CO, Pb, NO_2, SO_2, and sulfates of the CAAQS (Table B.III-3, *California Ambient Air Quality Standards Attainment Status*).

Table B.III-2
National Ambient Air Quality Standards Attainment Status

Pollutant		Primary/Secondary	Averaging Time	Level	Attainment Status
Carbon monoxide		Primary	8 hours	9 ppm	Attainment
			1 hour	35 ppm	Attainment
Lead		Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Nonattainment
Nitrogen dioxide		Primary	1 hour	100 ppb	Attainment
		Primary and secondary	Annual	53 ppb	Attainment
Ozone		Primary and secondary	8 hours	0.075 ppm	Nonattainment
Particulate matter	$PM_{2.5}$	Primary	Annual	12 µg/m^3	Nonattainment
		Secondary	Annual	15 µg/m^3	Nonattainment
		Primary and secondary	24 hours	35 µg/m^3	Nonattainment
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Attainment
Sulfur dioxide		Primary	1 hour	75 ppb	Attainment
		Secondary	3 hours	0.5 ppm	Attainment

Note: $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.

Source: U.S. Environmental Protection Agency. December 2012. National Ambient Air Quality Standards (NAAQS). California Air Resources Board. August 2014. Area Designations Maps / State and National.

Table B.III-3
California Ambient Air Quality Standards Attainment Status

Pollutant		Averaging Time	Level	Attainment Status
Carbon monoxide		8 hours	9 ppm	Attainment
		1 hour	20 ppm	Attainment
Lead		30-day average	1.5 μg/m^3	Attainment
Nitrogen dioxide		1 hour	0.18 ppm	Attainment
		Annual	0.03 ppm	Attainment
Ozone		8 hours	0.07 ppm	Nonattainment
		1 hour	20 ppm	Nonattainment
Particulate matter	$PM_{2.5}$	Annual	12 μg/m^3	Nonattainment
	PM_{10}	24 hours	50 μg/m^3	Nonattainment
		Annual	20 μg/m^3	Nonattainment
Sulfur dioxide		1 hour	0.25 ppm	Attainment
		24 hours	0.04 ppm	Attainment
Sulfates		24 hours	25 μg/m^3	Attainment
Hydrogen sulfide		1 hour	0.03 ppm	Unclassified
Vinyl chloride		24 hours	0.01 ppm	N/A

Note: $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; ppm = parts per million; μg/m^3 = micrograms per cubic meter.

Source: California Air Resources Board. November 2009. California Ambient Air Quality Standards.
California Air Resources Board. August 2014. Area Designations Maps / State and National.

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. CO, reactive organic compounds (ROCs), NO_x, SO_2, and most of PM_{10} and $PM_{2.5}$, including Pb and fugitive dust, are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. O_3 and NO_2 are the principal secondary pollutants. Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

The SCAQMD maintains the Burbank air quality monitoring station within Source Receptor Area No. 7–East San Fernando Valley. Criteria pollutants monitored at this station include O_3, CO, NO_2, PM_{10}, $PM_{2.5}$, and SO_2. A 5-year summary (2010–2014) of data collected at this station is shown in Table B.III-4, *Project Area Air Pollutant Summary, 2010–2014*, and is compared with the corresponding state ambient air quality standards.[18]

[18] South Coast Air Quality Management District. Accessed 31 March 2015. Historical Data by Year. Available at: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year

Table B.III-4
Project Area Air Pollutant Summary, 2010–2014[a]

Pollutant	Standard[b]	2010	2011	2012	2013	2014[c]
O_3						
Highest 1-hour average, ppm	0.09	*0.11*	*0.12*	*0.12*	*0.11*	*0.092*
Number of standard exceedance[d]		3	8	8	4	2
Violation		Yes	Yes	Yes	Yes	Yes
CO						
Highest 8-hour average, ppm	9	*2.4*	*2.4*	*2.4*	*3.3*	N/A
Number of standard exceedance[d]		0	0	0	0	N/A
Violation		No	No	No	No	N/A
NO_2						
Highest 1-hour average, ppm	0.18	*0.082*	*0.068*	*0.080*	*0.072*	*0.073*
Number of standard exceedance[d]		0	0	0	0	0
Violation		No	No	No	No	No
SO_2						
Highest 1-hour average, ppb	25	*14.9*	*9.0*	*6.5*	*10.8*	*10.0*
Number of standard exceedance[d]		0	0	0	0	0
Violation		No	No	No	No	No
PM_{10}						
Highest 24-hour average, µg/m^3	50	*51*	*61*	*55*	*52*	N/A
Number of standard exceedance[d]		1	2	1	1	N/A
Violation		Yes	Yes	Yes	Yes	N/A
$PM_{2.5}$						
Highest 24-hour average, µg/m^3	35	*43.7*	*47.8*	*54.2*	*45.1*	N/A
Number of standard exceedance[d]		4	5	2	4	N/A
Violation		Yes	Yes	Yes	Yes	N/A

Note: O_3 = ozone; CO = carbon monoxide; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; N/A = not available. Italicized values indicate an excess of applicable standard.

a. Data are from the SCAQMD monitoring station located at 228 W Palm Ave, Burbank, CA 91502 in Sensitive Receptor Area No. 7 – East San Fernando Valley.

b. State standard, not to be exceeded, except for $PM_{2.5}$, which is a federal standard because no state standard exists.

c. CO 2014 data is not available as an 8-hr average. $PM_{2.5}$ and PM_{10} 2014 data is not available as a 24-hr average.

d. Refers to the number of days in a year during which at least one exceedance was recorded.

Source: South Coast Air Quality Management District. n.d. Air Quality Data and Studies. Diamond Bar, CA.

Attainment Status

Ozone (O_3). The SCAB is in non-attainment for both the federal and state O_3 standards.[19] O_3 is a secondary pollutant produced through a series of photochemical reactions involving ROC and NO_x. O_3 creation requires ROC and NO_x to be available for approximately 3 hours in a stable atmosphere with strong sunlight. O_3 is a regional air pollutant because it is not directly emitted by sources but is formed downwind of sources generating ROC and NO_x emissions.

The O_3 risks to public health include eye and respiratory irritation, reduction of resistance to lung infection, and possible aggravation of pulmonary conditions in persons with lung disease. O_3 is also damaging to vegetation, property and untreated rubber. As shown in Table B.III-4, the state 1-hour O_3 standard was exceeded between two and eight times per year at the Burbank Monitoring Station from 2010 to 2014.[20]

Carbon Monoxide (CO). The SCAB is in attainment for both federal and state CO standards.[21] CO is a non-reactive pollutant that is a product of incomplete combustion. Ambient CO concentrations usually follow the spatial and temporal distributions of vehicular traffic and are also influenced by meteorological factors such as wind speed and atmospheric mixing. Under inversion conditions, CO concentrations may be distributed more uniformly over an area out to some distance from vehicular sources. As shown in Table B.III-4, the 8-hour average CO standards were not exceeded at the Burbank Air Monitoring Station from 2010 to 2013 and not available yet for 2014.

Nitrogen Dioxide (NO_2). The SCAB is in attainment for the state NO_2 standard.[22] There are two oxides of nitrogen (NO_x) that are important in air pollution: nitric oxide (NO) and NO_2, which are both emitted from motor vehicle engines, power plants, refineries, industrial boilers, aircraft, and railroads. NO_2 is primarily formed when NO reacts with atmospheric oxygen. NO_2 gives the air the whiskey-brown color associated with smog. Since NO_x emissions contribute to O_3 generation, NO_x emissions are regulated through the O_3 attainment plans. Public health risks include potential to cause respiratory symptoms in sensitive groups and pulmonary changes. As shown in Table B.III-4, the state 1-hour standard was never exceeded at the Burbank Monitoring Station from 2010 to 2014.

Sulfur Dioxide (SO_2). The SCAB is in attainment for the federal and state SO_2 standards.[23] SO_2 is primarily produced by the burning of high-sulfur coal in industrial operations and power plants. In some parts of the state, elevated levels can also be due to natural causes, such as wind-blown dust and sea salt spray. Suspended sulfates contribute to overall particulate concentrations in ambient air that, if high enough, are suspected to be a cause of premature death in individuals with pre-existing respiratory disease. The 1-hour SO_2 standard was never exceeded at the Burbank Monitoring Station from 2010 to 2014.

Coarse Particulate Matter (PM_{10}). The SCAB is in attainment for the federal and state PM_{10} standard.[24] PM_{10} refers to particulate matter that is 10 microns or less in diameter. PM_{10} can be inhaled deep into the lungs and cause adverse health effects. PM_{10} in the atmosphere results from many kinds of dust- and

[19] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

[20] South Coast Air Quality Management District. Accessed 31 March 2015. Historical Data by Year. Available at: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year

[21] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

[22] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

[23] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

[24] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as construction activities, are more local in nature, while others such as vehicular traffic, have a more regional effect.

Particulate matter contributes to pollution through fugitive dust and exhaust emissions. Fugitive dust is produced from activities that disturb soil, such as grading, digging, or driving on an unpaved road. Particulate matter from exhaust gases is produced from incomplete combustion, resulting in soot formation. Both forms of particulate matter are accounted for in calculations performed in this analysis. As shown in Table B.III-4, the 24-hour average PM_{10} standards was exceeded one to two times a year at the Burbank Air Monitoring Station 2010 to 2013, and information is not available yet for 2014.[25]

Fine Particulate Matter ($PM_{2.5}$). The SCAB is in non-attainment for the federal $PM_{2.5}$ standard.[26] It refers to particulate matter that is 2.5 microns or less. A state standard of 12 micrograms per cubic meter ($\mu g/m^3$) has been promulgated, but the state has not yet determined $PM_{2.5}$ attainment status. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary combustion sources. The particles are either directly emitted or are formed in the atmosphere from the combustion of gases, such as NO_x and SO_x combining with ammonia. Components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations. As shown in Table B.III-4, the 24-hour average $PM_{2.5}$ standards was exceeded two to five times a year at the Burbank Air Monitoring Station from 2010 to 2013, and information is not available yet for 2014.[27]

Reactive Organic Compounds (ROCs). There is currently no ambient air quality standard for ROC. ROCs are any reactive compounds of carbon (excluding methane), carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other compounds. ROC is a precursor of ozone and, as such, is regulated under the SCAQMD ozone attainment plan.[28] In this analysis, ROC includes volatile organic compounds (VOCs).

Lead (Pb). Lead concentrations historically exceeded the state and federal air quality standards by a wide margin but have not exceeded the standards at any regular monitoring station since 1982. Although special monitoring sites immediately downwind from lead sources recorded localized violations of the state standard in 1994, no violations were recorded at these stations in 2005. Consequently, SCAB is designated as an attainment area for lead for the state. As of 2008, the federal standard was lowered by 90 percent to 0.15 $\mu g/m^3$ for the rolling 3-month average. The Los Angeles County portion of SCAB is in non-attainment for this federal lead standard. Airborne ambient lead is no longer a health issue in the SCAB, and the SCAQMD does not require an emissions analysis unless the project is typically associated with lead emissions. The proposed project would not result in lead emissions, and, as such, lead emissions are not quantified in this analysis.

Sulfates (SO_x). The entire state of California is designated as attainment for sulfates. Sulfates are monitored at only a few stations in the SCAB, and the last recorded exceedance was in 2001. In California, emissions of sulfur compounds primarily occur from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. As SO_2 is a

[25] South Coast Air Quality Management District. 2014. Air Quality Data Summaries, 2010–2014. Diamond Bar, CA.

[26] South Coast Air Quality Management District. 2014. Air Quality Data Summaries, 2010–2014. Diamond Bar, CA.

[27] South Coast Air Quality Management District. 2014. Air Quality Data Summaries, 2010–2014. Diamond Bar, CA.

[28] South Coast Air Quality Management District. 7 December 2012. 2012 Air Quality Management Plan. Diamond Bar, CA.

precursor to sulfates, the SCAQMD recommends analyzing SO_2 as an indicator of sulfates. As such, sulfate emissions are not quantified in this analysis.

Toxic Air Contaminants (TACs). The public's exposure to various TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a present or potential hazard to human health.[29] Any substance that is listed as a hazardous air pollutant pursuant to Subsection (b) of Section 112 of 42 U.S. Code Section 7412[b] is a TAC. Under state law, the California Environmental Protection Agency, acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or that may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for the CARB to designate substances as TACs. Once a TAC is identified, the CARB adopts an airborne toxics control measure for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions. The CARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, the CARB has designated nearly 200 compounds as TACs. In addition, the CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines.

In 1998, the CARB identified particulate emissions from diesel-fueled engines as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is in the fine particle range of 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

In 2005, the SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 812 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk.

[29] California Department of Health Services. n.d. Health and Safety Code. Available at: http://www.oes.ca.gov/Operational/OESHome.nsf/Content/349DB91B4D35827F88256CE0006060A1?OpenDocument

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups as being the most likely to be affected by air pollution: children under 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. Noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time.

Within a 500-foot radius of the proposed project site, 70 single family residences have been identified as sensitive receptors (Figure B.III-1, *Sensitive Receptors in the Vicinity of the Proposed Project*). Additional single-family residences are located in the surrounding community. There are no schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes located within 500 feet of the project site.

Odors

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The existing condition of the proposed project site is vacant land and is not characterized by any objectionable odors.

IMPACT ANALYSIS

The analysis of impacts to air quality is based on the methodology and criteria provided in the SCAQMD's *CEQA Air Quality Handbook*.[30] In addition to the Handbook, the SCAQMD published the Localized Significance Threshold Methodology for CEQA Evaluations that is intended to provide guidance in evaluating localized effects from mass emissions during construction.[31] The SCAQMD updated this guidance with Final Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds.[32]

Project-related demolition, site preparation, grading, building erection, and architectural coating emissions were calculated using the CalEEMod Emissions Model 2013.2.2. Both construction and operational emissions were quantified.

Several mitigations were built into the model to control and reduce fugitive dust. For example, dust covers on piles and truck loads as well as watering were both methods to mitigate dust on the project site. Additionally, vehicle speed is restricted to 25 mph on-site. A weekly monitoring report for dust will be submitted to the Los Angeles Department of City Planning to ensure compliance.

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30 South Coast Air Quality Management District. April 1993. CEQA Air Quality Handbook. Diamond Bar, CA.

31 South Coast Air Quality Management District. June 2003. Localized Significance Threshold Methodology for CEQA Evaluations. Diamond Bar, CA.

32 South Coast Air Quality Management District. October 2006. Final-Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds. Diamond Bar, CA.



FIGURE B.III-1

Sensitive Receptors in the Vicinity of the Proposed Project

The model also took advantage of sustainable features of the building. As described in Section A, *Project Description*, the main building will use passive solar shading, natural ventilation, natural daylighting, thermal mass, native landscaping, low VOC paints, recyclable material, window glazing, cool roof, and pervious paving. These features reduce the energy and water requirements of the site, which in turn reduce air quality impacts.

The State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impacts to air quality. Would the proposed project:

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

Construction. The modeled construction emissions, based on CalEEMod.2013.2.2, for the proposed project do not exceed the significance thresholds established by the SCAQMD (Table B.III-5, *Localized [On-Site] Construction Impacts*). Therefore, the construction phase of the project would not conflict with the SCAQMD significance thresholds. As there is no violation of the regional significance threshold, there would be no violation of the California AAQS. Therefore, construction of the proposed project would not conflict with or obstruct the implementation of the AQMP, the applicable air quality plan, and would not have any impact on applicable air quality plans. No further analysis is warranted.

Table B.III-5
Localized (On-Site) Construction Emissions

Phase[a]	Estimated Emissions (lbs/day)				
	ROC	**NO_X**	**CO**	**$PM_{2.5}$**	**PM_{10}**
Demolition	<1	3.50	2.60	<1	<1
Site Preparation	<1	1.61	0.83	<1	<1
Grading	<1	3.93	2.96	<1	<1
Building Construction	<1	7.83	3.15	<1	<1
Paving	<1	1.12	<1	<1	<1
Architectural Coating	1.23	<1	<1	<1	<1
Regional Significance Threshold	75	100	550	55	150
Significant Impact	**No**	**No**	**No**	**No**	**No**

Note: ROC = reactive organic compound; NO_x = nitrogen oxide; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter. The table assumes the proposed project would comply with SCAQMD Rule 403 (Fugitive Dust).

Source: CalEEMod simulation using CalEEMod.2013.2.2, completed March 2015.

Operations. The modeled operational emissions, based on CalEEMod.2013.2.2, for the proposed project do not exceed the significance thresholds established by the SCAQMD (Table B.III-6, *Operational Emissions*). Therefore, the operational phase of the project would not conflict with the AQMP, and would not violate the California AAQS. Therefore, construction of the proposed project would not conflict with or obstruct the implementation of the AQMP, the applicable air quality plan, and would not have any impact on applicable air quality plans. No further analysis is warranted.

Table B.III-6
Operational Emissions

Source	Estimated Emissions (lbs/day)				
	ROC	**NO_X**	**CO**	**$PM_{2.5}$**	**PM_{10}**
Mobile Sources	<1	<1	<1	<1	<1
Stationary Sources	<1	<1	<1	<1	<1
Total	<1	<1	1.01	<1	<1
Regional Significance Threshold	55	55	550	150	150
Significant Impact	**No**	**No**	**No**	**No**	**No**

Note: ROC = reactive organic compound; NO_x = nitrogen oxide; CO = carbon monoxide; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter.
Source: CalEEMod simulation using CalEEMod.2013.2.2, completed March 2015.

(b) Violate any air quality standard or contribute substantially to existing or projected air violations?

Construction Emissions. Construction of the proposed project has the potential to impact air quality through the use of heavy-duty construction equipment and from trips generated by construction workers commuting to and from the proposed project site. The peak number of construction workers on site is 20 workers, while less than 10 construction workers are expected off-peak. The construction equipment is limited, as specified in Table A-1, *Anticipated Equipment for Construction of the Proposed Single-Family Residence at 3599 Lankershim Boulevard*. Fugitive dust emissions would result from site preparation, excavation, and other construction activities. During the finishing phase, paving operations and the application of architectural coatings, such as paints and other building materials, would release ROCs. Low VOC paints will reduce the ROC emissions. The assessment of construction air quality impacts considers all of these potential sources. Construction emissions can substantially vary from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in this air basin to comply with the SCAQMD Rule 403 for fugitive dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. The contractor will comply with Rule 403 to avoid impacts to regional $PM_{2.5}$ and PM_{10}. Additionally, the contractor will maintain proper maintenance of all construction equipment and stop work if there are high winds greater than 15 mph for clearing, earth moving, and excavation or greater than 25 mph for grading.

Maximum localized construction emissions would not exceed the SCAQMD daily significance thresholds for ROC, NOX, CO, $PM_{2.5}$, or PM_{10} (Table B.III-5). Therefore, the construction impact would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. No further analysis is warranted.

Operational Emissions. Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity, natural gas, and water and by the operation of vehicles to and from the property. Because the proposed project is a single family residence with an estimated five residents and a four-car garage capacity, the mobile source emissions are minimal. The building will adhere to the 2011 LA Green Building Code and include other sustainable building features. Internally, LED lighting and Energy Star appliances will reduce energy consumption. The drought tolerant landscaping will reduce water consumption, and pervious paving on the driveway will reduce runoff. The project site has the potential for solar panels and electric vehicle charging as well.

Operational emissions would not exceed the SCAQMD significance thresholds (Table B.III-6). Therefore, the regional operations impact would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. No further analysis is warranted.

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

Cumulative impacts to air quality could occur as a result of construction of the proposed project in combination with other cumulative projects, as well as increases in air pollution from stationary and mobile source emissions. However, cumulative thresholds for air quality are the same as those used when considering a project-specific air quality impact, because the thresholds are related to a project's contribution to the regional air quality baseline (as determined by the SCAQMD modeling that considers general plan land use designations for the jurisdictions within its borders). If a project would result in exceedances of daily regional emission limits, then it can be considered to contribute to cumulatively considerable air quality impacts.

With respect to the proposed project, none of the criteria pollutants produced during project construction or operation would exceed regional or localized significance thresholds, as described above. Therefore, the proposed project emissions are not considered to be cumulatively considerable.

The proposed project is consistent with the State Implementation Plan, SCAG 2012–2035 RTP/SCS, City of Los Angeles General Plan, and the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan. Residential development at this project site is appropriate as the intended use is for a single-family residence in a location zoned for residential use. The Los Angeles General Plan Housing Element and RHNA have a vision for orderly growth in neighborhoods with sufficient existing infrastructure and nearby transit options. The proposed project fulfills these requirements and is therefore consistent with the aforementioned plans. No further analysis is warranted.

(d) Expose sensitive receptors to substantial pollutant concentrations?

The 70 single-family residences within a 500-foot radius of the proposed project site are considered the sensitive receptors. The proposed project would result in less than significant impact to air quality relating to exposing sensitive receptors to substantial pollutant concentrations. As indicated in Tables B.III-5 and B.III-6, construction and operational emissions of the proposed project would not exceed the significance thresholds established by the SCAQMD. In addition, construction of the proposed project would be required to be in conformance with SCAQMD Rule 403 regarding the control of fugitive dust. Therefore, the proposed project would result in less than significant impacts to air quality relating to exposing sensitive receptors to substantial pollutant concentrations. No further analysis is warranted.

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

The proposed project has the potential to create objectionable odors during the construction of the project, including emissions from diesel-burning vehicles and general odors from construction processes. Construction-related odor emissions would be temporary and intermittent in nature. Short-term construction-related odors would be expected to cease upon the drying or hardening of the odor-producing materials. Therefore, the proposed project would result in less than significant impact to air quality relating to objectionable odors affecting a substantial number of people. No further analysis is warranted.

IV. BIOLOGICAL RESOURCES

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to biological resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Biological resources at the proposed project site were evaluated with regard to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan;[2] the City of Los Angeles General Plan;[3] the Mulholland Scenic Parkway Specific Plan (MSPSP);[4] records from the California Natural Diversity Database (CNDDB)[5] for a 10-mile radius around the proposed project; records from the Consortium of California Herbaria;[6] eBird;[7] records from the California Native Plant Society;[8] National Wetlands Inventory (NWI) data;[9] the U.S. Geological Survey (USGS) 7.5-minute series, Burbank, topographic quadrangle map;[10] the U.S. Army Corps of Engineers (USACOE)[11] jurisdictional determination of the proposed project site; previous Streambed Alteration Agreements (SAAs);[12,13,14] the California Department of Fish and Wildlife (CDFW) Natural Community Conservation Plan (NCCP) California Regional Conservation Plans Map;[15] a review of literature germane to the proposed project;[16,17,18] field surveys for rare plants and sensitive wildlife; on-

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles, Department of City Planning, 13 May 1998. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Element. Available at: http://www.ci.la.ca.us/PLN/community/community_plans.htm

3 City of Los Angeles, Department of City Planning, 26 September 2001. Conservation Element of the City of Los Angeles General Plan. Available at: http://www.ci.la.ca.us/PLN/

4 City of Los Angeles, Department of City Planning, 13 May 1992. Mulholland Scenic Parkway Specific Plan.

5 California Department of Fish and Game. 2002. Rarefind 2: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Database. Sacramento, CA.

6 Available at: http://ucjeps.berkeley.edu/consortium

7 Available at: www.ebird.org

8 Available at: http://www.rareplants.cnps.org/simple.html

9 Available at: http://www.fws.gov/Wetlands/Data/Mapper.html

10 U.S. Geologic Survey. 2012. 7.5-Minute Series, Burbank, California, Topographic Quadrangle. Reston, VA.

11 U.S. Army Corps of Engineers. 21 July 2006. Jurisdictional Determination (No. 200600988-KW). Los Angeles, CA.

12 California Department of Fish and Game. 18 December 1991. Agreement Regarding Proposed Stream or Lake Alteration. Sacramento, CA.

13 California Department of Fish and Game. 23 June 2006. Streambed Alteration Agreement #1600-2005-0279-R5. Sacramento, CA.

14 California Department of Fish and Game. 5 December 1999. Streambed Alteration Agreement No. 5-365-99 (between the State of California Department of Fish and Game and Ms. Fina Botnik).

15 Available at: https://www.wildlife.ca.gov/Conservation/Planning/NCCP

16 Sapphos Environmental, Inc., 9 May 2002. Memorandum for the Record. Subject: Assessment of Biological Resources at 3599 Lankershim Boulevard, Studio City, County of Los Angeles, California. Revised from 19 November 1999. Pasadena, CA.

17 Sapphos Environmental, 7 February 2003. Memorandum for the Record. Subject: Regulatory Permitting Support Services in Support of Development of a Single-Family Residence. Pasadena, CA.

18 Sapphos Environmental, 29 April 2002. Memorandum for the Record. Subject: Results of Riparian Assessment. Pasadena, CA.

site plant community mapping based on *A Manual of California Vegetation*, second edition;[19] a wetland delineation by a certified wetland biologist; and a migratory corridor study through the use of trail cameras.

Abbreviations

CDFW: California Department of Fish and Wildlife
CEQA: California Environmental Quality Act
CNDDB: California Natural Diversity Database
CNPS: California Native Plan Society
HCP: Habitat Conservation Plan
MSPSP: Mulholland Scenic Parkway Specific Plan
NCCP: Natural Community Conservation Plan
NWI: National Wetlands Inventory
SAA: Streambed Alteration Agreement
USACOE: U.S. Army Corps of Engineers
USFWS: U.S. Fish and Wildlife Service
USGS: U.S. Geological Survey

AFFECTED ENVIRONMENT

Special-Status Species and Critical Habitat

State and Federally Listed Species

There are five listed species with *extant* populations within 10 miles of the proposed project based on a query of the CNDDB, eBird, and herbaria records (Figure B.IV-1, *CNDDB Records of Extant Populations*; Table B.IV-1, *Federally and State-Listed Species in the Project Vicinity*). However, a habitat evaluation conducted in 2002–2006 and again in 2014 found there was no habitat present for the two plant and three bird species that are federally or state-listed as endangered and threatened. Furthermore, none of these species were observed during plant and/or wildlife surveys conducted in on April 15, 2002; January 22, 2003; April 23, 2004; March 10, 2005; June 8, 2005; March 28, 2006; October 9, 2014; October 23, 2014, and November 17, 2014. The proposed project site lacks sandy or gravelly wash habitat suitable for Nevin's barberry (*Berberis nevinii*) and slender-horned spineflower (*Dodecahema leptoceras*).[20,21,22,23] The 1.0 acre of "coastal scrub" community present on the proposed project site, which was classified as Laurel Sumac Scrub (*Malosma laurina* Shrubland Alliance), is not habitat for coastal California gnatcatcher (*Polioptila californica californica*) because California gnatcatcher needs more coastal scrub given that its home range size of 4 and 11 acres.[24] Likewise, the riparian habitat on the proposed project site is too small, isolated from other riparian plant communities

[19] Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. A Manual of California Vegetation. Second Edition. Sacramento, CA: California Native Plant Society Press.

[20] Dale, Nancy. 1986. Flowering Plants: The Santa Monica Mountains, Coastal and Chaparral Regions of Southern California. Santa Barbara, CA: Capra Press.

[21] McMinn, H.E. 1939. An Illustrated Manual of California Shrubs. Berkeley, CA: University of California Press.

[22] Available at: http://sandiego.sierraclub.org/rareplants/029.html

[23] Available at: http://www.rareplants.cnps.org/detail/1056.html

[24] Small, Arnold. 1994. California Birds: Their Status and Distribution. Vista, CA: Ibis.

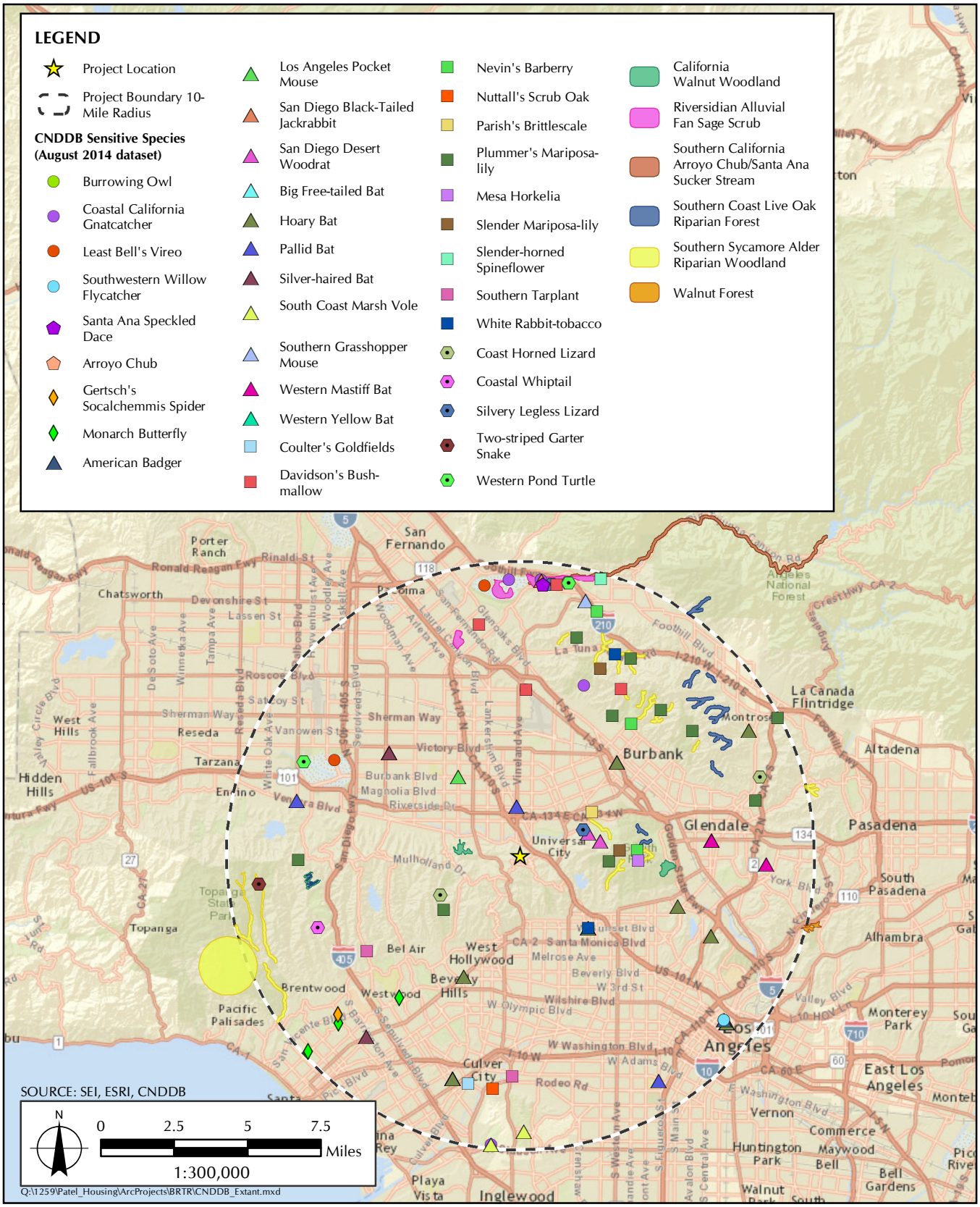


FIGURE B.IV-1

CNDDB Records of Extant Populations

by urban development, and lacks dense understory, meaning it is not habitat for southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*).[25,26,27,28]

Table B.IV-1
Federally and State-Listed Species in the Proposed Project Vicinity

Species	Special Status	Status at Proposed Site	Habitat Requirements and Historic Records
Plants			
Nevin's barberry (*Berberis nevinii)*	FE, SE, 1B.1	Absent/ No habitat	Preferred habitats include sandy and gravelly areas along margins of dry washes in the foothills of the Transverse and Peninsular Ranges below 2,000 feet in chaparral, coastal sage, cismontane woodland, and riparian scrub communities.[1,2] One record is presumed to be a transplanted population in Griffith Park below water tower #113 along Vista Del Valle Road; this is the only record in the Santa Monica Mountains. Two naturally occurring records were from the Verdugo Mountains in Big Tujunga Wash and Wildwood Canyon.
slender-horned spineflower (*Dodecahema leptoceras*)	FE, SE, 1B.1	Absent/ No habitat	Preferred habitats include chaparral, coastal sage scrub, alluvial fan sage scrub; often found along flood deposited terraces and washes; once known from more than a dozen locations on outwash alluvial fans and terraces from the San Fernando Valley east along the San Gabriel Mountains frontage to the San Bernardino Valley and to Riverside County.[2] Two records from within the Crescenta Valley; one record population is possibly extirpated due to development of La Crescenta-Montrose, but the second record in Big Tujunga Wash is likely extant.
Birds			
southwestern willow flycatcher (*Empidonax traillii extimus*)	FE, SE	Absent/ No habitat	Requires riparian woodland and breeds in relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands. Habitat patches must be at least 0.25 acre in size and at least 9 meters (30 feet) wide. One CNDDB record within 10 miles was from 1894. No habitat on the proposed project site given the riparian area is 0.1 acre and lacks understory.

[25] Garrett, K., and J. Dunn. 1981. Birds of Southern California: Status and Distribution. Los Angeles Audubon Society.

[26] Available at: http://www.fws.gov/nevada/protected_species/birds/species/swwf.html

[27] U.S. Fish and Wildlife Service. 2002. Final Recovery Plan for the Southwestern Willow Flycatcher (Empidonax traillii extimus). Prepared by: Southwestern Willow Flycatcher Recovery Team Technical Subgroup.

[28] U.S. Fish and Wildlife Service. 1998. Draft Recovery Plan for the Least Bell's Vireo. Fish and Wildlife Service, Portland, Oregon.

Table B.IV-1
Federally and State-Listed Species in the Proposed Project Vicinity

Species	Special Status	Status at Proposed Site	Habitat Requirements and Historic Records
least Bell's vireo (*Vireo bellii pusillus*)	FE, SE	Absent/ No habitat	Habitat is riparian forest, riparian scrub, and riparian woodland with dense understory, which is required for nesting. Nests usually 1 meter (3 feet) above ground. Population in Los Angeles County is increasing, with recent CNDDB records at Hansen Dam and Sepulveda Basin and numerous other eBird records in appropriate habitat. No habitat exists on the proposed project site given the riparian area is 0.1 acre and lacks understory.
coastal California gnatcatcher (*Polioptila californica californica*)	FT, SSC	Absent/ No habitat	A locally uncommon, non-migratory obligate nester of dense coastal sage scrub habitats occurring below or on arid hillsides, mesas, and washes. Its distribution is fragmented and restricted to Southern California; historical range extends from the southernmost coastal counties of Ventura, Los Angeles, Orange, San Diego, San Bernardino, and Riverside. Most recent records within 10 miles have been near Hansen Dam and Tujunga Valley. No habitat exists on the proposed project site given the level of surrounding development, plant community structure, and coastal scrub is about 1 acre.

Note: CNDDB = California Natural Diversity Database; FE = federal endangered; FT = federal threatened; SE = state endangered; SSC = State of California Species of Special Concern. California Native Plan Society (CNPS) categories: California Rare Plant Rank: List 1B: Rare, threatened, or endangered in California and elsewhere; 0.1: Seriously endangered in California.

Source: [1] Munz, Philip A. 1974. A Flora of Southern California. Berkeley, CA: University of California Press.
[2] Skinner, M.W., and B.M. Pavlik, eds. 1994. California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California. Sacramento, CA: California Native Plant Society.

Fully Protected and Sensitive Species

There are 33 sensitive species with *extant* populations within 10 miles of the proposed project based on a query of the California Native Diversity Database, eBird, and herbaria records (Figure B.IV-1). However, a habitat evaluation conducted in 2002–2006 and again in 2014 found there was no habitat present for the following 25 species: southern tarplant (*Centromadia parryi* ssp. *australis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Parish's brittlescale (*Atriplex parishii*), Plummer's mariposa-lily (*Calochortus plummerae*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), mesa horkelia (*Horkelia cuneata* var. *puberula*), nuttall's scrub oak (*Quercus dumosa*), monarch butterfly (*Danaus plexippus*), Gertsch's socalchemmis spider (*Socalchemmis gertschi*), arroyo chub (*Gila orcuttii*), Santa Ana speckled dace (*Rhinichthys osculus* ssp. 3), western pond turtle (*Emys marmorata*), two-striped garter snake (*Thamnophis hammondii*), south coast marsh vole (*Microtus californicus stephensi*), silvery legless lizard (*Anniella pulchra pulchra*), burrowing owl (*Athene cunicularia*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), American badger (*Taxidea taxus*), peregrine falcon (*Falco peregrinus*), western yellow bat (*Lasiurus xanthinus*), western mastiff bat (*Eumops perotis californicus*), big free-tailed bat (*Nyctinomops macrotis*), southern grasshopper mouse (*Onychomys torridus ramona*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and San Diego desert woodrat (*Neotoma lepida intermedia*).

There were eight sensitive species with extant populations within 10 miles of the proposed project and that had habitat on the proposed project site (Table B.IV-2, *Sensitive Species with Habitat on the Proposed Project Site*). The entire site is potential habitat for Davidson's bush-mallow (*Malacothamnus davidsonii*), Cooper's hawk (*Accipiter cooperii*), silver-haired bat (*Lasionycteris noctivagans*), hoary bat (*Lasiurus cinereus*), and pallid bat (*Antrozous pallidus*). Only the chaparral/coast sage scrub areas have habitat for slender mariposa-lily (*Calochortus clavatus* var. *gracilis*), coast horned lizard (*Phrynosoma blainvillii*), and coastal whiptail (*Aspidoscelis tigris stejnegeri*). Of these eight species, seven were determined to be absent based on directed surveys in 2002–2006 and 2014 (Table B.IV-2); only the Cooper's hawk was observed to be present on the proposed project site.

Table B.IV-2
Sensitive Species with Habitat on the Proposed Project Site

Species	Rarity Rank	Status at Proposed Site	Habitat Requirements and Historic Records
Plants			
Davidson's bush-mallow (*Malacothamnus davidsonii*)	1B.2	Absent/ present	The habitat is chaparral, cismontane woodland, coastal scrub, and riparian woodland on slopes and washes.[1,2] The majority of records within Los Angeles County are on south-facing slopes on the northern edges of San Fernando Valley. No records exist from the Santa Monica Mountains. The laurel sumac scrub on site is marginal habitat. Bush mallows are evident at this time of the year; reference population visited.
slender mariposa-lily (*Calochortus clavatus* var. *gracilis*)	1B.2	Absent/ Habitat present	The habitat is chaparral plant communities in the shaded foothill canyons.[1,2] There is limited chaparral plant community on the proposed project site, and community structure is less favorable for this species. The laurel sumac scrub is habitat, but a site visit to a reference population indicates that the proposed project site is not optimal habitat.
Reptiles			
coast horned lizard (*Phrynosoma blainvillii*)	SSC	Absent/ Habitat present	Habitat is coastal scrub, coastal bluff scrub, valley and foothill grassland, chaparral, cismontane woodland, pinyon and juniper woodlands, riparian scrub, riparian woodland and desert. Habitat is low-quality and only within the open areas around the laurel sumac scrub; the closed canopy throughout a majority of the parcel is not habitat for this species.
coastal whiptail (*Aspidoscelis tigris stejnegeri*)	CSA	Absent/ Habitat present	Occurs in open habitats that are primarily hot and dry with sparse foliage in chaparral, woodland, and riparian areas. Vegetation is generally too dense, and the location of the proposed project site within a north-facing canyon is likely too cool for this species. Habitat is low-quality and only within the open areas around the laurel sumac scrub; the closed canopy throughout a majority of the parcel is not habitat for this species.
Birds			
Cooper's hawk (*Accipiter cooperii*)	CSA	Present	Often found in suburban areas with interspaced woodlots or large planted trees. This forest hawk is adapted at hunting prey from under the forest canopy and within brush. Commonly hunts small birds at backyard feeders.

Table B.IV-2
Sensitive Species with Habitat on the Proposed Project Site

Species	Rarity Rank	Status at Proposed Site	Habitat Requirements and Historic Records
Mammals			
silver-haired bat (*Lasionycteris noctivagans*)	SSC	Absent/ Habitat present	Habitat is primarily forested areas adjacent to lakes, ponds, or streams. Roosts and nursery sites are in tree foliage, cavities, or under loose bark. Large trees suitable for roosting and foraging are present on the proposed project site.
hoary bat (*Lasiurus cinereus*)	CSA	Absent/ Habitat present	Forages over a wide range of habitats, but prefers open habitats with water and access to trees for roosting. Primarily roosts in trees and foliage. Large trees suitable for roosting and foraging are present on the proposed project site.
pallid bat (*Antrozous pallidus*)	SSC	Absent/ Habitat present	Habitat is chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran desert scrub, upper montane coniferous forest, and valley grassland. Roosts within hollow trees, under bridges, and in buildings but sometimes in rock crevices. Large trees suitable for roosting and foraging are present on the proposed project site.

Note: California Native Plant Society (CNPS) categories: California Rare Plant Rank: List 1B: Rare, threatened, or endangered in California and elsewhere; 0.1: Seriously endangered in California; 0.2: Fairly threatened in California.
SSC = State of California Species of Special Concern; CSA = California Special Animal: a general term that refers to all of the taxa the California Natural Diversity Database (CNDDB) is interested in tracking, regardless of their legal or protection status. The California Department of Fish and Wildlife (CDFW) considers the taxa on this list to be those of greatest conservation need. For those species with statuses identified by U.S. Fish and Wildlife Service (USFWS) and/or CDFW, the status is noted. Those species included on the list due to identification by other governmental agencies and/or non-governmental conservation organizations are listed as CSA.

Source: [1] The Jepson Manual, Vascular Plants of California, 2nd ed. 2012. Edited by Bruce G. Baldwin, Douglas H. Goldman, David J. Keil, Robert Patterson, Thomas J. Rosatti, Dieter H. Wilken. Berkeley: University of California Press.
[2] Available at: http://www.rareplants.cnps.org/detail/1062.html

Davidson's bush mallow and slender mariposa-lily were determined to be absent as a result of four surveys conducted from 2002–2006 and surveys and reference site visits in 2014. Therefore, Davidson's bush mallow and slender mariposa-lily habitat was determined to be marginal and these species absent from the proposed project site. Coast horned lizard and coastal whiptail were determined to be absent as a result of surveys conducted from 2002–2006 and 2014. The woodlands on the proposed project site are not habitat given the dense canopy and litter cover, but an adjacent, occupied parcel has a more open oak canopy, cleared understory, and a mix of chaparral-associated plant species that is more likely habitat for these species. The only habitat on the proposed project site is coastal scrub/chaparral, which is about 1.0 acre on the project parcel and on adjacent, occupied parcels. Therefore, coast horned lizard and coastal whiptail habitat was determined to be marginal and these species absent from the proposed project site. Cooper's hawk is a forest-dwelling hawk that lives in urban forested areas of Los Angeles County.[29,30,31] Cooper's hawk, a CDFW watch list species, was observed during surveys in 2014. This hawk has adapted to living in suburban areas and frequently hunts bird feeders for small birds. No bats, bat signs, or bat

[29] Garrett, K., and J. Dunn. 1981. Birds of Southern California: Status and Distribution. Los Angeles Audubon Society.

[30] Ebird data.

[31] Curtis, Odette E., R.N. Rosenfield, and J. Bielefeldt. 2006. Cooper's Hawk (Accipiter cooperii). In The Birds of North America Online (A. Poole, Ed.). Ithaca, NY: Cornell Lab of Ornithology. Available at: http://bna.birds.cornell.edu/bna/species/075.

roosts were observed during surveys. However, almost every large oak on the property had holes in the trunk that would be suitable roosts for tree-dwelling bats, but the lack of nearby water limits the value to these woodlands as roosting habitat.

Common Species

The proposed project site serves as habitat for commonly encountered species of plants and animals that can tolerate a high level of urban development. Sapphos Environmental, Inc. observed 28 plants, 27 birds, 1 reptile, and 3 mammals during site visits. Forty-three percent (12 of 28) of the plants species observed were nonnative species. Four plant species had been previously observed but are currently extirpated, absent because of the drought, or present in very low abundance.

In addition to the species observed, CDFW and nearby residents identified 14 species that have the potential to be present, including: California treefrog (*Pseudacris cadaverina*), Baja California treefrog (*Pseudacris hypochondriaca*), western toad (*Anaxyrus boreas halophilus*), black-chinned hummingbird (*Archilochus alexandri*), western scrub jay (*Aphelocoma californica*), northern rough-winged swallow (*Stelgidopteryx serripennis*), Phainopepla (*Phainopepla nitens*), song sparrow (*Melospiza melodia*), owls (western screech-owl [*Megascops kennicottii*]/great horned owl [*Bubo virginianus*]), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), bobcat (*Lynx rufus*), rabbit species (*Sylvilagus* sp.), and Virginia opossum (*Didelphis virginiana*).[32,33] As a result of surveys, there was no habitat for two of these species, including California treefrog and northern rough-winged swallow; in addition, phainopepla is unlikely given the lack of mistletoe in the oak trees.

Critical Habitat

The proposed project site is not located within the boundaries of any land designated, proposed for designation, as critical habitat for any plant or wildlife species.

Riparian and State-Sensitive Plant Communities

Plant Communities

The soils on the proposed project site and the surrounding properties are classified as primarily consisting of weathered sandstone and claystone.[34] The underlying rock unit is a member of the Topanga Formation from the Middle Miocene, and consists of steeply bedded, mostly gray micaceous clay shale or claystone, crumbly where weathered, and thin interbeds of gray to tan semi-friable sandstone.[35]

There were no designated state-sensitive plant communities present on the proposed project site based on plant community mapping in 2014 using the classification system outlined in *A Manual of California Vegetation*, second edition,[36] and accepted by CDFW.[37] Three common native plant communities were

[32] California Department of Fish and Game. 23 June 2006. Streambed Alteration Agreement #1600-2005-0279-R5.

[33] Soluk, Alexandra, and John Soluk. 2 January 2007. Appeal Letter/Master Appeal Form to the City Council of Los Angeles. Los Angeles, Cafornia. Subject: CEQA: ENV. 2003-9111 MND; 3599 Lankershim Blvd.

[34] Hoots, H.W. 1930. Geology of the Eastern Part of the Santa Monica Mountains, Los Angeles, County, California. Shorter Contributions to General Geology, 94-98.

[35] Hoots, H.W. 1930. Geology of the Eastern Part of the Santa Monica Mountains, Los Angeles, County, California. Shorter Contributions to General Geology, 94-98.

[36] Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. A Manual of California Vegetation. Second Edition. Sacramento, CA: California Native Plant Society Press.

[37] Available at: http://www.dfg.ca.gov/biogeodata/vegcamp/pdfs/natcomlist.pdf

identified: coast live oak woodland, arroyo willow thicket, and laurel sumac scrub (Figure B.IV-2, *Plant Communities*; Table B.IV-3, *Plant Communities on the Proposed Project Site*). In addition, there is 0.01 acre of developed land, composed of an existing driveway, within the proposed project site.

Table B.IV-3
Plant Communities on the Proposed Project Site

Manual of California Vegetation, 2nd Edition Name	Wildlife Habitat Type	Available Acres	Maximum Potential Impact Area
Coast Live Oak Woodland	Oak Woodland	0.25	0.09
Arroyo Willow Thicket	Riparian	0.10	0.006
Laurel Sumac Scrub	Coastal Sage Scrub	0.14	0.12
Developed	Not applicable	0.01	0.01
Total		**0.50**	**0.226**

Riparian Habitat

The arroyo willow thicket, as previously described, is considered a riparian plant community. Therefore, this area is subject to the CDFW jurisdiction. This riparian plant community on the proposed project site and adjacent parcel is 0.16 acre, with 0.10 acre located on the proposed project parcel. Furthermore, the riparian habitat is isolated from any other riparian plant communities. Any water that flows though the riparian habitat enters a covered storm drain at the base of the existing driveway; the storm drain remains covered until the concrete channel of the Los Angeles River one mile north.

Federal Wetlands and Waterways

There were no wetlands or waterways on the proposed project site based on a jurisdictional delineation that found presence of wetland vegetation but lacked hydric soils and wetland hydrology; all three factors must be present in order to be classified as a wetland subject to jurisdiction by the USACOE. Furthermore, the site is not listed as a wetland by the NWI database.[38] In 2006, the USACOE surveyed the site and determined that the riparian area on the parcel is not subject to USACOE jurisdiction;[39,40,41] however, determination of non-jurisdiction is valid for 2 years. Therefore, an updated letter of non-jurisdiction will be needed from the USACOE. Impacts to wetlands as defined by CDFW had been disclosed above within-designated riparian habitat.

Migratory Corridor and Nursery Site

Migratory Corridor

Game trails are present on the proposed project site (Figure B.IV-3, *Approximate Location of Observed Game Trails*); however, the proposed project parcel has limited value as a corridor because there are no areas to the north and west that would be suitable habitat for more wildlife species (Figure B.IV-4, *Potential Corridors of Undeveloped Areas within Developed Areas*). Wildlife corridors have been determined to be crucial in increasing the effective amount of habitat that is available for species and

[38] U.S. Geologic Survey. 2012. 7.5-Minute Series, Burbank, California, Topographic Quadrangle. Reston, VA.

[39] U.S. Army Corps of Engineers. 21 July 2006. Letter to Mr. Ketan Kumar.

[40] Sapphos Environmental, Inc. 29 April 2002. Memorandum for the Record. Subject: Results of Riparian Assessment. Pasadena, CA.

[41] Sapphos Environmental, Inc. 1 April 2005. Memorandum for the Record. Subject: Plant Community Assessment at 3599 Lankershim Boulevard. Pasadena, CA.

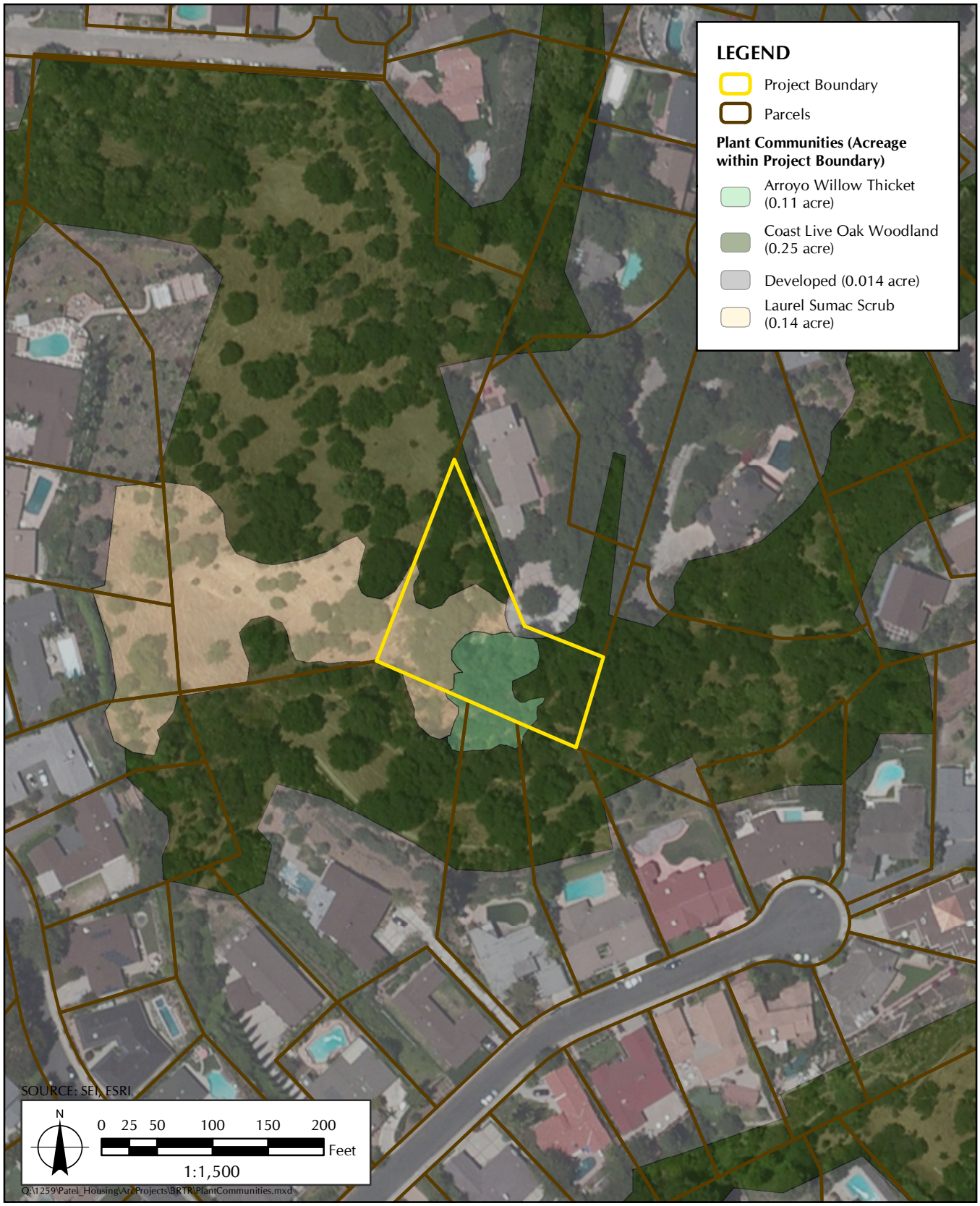


FIGURE B.IV-2

Plant Communities

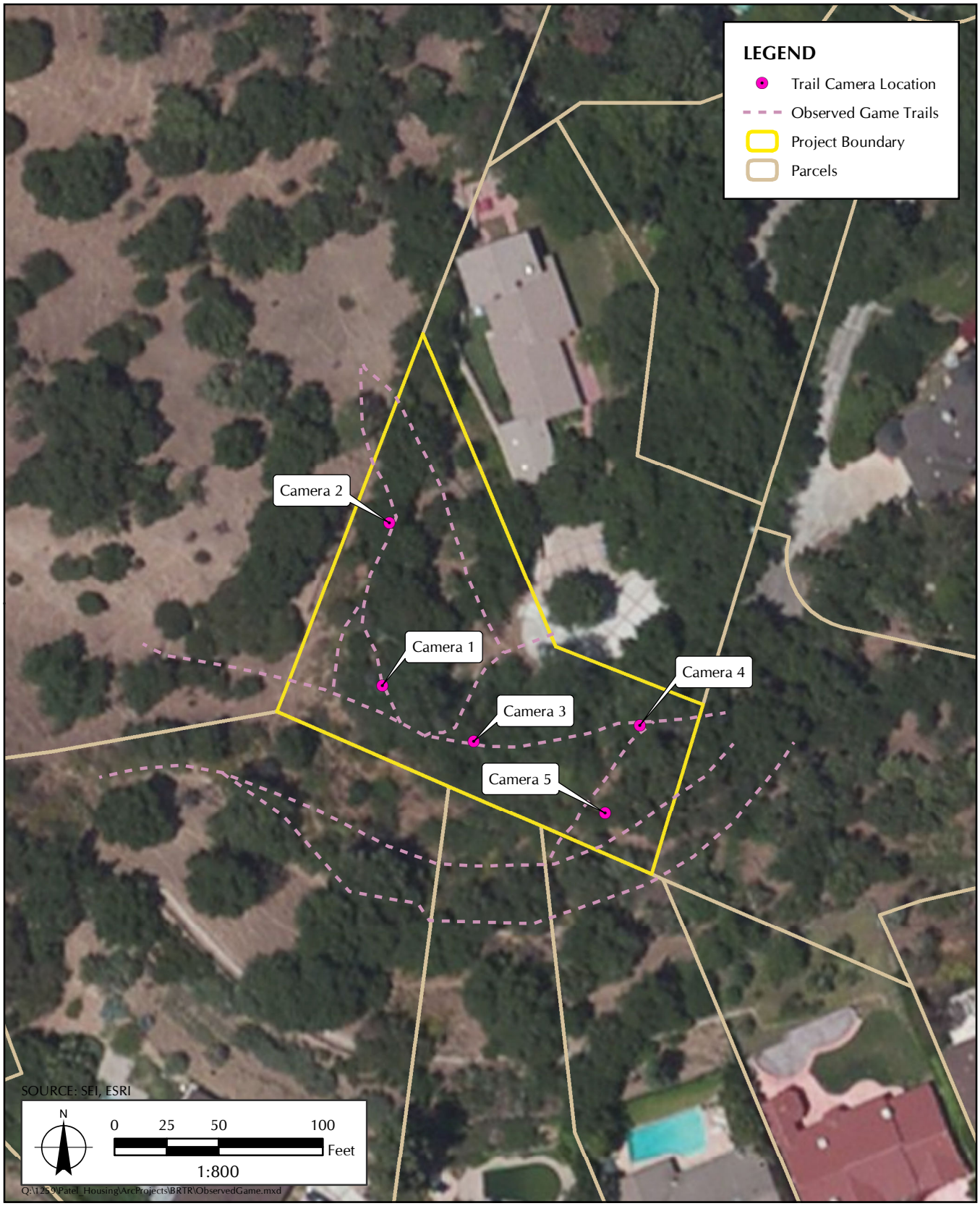


FIGURE B.IV-3

Approximate Location of Observed Game Trails

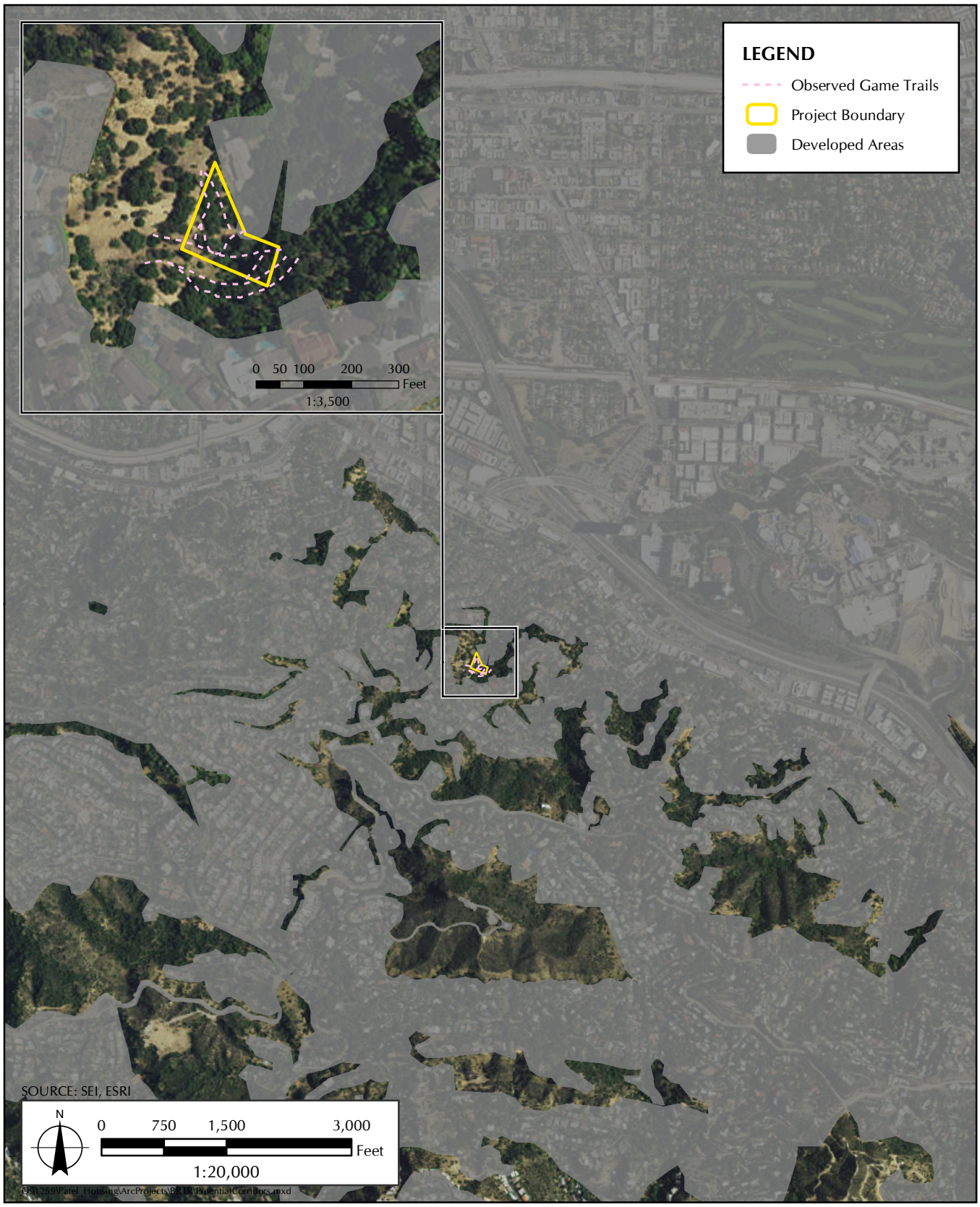


FIGURE B.IV-4

Potential Corridors of Undeveloped Areas within Developed Areas

effectively reversing habitat fragmentation, but these corridors depend on having a linkage between two areas of habitat.[42] A review of Missing Linkages, a statewide analysis to identify the location of, and threats to, California's most important wildlife movement corridors; determined that there were no major wildlife corridors near the proposed project site.[43] Based on surveys in 2014 and photos/video from five remote cameras placed on the proposed project site, the area is being used by local movement of mule deer (*Odocoileus hemionus*) and coyote (*Canis latrans*). Mule deer have a home range of 0.8 to 2 square miles, and coyotes have a home range of 4 to 8 square miles, meaning that both species could use the proposed project parcel for foraging only and be bedding down/denning in larger areas of contiguous habitat within several miles of the proposed project site.

Nursery Site

No migratory fish routes or nurseries would be affected as a result of the proposed project given the lack of permanent water connecting to waterways. Birds have a potential to nest on-site; however, no rookeries are present.

Local Ordinances and Policies

City of Los Angeles General Plan

Section 6, Policy 1 and Section 12, Policy 1 of the City of Los Angeles General Plan were evaluated through plant community mapping (including mapping of riparian habitat) and plant/wildlife surveys. Existing conditions related to these policies have been disclosed above.

Protected Tree Ordinance

The Protected Tree Ordinance established which species are protected and the regulations enacted for those tree species within the boundaries of the City of Los Angeles. An oak tree survey was performed by a certified arborist, which documented two oak species, coast live oak and scrub oak, with a trunk diameter of 2 inches or greater;[44] both species were observed on October 9 and 23, 2014. However, only the coast live oak is classified as "Protected Trees" under the oak tree ordinance because the ordinance does not extend to scrub oaks. Although the ordinance specifically calls out *Quercus dumosa* scrub oak, a rare plant, *Q. dumosa* is a term that is often applied to six-plus scrub oak species within the *Q. dumosa* complex, whose taxonomy has been periodically realigned.[45] According to the oak tree report, there are 11 coast live oaks (*Quercus agrifolia*), 8 of which were rated D by the certified arborist, meaning that the trees are in various states of decline as a result of disease, pests, or stress and could be considered hazardous.[46] Based on the tree condition specified by the certified arborist, these 8 trees may be permitted for removal, contingent on approval by the Board of Public Works, because the ordinance allows for removal of protected trees that show "a substantial decline from a condition of normal health and vigor,

[42] ConservationEconomy.net. n.d. The Patterns of a Conservation Economy. Available at: http://www.conservationeconomy.net/content.cfm?PatternID=21.

[43] California Wilderness Coalition. 2002. Missing Linkages: Restoring Connectivity to the California Landscape. Available at: http://www.calwild.org.

[44] Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard, Oak Tree Report and Impact Evaluation Based on Proposed Development. Prepared for: Sapphos Environmental, Inc., Pasadena, CA.

[45] Fryer, Janet L. 2012. Quercus berberidifolia, Q. dumosa. In: Fire Effects Information System, [Online]. U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory (Producer). Available: http://www.fs.fed.us/database/feis/

[46] Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard, Oak Tree Report and Impact Evaluation Based on Proposed Development. Prepared for: Sapphos Environmental, Inc., Pasadena, CA.

and restoration." A maximum of 3 protected oaks may be impacted as a result of the proposed project. In addition, the driplines of 4 healthy protected oaks occur within the proposed project buffer; activity within the driplines is considered impacts under the City of Los Angeles ordinance because construction could damage the root system.

Mulholland Scenic Parkway Specific Plan

The proposed project site has *Quercus agrifolia* (i.e., coast live oak) and, therefore, has a potential to conflict with the oak tree provision of the MSPSP. Although an adjacent parcel is preserved as open space, it is not considered is not considered "parkland" because of the lack of public access; therefore, not protected under the provisions of the MSPSP. Likewise, the proposed project site does not have any other resources for which the MSPSP provisions apply to because the reviewed USGS topographical maps revealed that were no streams located on the project parcel as defined by the MSPSP.[47]

HCCPs/NCPs

The proposed project site is not located within the boundaries of any Habitat Conservation Plan (HCP) or NCCP.[48] There are three HCPs/NCCPs in Los Angeles County: the West Mojave HCP and Desert Renewable Energy Conservation Plan NCCP/HCP located in the Mojave Desert and the Palos Verdes Peninsula NCCP/HCP.

IMPACT ANALYSIS

The State CEQA Guidelines define *direct impacts* as those impacts that result from a project and occur at the same time and place. *Indirect impacts* are caused by a project, but can occur later in time or farther removed in distance while still reasonably foreseeable and related to the project. The potential direct and indirect impacts discussed in this analysis are those most likely to be associated with construction and the permanent conversion of land as a result of this proposed project. The proposed project was analyzed such that permanent impacts were considered to include (1) a project footprint of 0.22 acre, including the driveway (0.04 acre) and house/patio (0.1 acre) and (2) a 15-foot-wide construction zone (0.08 acre) around the edge of the house to provide sufficient space for the construction crews. The construction zone has been limited to 5 feet wide, adjacent to the riparian habitat, in order to minimize and avoid impacts. It is anticipated that after the completion of the residence, the construction zone would be landscaped by the property owner; therefore, the construction zone has been included as a permanent impact area. However, the impacts could be reduced if portions of the construction buffer were restored to native habitat, thereby resulting in a temporary rather than permanent impact.

The State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to biological resources. Would the proposed project:

[47] U.S. Geological Survey. [1966] Photo inspected 1972. 7.5-Minute Series, Burbank, California, Topographic Quadrangle. Scale 1:24,000. Reston, VA.

[48] Available at: https://www.wildlife.ca.gov/Conservation/Planning/NCCP

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

There is no occupied habitat or potential habitat for the five listed federally or state-threatened and endangered species; therefore, there are no impacts to listed species. The proposed project site is not located within critical habitat of any species.

The proposed project would not result in direct impacts to sensitive species; however, the project would contribute to cumulative impacts through contribution to regional loss of potentially suitable habitat. The proposed project would result in the loss of less than 0.25 acre of potentially suitable habitat for eight sensitive species: Davidson's bush mallow, slender mariposa-lily, coast horned lizard, coastal whiptail, Cooper's hawk, silver-haired bat, hoary bat, and pallid bat. Indirect effects on Davidson's bush mallow and slender mariposa-lily are not expected to be significant because the overall size of the habitat is 1.0 acre, isolated from other coastal scrub/chaparral communities by development, and about 0.2 acre of potential habitat would be affected (Table B.IV-4, *Habitat Impacts*). Likewise, coast horned lizard and coastal whiptail were not observed, but could occur on adjacent parcels, and would have about 0.2 acres of habitat affected. The proposed project would result in the loss of nesting habitat for Cooper's hawk on and adjacent to the parcel; however, Cooper's hawk could benefit because suburban dwellings has the potential to increase prey, such as house sparrows (*Passer domesticus*), house finches (*Haemorhous mexicanus*), and other small birds that use feeders and native landscaping. Therefore, impacts to Cooper's hawk can be mitigated to below the level of significance through planting of native plants that produce seeds for their avian prey. Silver-haired bat, hoary bat, and pallid bat are not typically faithful to a single roost,[49] meaning that the loss of specific trees may not impact a population of tree roosting species because they will switch roost trees from night to night. Although the tree-dwelling bats are not roost faithful and no bats, bat signs, or bat roosts were observed during surveys, a mitigation measure should be considered to ensure that bats are not present within the trees prior to construction, out of an abundance of caution.

[49] Lewis, S.E. 1995. Roost fidelity of bats: A review. Journal of Mammalogy 76: 481-496.

Table B.IV-4
Habitat Impacts

Species	Potential Habitat	Plant Community	Available Acres on the Parcel	Impact Area
Davidson's bush-mallow	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub, Coast Live Oak Woodland	0.5	0.2
slender mariposa-lily	Coastal scrub	Laural Sumac Scrub	0.14	0.12
coast horned lizard	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub,* Arroyo Willow Thicket, Coast Live Oak Woodland	0.5	0.2
coastal whiptail	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub,* Arroyo Willow Thicket, Coast Live Oak Woodland	0.5	0.2
Cooper's hawk	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub,* Arroyo Willow Thicket, Coast Live Oak Woodland	0.5	0.2
silver-haired bat	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub, Arroyo Willow Thicket, Coast Live Oak Woodland*	0.5	0.2
hoary bat	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub, Arroyo Willow Thicket, Coast Live Oak Woodland*	0.5	0.2
pallid bat	Coastal scrub, riparian, cismontane woodlands	Laural Sumac Scrub, Arroyo Willow Thicket, Coast Live Oak Woodland*	0.5	0.2
Note: * Indicates community that would be the primary habitat on the proposed project site.				

Impacts to nesting birds would need to be mitigated to ensure that impacts are less than significant. Construction of the proposed project would result in the loss of up to 0.2 acre of habitat; however, the species observed by biologists and local citizens are species that have persisted in the area despite a high level of development and regular human disturbance (e.g., noise, pets, lawn care, traffic, etc.). None of the other common species are afforded protection and are known to thrive in urban environments and can often become pests.[50,51,52,53]

[50] California Department of Fish and Game. 1990. California's Wildlife Vol. 2: Mammals. [Zeiner D.C., W.F. Laudenslayer, K.E. Mayer, and M. White Eds]. Sacramento, CA.

[51] DeSefano, S., and R.M. DeGraaf. 2003. Exploring the ecology of suburban wildlife. Frontiers in Ecology and the Enviroment 1:95-101.

[52] Fedriani, J.M., T.K. Fuller, and R.M. Sauvajot. 2001. Does availability of anthropogenic food enhance densities of omnivorous mammals? An example with coyotes in Southern California. Ecography 24:325-331.

[53] Sauvajot, R.M., M. Buechner, D.A. Kamradt, C.M. Schonewald. 1998. Patterns of human disturbance and response by small mammals and birds in chaparral near urban development. Urban Ecosystems 2:279-297.

The proposed project would have the potential to result in significant impacts to biological resources, in relation to having 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 CDFW or U.S. Fish and Wildlife Service (USFWS), requiring the consideration of mitigation measures and alternatives.

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

There are no state sensitive plant communities on the proposed project site.[54] The proposed project would result in impacts for up to 0.226 acre of commonly occurring plant communities. These impacts are considered temporary because the landscape plan for the proposed project includes designs for restoration within the project buffer to a coast live oak woodland community using existing on-site plant types and native plants from the Preferred Plant List of the MSPSP Design and Preservation Guidelines.

One of the plant communities, arroyo willow thicket, qualifies as riparian habitat; therefore, mitigation or avoidance may be required for this plant community should direct impacts occur. A maximum of 0.006 acre of riparian habitat may be impacted as a result of construction of a driveway, which amounts to less than 6 percent of the total riparian area within the parcel and on the adjacent parcel. An area of disturbance occurs adjacent to the riparian areas, and ripgut brome extends into the existing springs/seeps; this area could be restored as a potential mitigation site (Figure B.IV-5, *Potential Riparian Mitigation Site*). The proposed house and patios would not be located within the inflow drainage, but soil stabilization may be needed along the inflow and riparian edges so that erosion would not affect the drainage. The driveway would have to be designed such that additional water would not contribute to soil erosion and additional sediments into the riparian area. Alternatively, redesigning the driveway could avoid the riparian area altogether.

An SAA between the property owner and the CDFW may be required to ensure that there is no net loss of habitat.[55,56] The final SAA would specify any and all mitigation requirements, including performance standards, such as: (1) the provision of restoration of the riparian area, (2) a conservation easement through a portion of the proposed project site, (3) the placement of a wildlife guzzler, or (4) the purchase of mitigation bank property.

The proposed project would have the potential to result in significant impacts to biological resources, in relation to having a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the CDFW or USFWS, requiring the consideration of mitigation measures and alternatives.

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54 Available at: http://www.dfg.ca.gov/biogeodata/vegcamp/natural_communities.asp

55 California Department of Fish and Game. 28 January 2003.(Letter to Mr. Dan O'Donnell, City of Los Angeles Planning Department, 6255 Van Nuys Boulevard, Van Nuys, CA 91401. Subject: CEQA Compliance for Single Family Home Located at 3599 Lankershim Boulevard, Los Angeles County.

56 California Department of Fish and Game. 14 June 2005. Letter to Mr. Edward Belden, Sapphos Environmental, Inc., 133 Martin Alley, Pasadena, CA 91105. Subject: Lake or Streambed Alteration Notification, Notification No. 1600-2005-0279-R5. 3599 Lankershim Boulevard Residence.

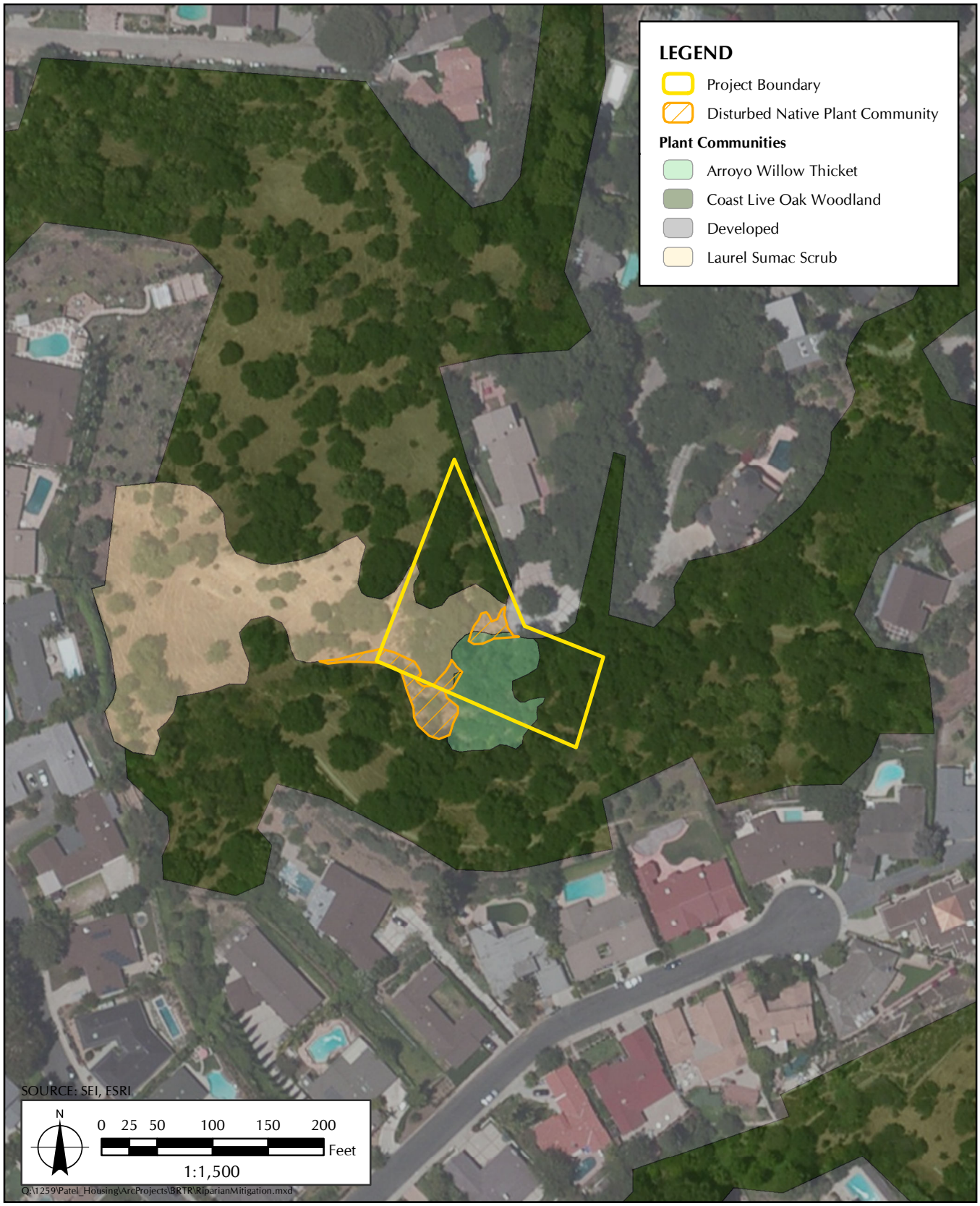


FIGURE B.IV-5

Potential Riparian Mitigation Site

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

There are no wetlands or "waters of the United States" afforded protection pursuant to Section 404 of the Federal Clean Water Act; therefore, the proposed project would not result in impacts to biological resources in relation to federally protected wetlands or "waters of the United States." No further analysis is warranted.

(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?

There are no known migratory corridors or nurseries located on or near the proposed project site. Instead, the area is being used for local movement. The proposed project would not result in impacts to biological resources in relation to impeding the use of native wildlife nursery sites because the majority of the parcel would not be subject to construction and permanent development. However, the proposed project would not be expected to encumber any *potential* wildlife corridors because (1) less than half of the existing potential corridor habitat would be reduced; (2) the remaining corridor would still be larger than the potential corridors to the east and west of the proposed project site; (3) up to three game trails may be impacted, but there are a large number of trails on site, including ones that currently bypass the proposed project; (4) any wildlife that wanted to move between Griffith Park and the western Santa Monica Mountains would likely be moving higher upslope where larger patches of habitat exist; and (5) east-west movement of wildlife across the proposed project site would either end at Ventura Boulevard or backtrack to traverse housing in order to get to larger tracts uphill. Removal of up to three game trails may shift the local game movement but not completely eliminate the movement. The location of the proposed house has been situated so that the potential wildlife corridor shall remain at least 49 meters wide, which is comparable in size or larger than nearby corridors (Figure B.IV-6, *Potential Corridor Widths after Impacts*).

As a result of a review of the CNDDB, no recognized wildlife nursery was identified within the region of the proposed project area. The single drainage and isolated spring located at the proposed project site is not interconnected to any waterway or aquatic habitat. As a result of field visits, no wildlife breeding or bird nesting sites were identified on the proposed project site. No wildlife breeding or bird nesting sites were observed during the biological resources assessment and riparian habitat assessment.[57,58] Therefore, there would be no significant impacts to biological resources related to impeding the use of native wildlife nursery sites. However, the potential for nesting bird or bats within the oaks warrant mitigation to reduce any direct impacts to below the level of significance. Therefore, the proposed project would have the potential to result in significant impacts to biological resources, in relation to interfering 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, requiring the consideration of mitigation measures and alternatives.

[57] Sapphos Environmental, Inc., 1 April 2005. Memorandum for the Record. Subject: Plant Community Assessment at 3599 Lankershim Boulevard, Studio City, Los Angeles County, California. Pasadena, CA.

[58] Sapphos Environmental, Inc., 9 June 2005. Memorandum for the Record. Subject: Wildlife Survey at 3599 Lankershim Boulevard, Studio City, Los Angeles County, California. Pasadena, CA.

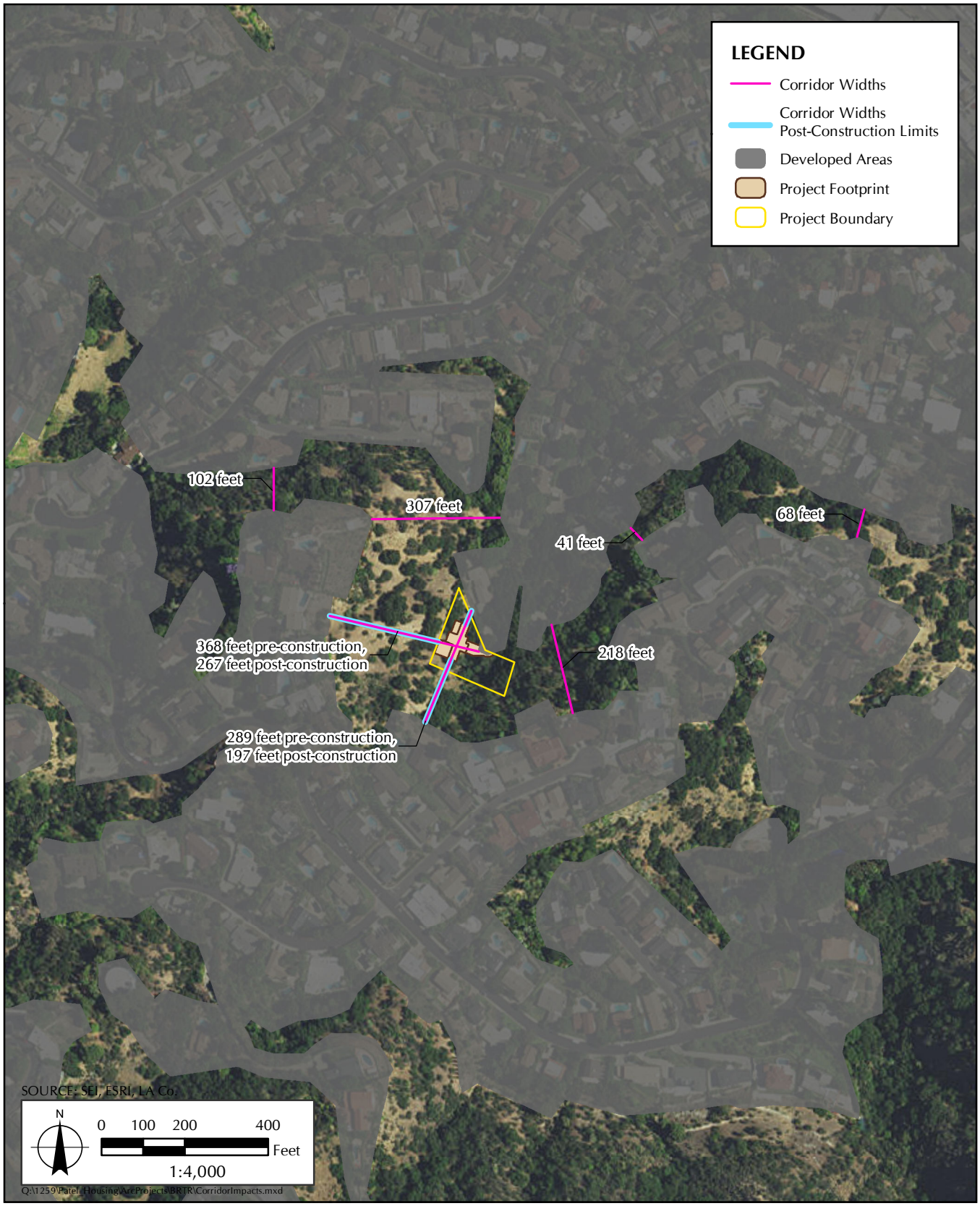


FIGURE B.IV-6

Potential Corridor Widths After Impacts

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

The proposed project is in conflict with Section 6, Policy 1 of the City of Los Angeles General Plan because sensitive wildlife has the potential to occur and riparian habitat is present. The proposed project was redesigned from the original plan to avoid and minimize impact to the maximum extent practicable, which is in line with Section 6, Policy 1.

The proposed project would not be in conflict with Section 12, Policy 1 of the City of Los Angeles General Plan, as the proposed project would allow for continued local movement of wildlife (Figure B.IV-6).

The City of Los Angeles Protected Tree Ordinance[59] and the MSPSP[60] both have protection on oak trees. Of the 11 coast live oak, a maximum of 7 could be impacted as a result of project implementation. However, a maximum of 3 may need to be removed; 4 trees that have dripline within the buffer around the proposed house could be avoided during construction (Figure B.IV-7, *Oaks within Maximum Footprint*). Most of the trees on the proposed project site were rated by an arborist as having a below average/poor overall condition.[61] The proposed project would not conflict with the Protected Tree Ordinance and the MSPSP, if there is prior written approval from the Director of the City Planning Department and the City of Los Angeles Board of Public Works. In addition, the trees that would be removed must be replaced at a ratio of up to 4:1.[62] Further, the proposed project must demonstrate that soil erosion will not increase because of water flowing over the ground and that the trees are not distinctively significant. Based on the proposed site plan and surveys, the removal of trees would not contribute to increased erosion via surface flow because a house will be placed on top of the tree locations, such that water flowing from uphill would have the energy reduced by the house and plants that will be planted around the house.

The proposed project would have the potential to result in significant impacts to biological resources, in relation to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, requiring the consideration of mitigation measures and alternatives.

(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?

The proposed project is not located within or near the boundaries of any HCP or NCCP; therefore, the proposed project would not conflict with the provisions of any adopted HCP or NCCP. No further analysis is warranted.

59 City of Los Angeles Ordinance No. 177404.

60 City of Los Angeles, Planning Department, 13 May 1992. Mulholland Scenic Parkway Specific Plan.

61 Arbor Essence. 10 March 2005. 3599 Lankershim Boulevard, Oak Tree Report and Impact Evaluation Based on Proposed Development. Prepared for: Sapphos Environmental, Inc., Pasadena, CA.

62 City of Los Angeles Department of Public Works. n.d. Application for a Tree Removal Permit.

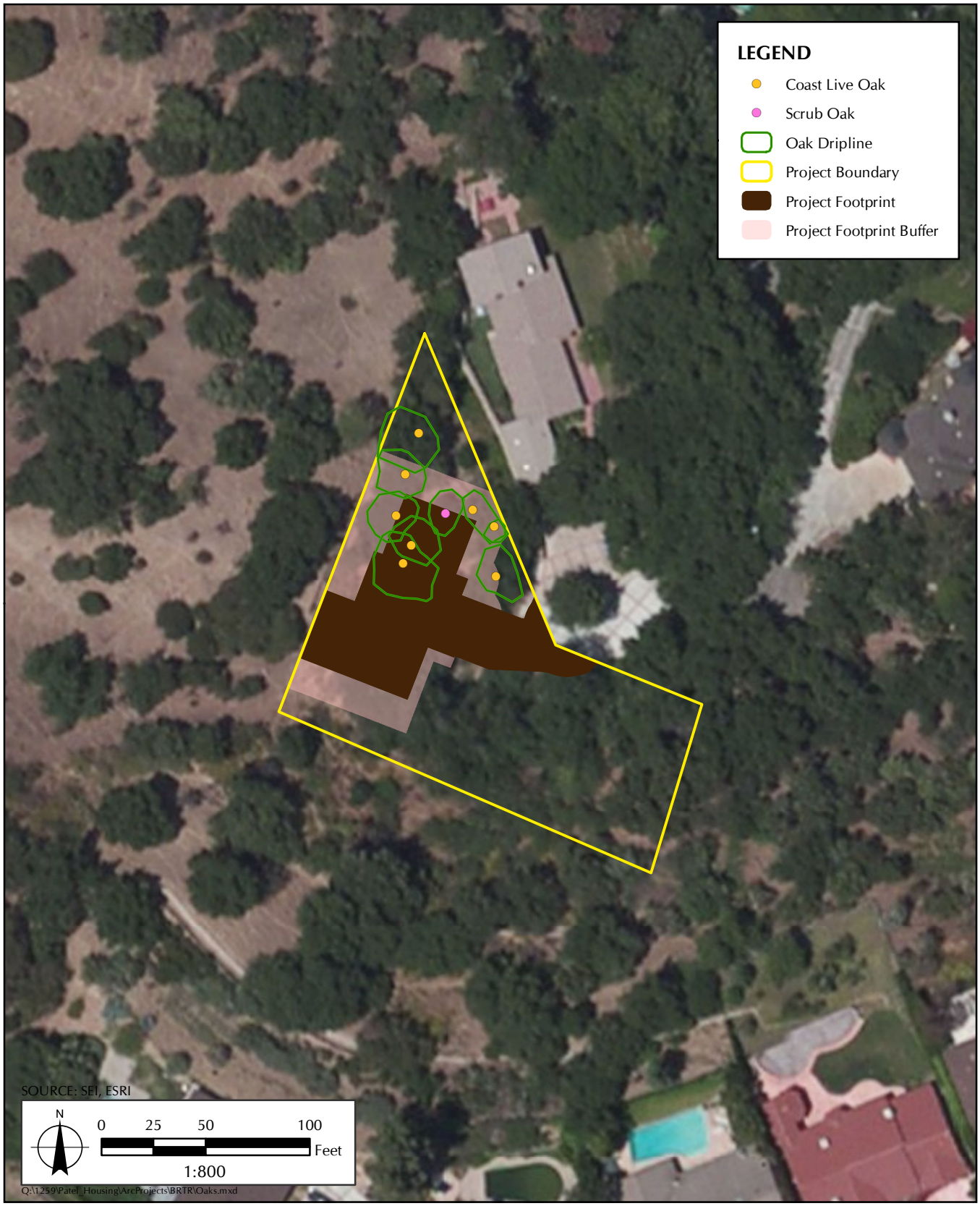


FIGURE B.IV-7

Oaks within Maximum Footprint

V. CULTURAL RESOURCES

This analysis is undertaken to determine if the proposed Single-Family Residence in Studio City (proposed project) would have a significant impact to cultural resources, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Cultural resources at the proposed project site were evaluated with regard to the Conservation and Open Space Element of the existing adopted City of Los Angeles General Plan;[2] the Mulholland Scenic Parkway Specific Plan (MSPSP); records searches at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, regarding previously recorded cultural resources and investigations conducted within the proposed project;[3] records searches at the Natural History Museum of Los Angeles County for the presence of paleontological resources;[4] consultation with the Native American Heritage Commission (NAHC) regarding the presence of Native American sacred lands within the proposed project area;[5] and a review of published and unpublished literature pertaining to cultural resources at the proposed project site.[6] The analysis of cultural resources consists of a summary of the regulatory framework that guides the decision-making process, a description of the existing conditions at the proposed project site, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and level of significance after mitigation.

Abbreviations

AB: Assembly Bill
APE: Area of Potential Effect
BP: before present
CEQA: California Environmental Quality Act
CHRIS: California Historical Resources Information System
CRHR: California Register of Historical Resources
MSPSP: Mulholland Scenic Parkway Specific Plan
NAHC: Native American Heritage Commission
NRHP: National Register of Historic Places
SCCIC: South Central Coastal Information Center

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles Department of City Planning. 26 September 2001. Conservation Element of the City of Los Angeles General Plan. Available at: http://planning.lacity.org/cwd/gnlpln/ConsvElt.pdf.

3 Noyes, Lindsey, South Central Coastal Information Center, California State University, Fullerton. 2 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

4 McLeod, Samuel, Natural History Museum of Los Angeles County, Los Angeles, CA. 22 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

5 Sanchez, Katy, Native American Heritage Commission, Sacramento, CA. 14 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

6 City of Los Angeles, City Planning Commission. 22 May 2003. Mulholland Scenic Parkway Specific Plan: Design and Preservation Guidelines.

Definitions

Archaeological Site: Defined by the National Register of Historic Places (NRHP) as the place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains. Archaeological remains usually take the form of artifacts (e.g., fragments of tools, vestiges of utilitarian, or non-utilitarian objects), features (e.g., remnants of walls, cooking hearths, or midden deposits), and ecological evidence (e.g., pollen remaining from plants that were in the area when the activities occurred).[7]

Assembly Bill 52: On September 25, Governor Brown signed Assembly Bill No. 52 (AB 52), which creates a new category of environmental resources that must be considered under CEQA: "tribal cultural resources." AB 52 is applicable to project for which a Notice of Preparation is filed on or after July 2015. AB 52 adds tribal cultural resources to the categories of cultural resources in CEQA, which had formerly been limited to historic, archaeological, and paleontological resources. Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is deemed concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

Area of Potential Effect (APE): Defined by the National Park Service as the area in which eligible properties may be affected by the undertaking (proposed project), including direct effects (such as destruction of the property) and indirect effects (such as visual, audible, and atmospheric changes which affect the character and setting of the property).[8]

BP: "Before present," which is defined as before 1950 and is used by archaeologists in conjunction with the commonly used term, AD.[9]

Cultural Resources Study Area: Defined as the area containing the proposed project site and all lands within a one-half-mile radius of the site evaluated for the presence of cultural resources through record searches and consultation.

Ethnohistoric Archaeological Sites: Defined as Native American settlements occupied after the arrival of European settlers in California.

Historic Archaeological Sites: Reflect the activities of nonnative populations during the Historic period.

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7 U.S. Department of the Interior, National Park Service. 2000. National Register Bulletin: Guidelines for Evaluating and Registering Archeological Properties. Available at: http://www.cr.nps.gov/nr/publications/bulletins/arch

8 U.S. Department of the Interior, National Park Service. 1995. National Register Bulletin: Defining Boundaries for National Register Properties. Available at: http://www.nps.gov/nr/publications/bulletins/boundaries/

9 Renfrew, Colin, and Paul Bahn. [1991] 2003. Archaeology Theories, Methods, and Practice. 3rd Edition. New York, NY: Thames and Hudson.

Historic Period: Defined as the period that begins with the arrival of the first nonnative population and thus varies by area. In 1769, Gaspar de Portolá became the first European to enter the San Fernando Valley, initiating the historic period in the study area.

Historical Resource: Defined by CEQA as any object, building, structure, site (including archaeological sites), area, place, record, or manuscript that is listed in, or is eligible for listing in, the California Register of Historical Resources (CRHR); officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution; or identified as significant in a historic resource survey conducted in accordance with the requirements of the CRHR statute (Public Resources Code Section 5024.1(g)). Properties listed in, or determined eligible for listing in, the NRHP are automatically listed in the CRHR and are therefore historical resources under CEQA.

Impact Area: Defined as the geographic area or areas within which a project may directly or indirectly cause alterations in the character or use of significant historical or archaeological resources. The impact area is influenced by the scale and nature of the project as well as by the types of cultural resources in the vicinity.[10] For the purposes of this report, the impact area is understood to be the area that would be expected to be subjected to ground disturbance for the fence installation of the project. It should be noted that for some types of resources, such as certain Native American traditional cultural places or a historic district, the impact area would be delineated much more broadly to account for indirect impacts, which may range from auditory to visual.

Isolate: Defined as an isolated artifact or small group of artifacts that appear to reflect a single event, loci, or activity. It may lack identifiable context but has the potential to add important information about a region, culture, or person. Isolates are not considered under CEQA to be significant and, thus, do not require avoidance or mitigation under CEQA. All isolates located during the field effort, however, are recorded, and the data are transmitted to the appropriate California Historical Resources Information System (CHRIS) Information Center.

Native American Sacred Site: Defined by the NAHC as an area that has been, and often continues to be, of religious significance to Native American peoples, such as an area where religious ceremonies are practiced or an area that is central to their origins as a people.[11] The NAHC provides protection to Native American burials from vandalism and inadvertent destruction, a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintains an inventory of sacred places.

Phase I Archaeological Resources Survey: Consists of a literature review (background research), consultation with the Native American Heritage Commission, and fieldwork. Fieldwork consists of a physical inspection of the cultural resources survey area, generally through pedestrian surveys, or by other means when appropriate. The purpose of the Phase I survey is to identify the cultural resources known or likely to be present in the project's impact area and in the immediate vicinity.

Prehistoric Archaeological Sites: Represent the material remains of Native American groups and their activities. These sites are generally thought to date to the period before European contact but, in some cases, may contain evidence of trade contact with Europeans.

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[10] Adapted from 36 CFR Part 800.16.

[11] Native American Heritage Commission. Accessed 21 July 2006. Understanding Cultural Resources. Available at: www.nahc.ca.gov/understandingcr.html

Prehistoric period: Defined as the era prior to AD 1769. The later part of the prehistoric period (post–AD 1542) is also characterized as the protohistoric period in some areas, which marks a transitional period during which native populations began to be influenced by European presence resulting in gradual changes to their lifeways.

Tribal Cultural Resource: In conformance with AB 52, New § 21074 of the Public Resources Code defines a tribal cultural resource as (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources; or (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource, whereas the lead agency must determine the resource meets the criteria for listing in the CRHR.

Unique Geologic Feature: Defined as an important and irreplaceable geological formation. Such features may have scientific and/or cultural values.

Unique Paleontological Resource: Defined as a fossil that meets one or more of the following criteria:[12]

- It provides information on the evolutionary relationships and developmental trends among organisms, living or extinct.
- It provides data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein.
- It provides data regarding the development of biological communities or interaction between plant and animal communities.
- It demonstrates unusual or spectacular circumstances in the history of life.
- The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

AFFECTED ENVIRONMENT

The existing conditions for paleontological, archaeological, historical resources, and Native American sacred sites and human remains are characterized based on records and archival review, agency coordination, and a Phase I Walkover survey.

Paleontological Resources

A map review and records searches at the Natural History Museum of Los Angeles County indicate that the proposed project area is underlain by the marine middle Miocene Upper Topanga Formation.[13] In the proposed project area, the facies of the Upper Topanga Formation is primarily a rock unit of marine shales and siltstones. The Topanga Formation has the potential to yield significant paleontological resources. The closest vertebrate fossil locality in the Topanga Formation to the proposed project, LACM 6969, was collected during construction of the Metrorail Universal City subway station at the intersection of Lankershim Boulevard and the Hollywood Freeway (Highway 101) northeast of the proposed project area. Locality LACM 6969 produced specimens of grunion, Atherinidae; henings, Etringus, Ganolytes, and Sardinella; codlets, Bregmacerotidae; bigeyes, Priacanthidae; croakers, Sciaenidae; mackerels, Scombridae; and boarfishes, Caproidae. The next closest vertebrate fossil locality from the Topanga

[12] Scott, E., and K. Springer. Fall 2003. CEQA and Fossil Preservation in Southern California. The Environmental Monitor, pp. 4–10, 17.

[13] McLeod, Samuel, Natural History Museum of Los Angeles County, Los Angeles, CA. 22 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

Formation is LACM 1084, southeast of the proposed project area west of Cahuenga Boulevard and north of Oakshire Drive. Locality LACM 1084 documents the occurrence of Paleoparadoxia, a member of an extinct group of marine mammals called the Desmostylia that had heavy bodies, relatively short and stout legs, and unique cylindrically cuspate cheek teeth. Desmostylian fossils are rare in Southern California.[14] The Paleoparadoxia specimen collected from locality LACM 1084 has been published in scientific literature. Despite the presence of fossil localities in the vicinity of the proposed project, no fossil localities have been recorded within the proposed project area.[15]

Archaeological and Historical Resources

Prehistoric Context

Several prehistoric cultural chronologies have been proposed for the Southern California coast, with two of the most frequently cited sequences developed by William Wallace,[16] Claude Warren,[17] and Chester King.[18] The chronological sequence presented herein represents an updated synthesis of these schemes as compiled by Glassow and others[19] for the Northern California Bight. This geographic area consists of the coastal area from Vandenberg Air Force Base south to Palos Verdes, as well as the Channel Islands and adjacent inland areas, including the Los Angeles Basin.[20] The prehistoric sequence of San Fernando Valley can be divided into four broad temporal categories (Table B.V-1, *Southern California Coastal Regional Chronology*).

Table B.V-1
Southern California Coastal Regional Chronology

Epoch	Coastal Region	Dates
Late Pleistocene / Early Holocene	Paleo-Coastal Period	Circa 9500 to 7000/6500 BC
Middle Holocene	Millingstone Period	Circa 7000/6500 to 1500/1000 BC
Late Holocene	Intermediate Period	1500/1000 BC to AD 750
Late Holocene	Late Period	AD 750 to Spanish contact

[14] McLeod, Samuel, Natural History Museum of Los Angeles County, Los Angeles, CA. 22 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

[15] McLeod, Samuel, Natural History Museum of Los Angeles County, Los Angeles, CA. 22 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

[16] Wallace, William J. 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology, 11:214–230.

[17] Warren, Claude M. 1968. Cultural Tradition and Ecological Adaptation on the Southern California Coast. In Archaic Prehistory in the Western United States, ed. Cynthia Irwin-Williams. Portales, NM: Eastern New Mexico University Contributions in Anthropology No. 1.

[18] King, Chester. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts Used for Social System Maintenance in the Santa Barbara Channel Region before AD 1804. New York, NY: Garland.

[19] Glassow, Michael A., Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell. 2007. Prehistory of the Northern California Bight and the Adjacent Transverse Ranges. In California Prehistory, Colonization, Culture, and Complexity, ed. Terry L. Jones and Kathryn A. Klar. New York, NY: Altamira, 191–213.

[20] Glassow, Michael A., Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell. 2007. Prehistory of the Northern California Bight and the Adjacent Transverse Ranges. In California Prehistory, Colonization, Culture, and Complexity, ed. Terry L. Jones and Kathryn A. Klar. New York, NY: Altamira, 191.

Terminal Pleistocene and Early Holocene: Paleo-Coastal Period (Circa 9500 to 7000/6500 BC)

Relatively few sites have been identified in Los Angeles County that date to the terminal Pleistocene and early Holocene. Currently, the earliest reliable date for human occupation in the area derives from the La Brea Tar Pits (P-19-159), where human bone has been dated to 8520 cal BC.[21] Evidence of possible early human occupation has also been found at the sand dune bluff site of Malaga Cove (P-19-138), located between Redondo Beach and Palos Verdes.[22] Researchers have proposed that archaeological remains recovered from the lowermost cultural stratum at the site, which include shell, animal bone, and chipped stone tools, may date as early as 8000 cal BC.[23,24]

Middle Holocene: Millingstone Period (Circa 7000/6500 to 1500/1000 BC)

A number of Millingstone sites have been identified in Los Angeles County. The lower component of the Tank site (P-19-1), located in the Santa Monica Mountains, was excavated in the 1940s and determined to be Topanga I in age.[25] In the San Fernando Valley, the Encino site (P-19-111) is thought to have contained a Topanga I component.[26] The artifact assemblage is definitive of the Topanga I period, containing many milling implements, but few projectile points. The presence of mortars and pestles alongside stemmed projectile points at the Chatsworth site (P-19-21), located at the western edge of the San Fernando Valley, suggests a Topanga II presence.[27] The Big Tujunga Wash site, located at the eastern edge of the San Fernando Valley, may have also contained a Topanga II component.[28]

Late Holocene: Intermediate Period (1500/1000 BC to AD 750)

Intermediate Period sites within the San Fernando Valley are represented by the "Angeles Pattern" of the Del Rey Tradition.[29] Regional trade or interaction networks appeared to develop during this period with coastal populations in Los Angeles County obtaining small steatite artifacts and *Olivella* shell beads from the southern Channel Islands and obsidian from the Coso Volcanic Field.[30] Marked changes are seen in mortuary practices during the Intermediate Period, with flexed primary inhumations and cremations

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21 Berger, R., R. Protsch, R. Reynolds, C. Rozaire, and J.R. Sackett. 1971. New Radiocarbon Dates Based on Bone Collagen of California Indians. Los Angeles, CA: Contributions to the University of California Archaeological Survey, 43–49.

22 Walker, Edwin Francis. 1951. Five Prehistoric Archaeological Sites in Los Angeles County, California. Los Angeles, CA: Southwest Museum, F. W. Hodge Anniversary Publication Fund VI.

23 Moratto, M.J. 1984. California Archaeology. New York, NY: Academic Press, 132.

24 Wallace, W.J. 1986. Archaeological Research at Malaga Cove. In Symposium: A New Look at Some Old Sites, ed. G.S. Breschini and T. Haversat. Salinas, CA: Coyote Press.

25 Sutton, Mark Q., and Jill K. Gardner. 2010. Reconceptualizing the Encinitas Tradition of Southern California. Pacific Coast Archaeological Society Quarterly, 42(4): 1–64, 8.

26 Sutton, Mark Q., and Jill K. Gardner. 2010. Reconceptualizing the Encinitas Tradition of Southern California. Pacific Coast Archaeological Society Quarterly, 42(4): 1–64, 8.

27 Sutton, Mark Q., and Jill K. Gardner. 2010. Reconceptualizing the Encinitas Tradition of Southern California. Pacific Coast Archaeological Society Quarterly, 42(4): 1–64, 8.

28 Sutton, Mark Q., and Jill K. Gardner. 2010. Reconceptualizing the Encinitas Tradition of Southern California. Pacific Coast Archaeological Society Quarterly, 42(4): 1–64, 8.

29 Sutton, Mark Q. 2010. The Del Rey Tradition and Its Place in the Prehistory of Southern California. Pacific Coast Archaeological Society Quarterly, 44(2&3): 1–54.

30 Koerper, Henry C., Roger D. Mason, and Mark L. Peterson. 2002. Complexity, Demography, and Change in Late Holocene Orange County. In Catalysts to Complexity: Late Holocene Societies of the California Coast, ed. M. Erlandson and Terry L. Jones. Perspectives in California Archaeology, Vol. 6. Los Angeles, CA: University of California, Los Angeles, Institute of Archaeology.

replacing extended inhumations and cairns. Notable technological changes occurred at this time with the introduction of the plank canoe and bow and arrow.[31]

Late Holocene: Late Period (AD 750 to Spanish Contact)

The Late Period dates from approximately AD 750 until Spanish contact at AD 1542. Sutton[32] has divided this period, which falls within the larger Del Rey Tradition, into two phases: Angeles IV (AD 750–1200) and Angeles V (AD 1200–1550). The Angeles IV phase is characterized by the continued growth of regional populations and the development of large, sedentary villages. Although chiefdoms appear to have developed in the northern Channel Islands and Santa Barbara region after 850 BP,[33,34] little direct evidence has been found to suggest this level of social complexity existed in the San Fernando Valley during the late prehistoric period.[35]

Ethnographic Context

Native American territorial occupation of the San Fernando Valley is traditionally assigned to the Gabrielino, or Tongva, group; however, the Chumash and Tataviam territories are thought to have bordered the northwest and northern limits of the San Fernando Valley.[36,37,38]

Historic Context[39]

European Discovery and the Mission Period

The first Europeans to pass through the San Fernando Valley were a group of Spanish explorers on their way to Monterey Bay from San Diego. Under the leadership of Gaspar de Portolá, the exploration party crossed the Santa Monica Mountains and entered the San Fernando Valley on August 5, 1769. After camping in the present-day community of Encino, the group headed north, traversing the Santa Clarita Valley on their way to Santa Barbara.

The San Fernando Mission was established on September 8, 1797, and was the 17th mission founded by the Catholic Church in California. Crops were planted, and nearby Native American groups, such as the

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31 Glassow, Michael A., Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell. 2007. Prehistory of the Northern California Bight and the Adjacent Transverse Ranges. In California Prehistory, Colonization, Culture, and Complexity, ed. Terry L. Jones and Kathryn A. Klar. New York, NY: Altamira, 203–4.

32 Sutton, Mark Q. 2010. The Del Rey Tradition and Its Place in the Prehistory of Southern California. Pacific Coast Archaeological Society Quarterly, 44(2&3): 1–54.

33 Arnold, Jeanne E. 1992. Complex Hunter-Gatherer-Fishers of Prehistoric California: Chiefs, Specialists, and Maritime Adaptations of the Channel Islands. American Antiquity, 57(1): 60–84.

34 Gamble, Lynn H. 2005. Culture and Climate: Reconsidering the Effect of Palaeoclimatic Variability among Southern California Hunter-Gatherer Societies. World Archaeology, 37(1): 92–108.

35 Sutton, Mark Q. 2010. The Del Rey Tradition and Its Place in the Prehistory of Southern California. Pacific Coast Archaeological Society Quarterly, 44(2&3): 1–54.

36 Bean, L.J., and C.R. Smith. 1978. Gabrielino. In Handbook of North American Indians, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, 538.

37 King, C., and T. Blackburn. 1978. Tataviam. In Handbook of North American Indians, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, 535.

38 Grant, C. 1978. Eastern Coastal Chumash. In Handbook of North American Indians, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, 538.

39 Much of this section is drawn from: Robinson, W. 1961. The Story of the San Fernando Valley. Los Angeles, CA: Title Insurance and Trust Company.

Tongva, were forced into mission life. While living at the mission, they were under the direction of the priests who required the Native Americans to farm (wheat, barley, corn, beans, peas, and fruit trees); raise cattle; cure hides; tend vineyards; make wine; and practice a trade, such as carpentry, masonry, tailoring or shoemaking.

The Mexican Period

In 1822, when Mexico declared its independence from Spain, initially little changed for the missions. At that time, there were approximately 1,000 Native Americans living and working at the San Fernando Mission. However, in 1834, the Mexican government secularized the California Missions, which resulted in the San Fernando Mission being turned over to Don Pedro Lopez, who acted as mission *majordomo* (governor of the mission).

The American Period

After the American conquest of Mexican California in 1847, Pio Pico's brother, Andres Pico, retained a portion of the Rancho Ex-Mission San Fernando, which included the former Mission buildings that he used as his home. This land was eventually given to Pio Pico, who in 1869 sold the land to the San Fernando Farm Homestead Association. By 1874, San Fernando was recognized by the county as a town, bringing in plans for railroad development, improved roads and infrastructure, and more residents. Between the 1910s and 1920s, much of the land in the valley was used for field crops and orchard agriculture. During the 1930s, the population of the San Fernando Valley grew due to the increased use of automobiles, which required the construction of roads and highways. After World War II, the population increased even more dramatically with tract home development to accommodate returning war veterans, which led to many orchards being replaced by the suburban sprawl that today dominates much of the San Fernando Valley.

Resource Characterization

A cultural resources records search conducted at the SCCIC on October 2, 2014 identified six archaeological resources within one-half mile of the proposed project. None of these previously recorded resources are located within the proposed project area.[40] One site (CA-LAN-001945H, the Feliz Adobe), is listed on the NRHP and one historic district (P-19-187794, Universal City and Studios) has been determined eligible for inclusion on the NRHP (Table B.V-2, *Previously Recorded Archaeological Sites Located within the Cultural Resources Study Area*; Figure B.V-1, *Previously Recorded Cultural Resources within the Project Area and 1/2-Mile Radius*). A cultural resources site visit was conducted on October 23, 2014 to determine the presence of cultural resources within the proposed project area. No cultural resources were identified during the site visit.

[40] Noyes, Lindsey, South Central Coastal Information Center, California State University, Fullerton. 2 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

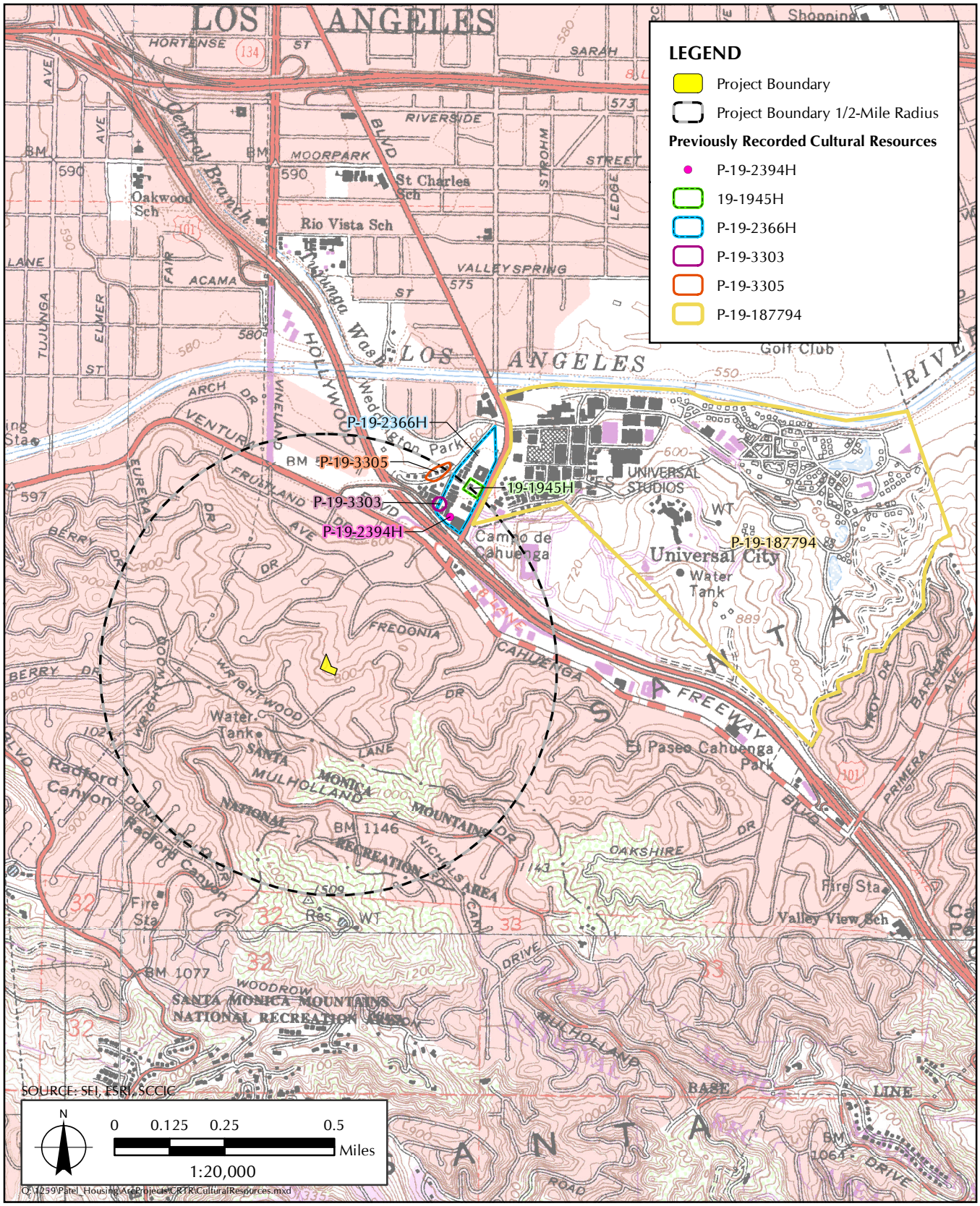


FIGURE B.V-1

Previously Recorded Cultural Resources
within the Project Area and 1/2-Mile Radius

Table B.V-2
Previously Recorded Archaeological Sites Located within the Cultural Resources Study Area

Primary Number	Trinomial	Historic Time Period	Type	Description	NRHP Eligibility
P-19-001945	CA-LAN-001945H	X	Site	Site of the Feliz Adobe, the former headquarters of Rancho Cahuenga	Listed (2003)
P-19-002366	CA-LAN-002366H	X	Site	Trash-filled trench and brick-lined well	Unevaluated
P-19-002394	CA-LAN-002394H	X	Site	Trash-filled trench and brick-lined well	Unevaluated
P-19-003303	CA-LAN-003303H	X	Site	Large buried trash dump	Unevaluated
P-19-003305	CA-LAN-003305H	X	Site	Trash dump	Unevaluated
P-19-187794		X	Building; historic district	Universal City and Studios	Eligible

Human Remains

Records searches, review of historical topographic maps, cultural resources site visit, and consultation did not reveal any known cemeteries or burial sites within the area of potential impact.

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impact to cultural resources. In addition, pursuant to AB 52, lead agencies are required to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area.

Would the proposed project:

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

The proposed project would not cause a substantial adverse change in the significance of a historical resource. There are no previously recorded historical resources, or resources eligible for listing in the CRHR or NRHP, located within the proposed project area.[41] The cultural resources field visit did not identify any new historical resources within the proposed project area. Therefore, the proposed project would result in no impacts to cultural resources relating to a substantial adverse change in the significance of a historical resource. No further analysis is warranted.

[41] Noyes, Lindsey, South Central Coastal Information Center, California State University, Fullerton. 2 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

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

The proposed project would not cause a substantial adverse change in the significance of an archaeological resource. There are no previously recorded archaeological resources within the proposed project area.[42] The cultural resources field visit did not identify any new archaeological resources within the proposed project area. Therefore, the proposed project result in no impacts to cultural resources relating to a substantial adverse change in the significance of an archaeological resource. No further analysis is warranted.

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

The proposed project has the potential to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. The bedrock in the proposed project area is composed of the marine middle Miocene Upper Topanga Formation, a formation known to contain significant paleontological resources. Excavation proposed for the project site may affect unique paleontological contained within the Upper Topanga Formation. Surface grading or shallow excavations in the loose soil above the Upper Topanga Formation bedrock have a low potential to encounter any significant paleontological resources. However, any excavations into bedrock within the proposed project area have the potential to uncover significant paleontological resources. As a result, the proposed project has the potential to result in significant impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource, requiring the consideration of mitigation measures and alternatives.

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

The proposed project is not expected to directly or indirectly disturb human remains, including those interred outside of formal cemeteries. There are no formal cemeteries on the property. Consultation with the NAHC indicated that no Native American sacred sites or burial sites are located within the proposed project area.[43] The cultural resources field visit did not identify any human remains within the proposed project area. However, buried human remains that were not identified during record searches and field surveys could be inadvertently unearthed during excavation activities, which could result in damage to these human remains. Although there are no known burial sites within the proposed project site, the discovery of human remains is always a possibility. Should human remains be encountered as a result of project related activities, the project would be subject to Section 7050.5 of the Health and Safety Code.[44] In this event, the Los Angeles County Coroner will be notified within 24 hours of the discovery of human remains, excavation in the area of the remains will be halted, the Coroner will determine the nature of the human remains as archaeological or modern, and if the human remains are identified as prehistoric Native American, the Coroner will contact the NAHC and provide notification of the discovery of Native American human remains. Therefore, the proposed project would not result in impacts to cultural resources relating to the disturbance of human remains, including those interred outside of formal cemeteries.

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42 Noyes, Lindsey, South Central Coastal Information Center, California State University, Fullerton. 2 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

43 Sanchez, Katy, Native American Heritage Commission, Sacramento, CA. 14 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

44 California Health and Safety Code, Section 7050.5.

Cause a substantial adverse change in the significance of a Tribal cultural resource, pursuant to Assembly Bill 52?

Pursuant to AB 52, the scope of the evaluation at the project level should include consultation with Native American representatives identified by the NAHC for areas outside of reservations, and with Tribal representatives of federally recognized Tribes where projects are located near or within lands associated with federally recognized Tribes. The consultation should be undertaken, consistent with most recent guidance provided by the Office of Planning and Research. The purpose of the consultation is to identify Tribal cultural resources and ensure that such resources are taken into consideration in the planning process.

The proposed project may have the potential to cause a substantial adverse change in the significance of a Tribal cultural reference. In conformance with AB 52, on October 21, 2015, Sapphos Environmental, Inc. resent a letter to NAHC requesting the CEQA Tribal Consultation List. This step would allow for resuming the consultation with local Native American groups concerning the existence of tribal cultural resources in the vicinity of the proposed project. As of January 19, 2016, Sapphos Environmental, Inc. had not received a response. This issue will be carried forward and updated in the environmental impact report.

VI. GEOLOGY AND SOILS

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to geology and soils, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Potential impacts related to geology and soils at the proposed project site were evaluated with regard to the City of Los Angeles General Plan,[2] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[3] the Mulholland Scenic Parkway Specific Plan (MSPSP),[4] and a Geotechnical Investigation undertaken for the proposed project (Appendix IS-2 to the Initial Study).[5]

Abbreviations

APEFZ: Alquist-Priolo Earthquake Fault Zone
CBC: California Building Code
CCR: California Code of Regulations
CEQA: California Environmental Quality Act
CGS: California Geological Survey
EIR: environmental impact report
LABC: Los Angeles Building Code
MSPSP: Mulholland Scenic Parkway Specific Plan
Mw: moment magnitude
PRC: Public Resources Code

Definitions

Alquist-Priolo Earthquake Fault Zone (APEFZ): The California Geological Survey (CGS) designates zones of required investigation along known active faults. Before cities and counties can permit development within the APEFZ, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes. Building sites must be set back from identified active faults.

Collapsible Soils: Collapsible soils are low-density, silty to very fine-grained, predominantly granular soils containing minute pores and voids. When saturated, these soils undergo a rearrangement of their grains and a loss of cementation, causing substantial, rapid settlement under even relatively light loads. A

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles General Plan. Accessed 2 January 2015. The City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/

3 City of Los Angeles, Department of City Planning. 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

4 City of Los Angeles Department of City Planning. 13 May 1992. Mulholland Scenic Parkway Specific Plan. City of Los Angeles General Plan. Text available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

5 Brian A. Robinson & Associates, Inc. 2013. Geotechnical Investigation-Update Report for 3599 Lankershim Boulevard, Studio City, California 91604.

rise in the groundwater table or an increase in surface water infiltration, combined with the weight of a building or structure, can cause rapid settlement and consequent cracking of foundations and walls. Collapsible soils generally result from rapid deposition close to the source of the sediment where the materials have not been sufficiently moistened to form a compact soil.

Earthquake-Induced Landslides: Landslides triggered by earthquakes historically have been a significant cause of earthquake damage. Areas that are most susceptible to earthquake-induced landslides are steep slopes in poorly cemented or highly fractured rocks; areas underlain by loose, weak soils; and areas on or adjacent to existing landslide deposits.

Energy Release: The energy released by an earthquake is measured as moment magnitude (Mw). The Mw scale is logarithmic; therefore, each 1-point increase in magnitude represents a tenfold increase in amplitude of the waves and a 32-fold increase in energy. So, a magnitude-7 earthquake produces 100 times (10 × 10) the ground motion amplitude of a magnitude-5 earthquake.

Expansive Soils: Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.

Fault: A fault is a fracture along which the blocks of crust on either side have moved relative to one another parallel to the fracture. Faults are classified as active by the CGS if they show evidence of surface displacement within the last 11,000 years.

Groundwater: Groundwater is water underneath the surface of the earth. Rock or soil yielding groundwater to wells or springs in economically usable amounts is termed an aquifer; the upper surface of an aquifer is termed the water table.

Ground Motion: Motion at the ground surface during an earthquake is measured as horizontal ground acceleration in g, where g is the acceleration of gravity.

Liquefaction: Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

Minimum Statewide Safety Standard: The Seismic Hazards Mapping Act and related regulations establish a statewide minimum public safety standard for mitigation of earthquake hazards. This means that the minimum level of mitigation for a project should reduce the risk of ground failure during an earthquake to a level that does not cause the collapse of buildings for human occupancy, but in most cases, not to a level of no ground failure at all. More stringent requirements are prescribed by the California Building Code (California Code of Regulations [CCR] Title 24) for hospitals, public schools, and essential service buildings. For such structures, the requirements of the Seismic Hazards Mapping Act are intended to complement the CCR Title 24 requirements.

Seismic Hazard Zone Maps: Maps issued by the State Geologist under Public Resources Code (PRC) Section 2696 that show zones of required investigation.

Subsidence: Subsidence is the sinking of the land surface. Evidence of subsidence includes ground cracking and damage to roadways, aqueducts, and structures. Subsidence caused by excessive groundwater pumping is a common occurrence in areas of California where groundwater is pumped for agricultural and municipal wells. Land subsidence also occurs due to oil withdrawal; the best-known example of which is in the Wilmington Oil Field in southern Los Angeles County, where land subsidence has reached 9 meters (30 feet).

Zones of Required Investigation, referred to as Seismic Hazard Zones: Defined in CCR Section 3722, are areas shown on Seismic Hazard Zone Maps where site investigations are required to determine the need for mitigation of potential liquefaction and/or earthquake-induced landslide ground displacements.

AFFECTED ENVIRONMENT

Earthquake Faults

The proposed project area is located within the City of Los Angeles, which is known to be a seismically active region. Potential hazards that can result from seismic activities include surface rupture of earthquake faults, seismic ground shaking, liquefaction, and landslides. Numerous faults are located within the City of Los Angeles. Of the four national earthquake zones, ranging from 1 to 4, with 4 posing the largest danger, Los Angeles is classified as a Seismic Zone 4.[6]

Although the proposed project area is not located within an Alquist-Priolo Earthquake Fault Zone (APEFZ), one APEFZ, the Hollywood Fault, is present approximately 2.5 miles south of the proposed project site.[7,8,9] Other local APEFZs include the Newport-Inglewood Fault, located approximately 7 miles south of the proposed project site, and the Raymond Fault, located approximately 9 miles east of the proposed project site.[10,11,12] Both the Hollywood and Raymond faults are components of the larger Santa Monica–Hollywood–Raymond Fault system, which in turn is part of an approximately 120-mile-long west-trending system of left-lateral, oblique, and reverse faults that separate the Transverse Ranges on the north from the Peninsular Ranges to the south.[13] The Newport-Inglewood Fault zone consists of a series of northwest-trending, generally right-lateral strike-slip faults that extend for approximately 45 miles from Newport mesa northwest to the Cheviot Hills.[14] The Hollywood, Newport-Inglewood, and Raymond faults display evidence of Holocene movement and are considered active. The closest mapped fault to the proposed project area is the Benedict Canyon Fault, located approximately 1,500 feet north of the proposed project; however, the fault shows no evidence of recent movement and is considered inactive.[15,16] Previous research has estimated the most recent movement on the Benedict Canyon Fault

6 California Seismic Safety Commission. 2005. Homeowner's Guide to Earthquake Safety. Sacramento, CA. Available at: http://www.seismic.ca.gov/pub/CSSC_2005-01_HOG.pdf

7 California Division of Mines and Geology. 1979. State of California Special Studies Zones, Burbank Quadrangle.

8 California Division of Mines and Geology. 1986. State of California Special Studies Zones, Beverly Hills Quadrangle.

9 California Division of Mines and Geology. 2014. California Geological Survey Fault Evaluation Report FER 253.

10 California Division of Mines and Geology. 1986. State of California Special Studies Zones, Beverly Hills Quadrangle.

11 California Division of Mines and Geology. 1977. State of California Special Studies Zones, Los Angeles Quadrangle.

12 California Institute of Technology, Southern California Earthquake Center. 2013. Raymond Fault.

13 California Division of Mines and Geology. 2014. California Geological Survey Fault Evaluation Report FER 253.

14 California Division of Mines and Geology. 1985. Fault Evaluation Report FER-173, Northern Newport-Inglewood Fault Zone, Los Angeles County, California. Prepared by: William Bryant.

15 Diblee, Thomas. 1991. Geologic Map of the Hollywood and South ½ Burbank Quadrangles, Los Angeles County.

occurred sometime in the late Pleistocene, approximately 100,000 to 150,000 years ago.[17] Despite the presence of faults in the region, there are no fault scarps showing signs of recent activity recorded in the proposed project area.

Seismic Ground Shaking

Seismic ground shaking is a potential seismic danger resulting from earthquakes that may occur in the region. Several factors contribute to the significance of ground shaking during an earthquake, including the proximity of the area to a fault or fault system, the depth of earthquake, the location of the epicenter, the magnitude of the earthquake, and the geologic substrate. Although no potentially active or active faults are known to exist within the site, the area will be subject to ground motion from occasional earthquakes in the region (Table B.VI-1, *Historic Earthquakes in Proposed Project Regional Vicinity*). Movement along the faults listed in Table B.VI-1 or any other known or unknown fault in the Los Angeles region could result in ground shaking within the proposed project area. Despite the presence of earthquake faults in the Los Angeles region, residences in the immediate vicinity of the proposed project have withstood seismic ground shaking from earthquakes listed in Table B.VI-2, *Residences in the Immediate Vicinity of the Proposed Project.*[18]

Table B.VI-1
Historic Earthquakes in Proposed Project Regional Vicinity

Name of Fault	Date of Activity	Earthquake Magnitude	Approximate Distance from Proposed Project
Newport-Inglewood	1933	6.3	7 miles
Northridge	1994	6.8	10 miles
Sierra Madre	1991	6.0	10 miles
San Fernando	1971	6.4	12 miles
Whittier	1987	5.9	19 miles
Norwalk	1929	4.7	24 miles
San Andreas	1857	8.0	36 miles
Big Bear	1992	6.5	92 miles
Landers	1992	7.5	96 miles

Source: Brian A. Robinson & Associates, Inc. 1999. Geotechnical Investigation-Update Report for 3599 Lankershim Boulevard, Studio City, California 91604.

[16] Jennings, C.W. 1994. Fault Activity Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions. California Geologic Data Map Series, Map No. 6.

[17] Weber, F.H., Jr., J.H. Bennett, R.H. Chapman, G.W. Chase, and R.B. Saul. 1980, Earthquake hazards associated with the Verdugo–Eagle Rock and Benedict Canyon fault zones, Los Angeles County, California: U.S. Geological Survey Open-File Report 81–296.

[18] Zimas property data. Accessed 17 April 2015. Available at: http://zimas.lacity.org/

Table B.VI-2
Residences in the Immediate Vicinity of the Proposed Project

Parcel Location Relative to Proposed Project	Date of Construction
North	1955
West (vacant)	—
East (vacant)	—
Southwestern	1962
Southwestern Central	1962
Southeastern Central	1963
Southeastern	2004

Liquefaction

Liquefaction occurs when saturated, cohesionless (low relative density) materials (usually sand or silty sand) are transformed from a solid to a near liquid state due to the increase in pore water pressure that can be caused by moderate to severe seismic ground shaking. In order for liquefaction to occur, the groundwater table must be close to the surface, the soil must be loosely packed, and ground shaking needs to be powerful enough to cause the soil to liquefy.

The proposed project area is not located within a liquefaction zone, as delineated by the California Division of Mines and Geology.[19] The proposed project area is underlain by bedrock, specifically gray micaceous clay shale or claystone of the Upper Topanga Formation located approximately 6 inches below the surface, with varying topsoil thickness throughout the site.[20] Bedrock, such as the rock present beneath the proposed project area, is consolidated and not susceptible to liquefaction, which requires loose sediment in order to occur. A thin layer of artificial fill and dark brown, clayey silt containing soil abundant bedrock fragments, roots, and organic debris located above bedrock was encountered during geotechnical investigations; however, such soil is not conducive to liquefaction, unlike sand or silty sand.[21] Springs are known to be present within the proposed project area during times of heavy rain and are usually temporary. The spring on the site, Shatter Ridge Spring, is dry during drought, and is not currently expressing itself on the surface. Water would come with high pressure. Groundwater was not encountered in the excavated test holes (Appendix IS-2).

Landslides

Landslides result from unstable slopes that loose cohesion and collapse. Contributing factors to landslides include weakened bedrock, soil erosion, heavy and consistent rainfall, ground shaking from earthquake activity, and fire, as well as by human alteration of the surrounding environment. The proposed project area is located within an Earthquake-Induced Landslide Zone, as delineated by the California Division of Mines and Geology.[22] Previous site geotechnical investigations identified a moderate-sized debris flow along the western portion of the property that is believed to have occurred in 1979.[23] The debris consists

[19] California Division of Mines and Geology. 1999. Seismic Hazard Zones, Burbank Quadrangle Official Map.

[20] Diblee, Thomas. 1991. Geologic Map of the Hollywood and South ½ Burbank Quadrangles, Los Angeles County, California.

[21] Brian A. Robinson & Associates, Inc. 1999. Geotechnical Investigation-Update Report for 3599 Lankershim Boulevard, Studio City, California 91604.

[22] California Division of Mines and Geology. 1999. Seismic Hazard Zones, Burbank Quadrangle Official Map.

[23] Brian A. Robinson & Associates, Inc. 1999. Geotechnical Investigation-Update Report for 3599 Lankershim Boulevard, Studio City, California 91604.

of soil with scattered sandstone boulders. The proposed project is located in an Earthquake-Induced Landslide Zone, where the presence of recent landslide debris indicate landslides are of concern (Appendix IS-2).[24]

Soil Erosion

Erosion of earth materials is the process of wearing away and transport of materials due to concentrated water, wind, or gravitational forces. Harder, denser, and more cemented bedrock formations (usually older) will erode much less than softer, unconsolidated alluvium under the same forces. Erosion by water and gravity is usually more severe on steep terrain/slopes than on relatively flat ground, and in seismically active (uplifting) areas. Although consolidated rock is more resistant to erosion than unconsolidated sediment, the proposed project is located on a relatively steep area with approximately 6 inches of loose, unconsolidated top soil. The drainage of surface water at the site consists of sheet flow northeastward, downslope towards the street (Appendix IS-2).

Expansive Soil

Soils that expand and contract in volume ("shrink-swell" pattern) are considered to be expansive and may cause damage to above ground structures as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. As described above, the sediment in the proposed project area consists of clayey silt, containing abundant rock fragments, roots, and organic debris. The soil is described as having medium expansion potential (Appendix IS-2).

Additionally, the majority of soil at the near surface of the proposed project site is construction fill designed to resist shrink-swell patterns. The artificial fill present on the proposed project site consists of medium tan-brown sandy silt, containing abundant rock fragments, and has a medium expansion potential (Appendix IS-2).

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impact to geology and soils. Would the proposed project:

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

- **i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
- **ii. Strong seismic ground shaking?**
- **iii. Seismic-related ground failure, including liquefaction?**
- **iv. Landslides?**

The proposed project would not be anticipated to result in impacts to geology and soils related to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving (i) rupture of a known earthquake fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides. The proposed project is not located in an

[24] California Division of Mines and Geology. 1999. Seismic Hazard Zones, Burbank Quadrangle Official Map.

APEFZ.[25] The closest APEFZ to the proposed project is the Hollywood Fault, located approximately 2.5 miles south of the proposed project area.[26,27,28] The closest mapped fault to the proposed project area is the Benedict Canyon Fault, located approximately 1,500 feet north of the proposed project; however, the fault shows no evidence of recent movement and is considered inactive.[29,30] Despite the presence of faults in the region, there are no fault scarps showing signs of recent activity recorded in the proposed project area. Single-family residences in the immediate proposed project vicinity have withstood seismic ground shaking during major earthquakes in the Los Angeles area.[31] The proposed project is not located in a Liquefaction Zone, as delineated by the California Division of Mines and Geology.[32] Although the proposed project area is located within an Earthquake-Induced Landslide Zone, as delineated by the California Division of Mines and Geology,[33] the proposed project would be in compliance with provisions of the California Building Code (CBC); Los Angeles Building Code (LABC); and any other additional regional, state, and federal regulations. All activities and development on the proposed project site would be subject to uniform site development and construction standards that are designed to protect public safety.

However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that, as experts disagree as to the significant adverse effects of geology and soils, an environmental impact report (EIR) is required. Therefore, potential impacts will be analyzed in the EIR, including the consideration of mitigation measures and alternatives.

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

The proposed project would not be anticipated to result in significant impacts to geology and soils relating to substantial soil erosion and loss of topsoil. Erosion by water and gravity is usually more severe on steep terrain/slopes than on relatively flat ground, and in seismically active (uplifting) areas. However, the proposed project would be in compliance with provisions of the CBC; LABC; and any other additional regional, state, and federal regulations. All activities and development on the proposed project site would be subject to uniform site development and construction standards that are designed to protect public safety. However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that, as experts disagree as to the significant adverse effects of geology and soils, an EIR is required. Therefore, potential impacts will be analyzed in the EIR, including the consideration of mitigation measures and alternatives.

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25 California Division of Mines and Geology. 1979. State of California Special Studies Zones, Burbank Quadrangle.

26 California Division of Mines and Geology. 1979. State of California Special Studies Zones, Burbank Quadrangle.

27 California Division of Mines and Geology. 1986. State of California Special Studies Zones, Beverly Hills Quadrangle.

28 California Division of Mines and Geology. 2014. California Geological Survey Fault Evaluation Report FER 253.

29 Diblee, Thomas. 1991. Geologic Map of the Hollywood and South ½ Burbank Quadrangles, Los Angeles County, California.

30 Weber, F.H., Jr., J.H. Bennett, R.H. Chapman, G.W. Chase, and R.B. Saul. 1980, Earthquake hazards associated with the Verdugo–Eagle Rock and Benedict Canyon fault zones, Los Angeles County, California: U.S. Geological Survey Open-File Report 81–296.

31 Zimas property data. Accessed 17 April 2015. Available at: http://zimas.lacity.org/

32 California Division of Mines and Geology. 1999. Seismic Hazard Zones, Burbank Quadrangle Official Map.

33 California Division of Mines and Geology. 1999. Seismic Hazard Zones, Burbank Quadrangle Official Map.

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?

The proposed project would not be anticipated to result in significant impacts to geology and soils relating to being 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. The proposed project would be in compliance with provisions of the CBC; LABC; and any other additional regional, state, and federal regulations. All activities and development on the proposed project site would be subject to uniform site development and construction standards that are designed to protect public safety. However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that, as experts disagree as to the significant adverse effects of geology and soils, an EIR is required. Therefore, potential impacts will be analyzed in an EIR, including the consideration of mitigation measures and alternatives.

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

The proposed project would not be anticipated to result in significant impacts to geology and soils relating to being located on expansive soil creating substantial risks to life or property. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in response to changing moisture levels. The proposed project would be in compliance with provisions of the CBC; LABC; and any other additional regional, state, and federal regulations. All activities and development on the proposed project site would be subject to uniform site development and construction standards that are designed to protect public safety. However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that, as experts disagree as to the significant adverse effects of geology and soils, an EIR is required. Therefore, potential impacts will be analyzed in an EIR, including the consideration of mitigation measures and alternatives.

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?

The proposed project would not result in impacts to geology and soils relating to having 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. The proposed project is located in an urban area where sewers are available; sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Lankershim Blvd. and an existing 8-inch line on Fredonia. The proposed project would not utilize septic tanks or alternative waste water disposal systems. However, as noted in Attachment A, *Project Description*, in April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration determined that, as experts disagree as to the significant adverse effects of geology and soils, an EIR is required. Therefore, potential impacts will be analyzed in an EIR, including the consideration of mitigation measures and alternatives.

VII. GREENHOUSE GAS EMISSIONS

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to greenhouse gas emissions, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] This section evaluates the potential for the proposed project to contribute to significant direct, indirect, and cumulative impacts to greenhouse gas (GHG) emissions in light of planning goals and objectives established by regional and local planning agencies charged with achieving compliance with federal and state target per capita reductions in GHG emissions. These plans rely on orderly or smart growth initiatives, architectural design that embraces green building standards, and providing residential development that is served by existing infrastructure and public services.

Abbreviations

Btu: British thermal units
CARB: California Air Resources Board
CEQA: California Environmental Quality Act
CFCs: Chlorofluorocarbons
CH_4: methane
CH_4: Methane
CO_2 : Carbon Dioxide
CO_2: carbon dioxide
CO_{2e}: Carbon Dioxide-Equivalent
GDP: gross domestic product
GHG: greenhouse gases
GWP: Global Warming Potential
HCFCs: Hydrochlorofluorocarbons
HFCs: hydrofluorocarbons
HFCs: Hydrofluorocarbons
LADOT: City of Los Angeles Department of Transportation
Metro: Los Angeles County Metropolitan Transportation Authority
$MMTCO_{2e}$: Million metric tons of CO_{2e}.
$MTCO_{2e}$: Metric ton of CO_{2e}.
N_2O: nitrous oxide
PFCs: perfluorocarbon
PFCs: Perfluorocarbons
RHNA: Regional Housing Needs Assessment
RTP: Regional Transportation Plan
SCAG: Southern California Association of Governments
SCAQMD: South Coast Air Quality Management District
SCS: Sustainable Communities Strategy
SF_6: sulfur hexafluoride
SF_6: Sulfur Hexafluoride
U.S. EPA: U.S. Environmental Protection Agency

[1] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

Definitions

Carbon Dioxide (CO_2): Enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

Carbon Dioxide-Equivalent (CO_{2e}): The standard unit to measure the amount of GHGs in terms of the amount of CO_2 that would cause the same amount of warming. CO_{2e} is based on the global warming potential (GWP) ratios between the various GHGs relative to CO_2.

Chlorofluorocarbons (CFCs): One of a class of fluorinated gases with a high GWP, CFCs are greenhouse gases covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are therefore being replaced by other GHG compounds covered under the Kyoto Protocol.

Climate Change: The variation of earth's climate over time, whether due to natural variability or as a result of human activities. Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use.

Fluorinated Gases: Synthetic, strong greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but they are potent greenhouse gasses, sometimes referred to as high greenhouse warming potential gases.

Global Warming Potential (GWP): Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of CO_2 over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.

Greenhouse Gases (GHGs): Those compounds in the earth's atmosphere that play a critical role in determining the earth's surface temperature. Specifically, these gases allow high-frequency solar radiation to enter the earth's atmosphere but retain the low-frequency energy, which is radiated back from the earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Increased concentrations of GHGs in the earth's atmosphere are thought to be linked to global climate change, such as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increasing frequency and magnitude of severe weather. GHGs include CO_2, CH_4, O_3, water vapor, N_2O, HFCs, PFCs, and SF_6. Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2 (see Table B.VII-1, *Greenhouse Gases and Their Relative Warming Potential Compared to CO_2*). Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_{2e}. GHGs are the result of natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions, and transportation creates 41 percent of all GHG emissions in the United States.

Table B.VII-1
Greenhouse Gases and Their Relative Global Warming Potential Compared to CO_2

GHG	Atmospheric Lifetime (years)	Global Warming Potential Relative to CO_2[a]
Carbon Dioxide (CO_2)	50 to 100	1
Methane (CH_4)[b]	12 (±3)	25
Nitrous Oxide	120	298
Hydrofluorocarbons:		
HFC-23	264	14,800
HFC-32	5.6	675
HFC-125	32.6	3,500
HFC-134a	14.6	1,100
HFC-143a	48.3	1,430
HFC-152a	1.5	124
HFC-227ea	36.5	3,220
HFC-236fa	209	9,810
HFC-43-10mee	17.1	1,640
Perfluoromethane: CF_4	50,000	7,390
Perfluoroethane: C_2F_6	10,000	12,200
Perfluorobutane: C_4F_{10}	2,600	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	9,300
Sulfur Hexaflouride (SF_6)	3,200	22,800

a. Based on 100-Year Time Horizon of the Global Warming Potential (GWP) of the air pollutant relative to CO2.
b. The methane GWP includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO2 is not included.
Source: Intergovernmental Panel on Climate Change (IPCC). 2007. Fourth Assessment Report (AR4). Available at: http://www.epa.gov/climateleadership/documents/emission-factors.pdf;
U.S. Environmental Protection Agency. 2012. Greenhouse Gas Emissions.

Understanding of the fundamental processes responsible for global climate change has been improved over the past decade, and the predictive capabilities are advancing. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the earth's climate system, the uncertainty in its description and in the prediction of changes may never be completely eliminated. Because of these uncertainties, there continues to be significant debate over the extent to which increased concentrations of GHGs have caused or will cause climate change and over the appropriate actions to limit and/or respond to climate change.

Hydrofluorocarbons (HFCs): One of a class of fluorinated gases with a high greenhouse warming potential, HFCs contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs.

Hydrochlorofluorocarbons (HCFCs): One of a class of fluorinated gases with a high greenhouse warming potential, HCFCs contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-

depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are greenhouse gases.

Methane (CH_4): Emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

$MTCO_{2e}$: Metric ton of CO_{2e}.

$MMTCO_{2e}$: Million metric tons of CO_{2e}.

Nitrous oxide (N_2O): Emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

Sulfur Hexafluoride (SF_6): One of a class of fluorinated gases with a high greenhouse warming potential, SF_6 is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong greenhouse gases used primarily in electrical transmission and distribution systems as an insulator.

Perfluorocarbons (PFCs): One of a class of fluorinated gases with a high greenhouse warming potential, PFCs ,are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.

South Coast Air Quality Management District (SCAQMD): Air districts have primary authority under state law for "control of air pollution from all sources, other than emissions from motor vehicles" (Health and Safety Code §40000). Greenhouse gases and other global warming pollutants such as black carbon would certainly be included in this definition. The U.S. Supreme Court held in Massachusetts v. EPA, 549 U.S. 497 (2009) that greenhouse gases were clearly within the Federal Clean Air Act's broad definition of air pollutants. Therefore, air districts, such as the SCAQMD, have the authority to regulate global warming pollutants primarily from non-vehicular sources, while pursuant to Assembly Bill (AB) 32, the California Air Resources Board (CARB) has authority over a wide range of sources, including vehicular sources

AFFECTED ENVIRONMENT

California Greenhouse Gas Emissions

California is the second largest emitter of GHG in the United States, only surpassed by Texas, and the tenth largest GHG emitter in the world. California is also the largest state by population with an estimated 38.8 million people.[2] In 2011, California ranked as the fourth lowest in GHG emissions per capita with only 9 metric tons of GHG emissions per capita and had one of the lowest energy intensities (British thermal units [Btu] / gross domestic product [GDP]) among all the states.[3]

[2] U.S. Census Bureau. 31 March 2015. State and County Quickfacts. Available at: http://quickfacts.census.gov/qfd/states/06000.html

[3] U.S. Energy Information Administration. 21 August 2014. State-Level Energy-Related Carbon Dioxide Emissions, 2000-2011. Available at: http://www.eia.gov/environment/emissions/state/analysis/

CARB's latest update to the statewide GHG emissions inventory was conducted in 2014 for year 2012 emissions. From 2000–2012, statewide greenhouse gas emissions have decreased by 1.6 percent. Emissions per unit GDP have consistently decreased every year from 2000 to 2012 even while total GDP has generally increased. GHG emissions reduction has additionally be spurred by the implementation of California's Cap and Trade Program, which took effect in 2013. As of 2012, California produced 458.7 $MMTCO_{2e}$ GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 36.0 percent of the state's total emissions. Despite economic and population growth, transportation-related GHG emissions have had a downward trend since 2007. Electricity consumption is the second largest source, comprising 22.7 percent. Industrial activities are California's third largest source of GHG emissions, comprising 17.8 percent of the state's total emissions. Other major sources of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, agriculture, and forestry.[4]

Los Angeles

The property is currently a vacant, open space and does not contribute GHG emissions. The Los Angeles Zoning Ordinance has the proposed project site zoned for Residential Estate (RE 15), which is consistent with the proposed project's intended use. The draft 2014–2021 Los Angeles Regional Housing Needs Assessment (RHNA) Allocation plans for 82,002 housing units to be built during the specified 8-year time period. Of the 82,002 units, 57 percent are designated for low- to moderate-income households. The GHG emissions from these additional housing units are planned for in the Housing Element of the Los Angeles City General Plan.[5]

Applicable Federal, State, and Local Standards

There are no applicable federal standards for residential uses. The state requires compliance with the County of Los Angeles and City of Los Angeles Green Building Standards and California's Title 24 Energy Efficiency Standards in order to reduce GHG emissions. The proposed project is consistent with the Los Angeles City General Plan and Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) strategies for residential development and smart growth. The proposed project location qualifies for smart growth because the site is already zoned residential and it is transit-accessible with City of Los Angeles Department of Transportation (LADOT) and Los Angeles County Metropolitan Transportation Authority (Metro) bus routes within a quarter mile and the subway within half a mile. The US-101 freeway is also within half a mile.

IMPACT ANALYSIS

CalEEMod.2013.2.2 was used to calculate short-term and long-term impacts regarding greenhouse gas emissions related to the proposed project (see Appendix IS-1, *Air Quality and Greenhouse Gas Emissions Calculations*). The construction scenario and other project parameters, as described in Section A, *Project Description*, were used as inputs into the CalEEMod.2013.2.2 simulation. Defaults were used for the cases in which the proposed project has no specific parameters. The SCAQMD recommends that construction GHG emissions be amortized over a 30-year project lifetime and included in the long-term operational GHG emissions. This analysis is based on the results of the CalEEMod2013.2.2. The GHG emissions associated with the proposed project can be separated into construction-related short-term

[4] California Air Resources Board. 2014. California Greenhouse Gas Emissions for 2000 to 2012—Trends of Emissions and Other Indicators. Available at: http://www.arb.ca.gov/cc/inventory/data/misc/ghg_inventory_trends_00-12_2014-05-13.pdf

[5] Los Angeles Department of City Planning. Accessed 6 April 2015. City of Los Angeles Housing Element 2013-2021. Available at: https://sites.google.com/site/lahousingelement/

impacts and operation-related long-term, permanent impacts. Both types of impacts may occur on a local or regional scale.

The potential for the proposed project to result in impacts related to GHG emissions was analyzed in relation to the questions outlined in Appendix G of the State CEQA Guidelines. Would the proposed project:

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

A lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment: the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting and whether project emissions exceed a threshold of significance that the lead agency determines applies to the project:

- EPA Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data applies to facilities that emit 25,000 $MTCO_{2e}$ per year.
- 3,000 metric tons CO_{2e}/year is the recommended screening threshold by SCAQMD for residential/commercial projects.

The project site is within the jurisdiction of the SCAQMD, which is the governing authority for air quality planning in the region. The SCAQMD CEQA Guidelines are intended to meet the requirements of AB 32, which are the basis for controlling and reducing GHG emissions in California. The analysis completed using the CalEEMod.2013.2.2 modeling software estimates the total GHG emissions from the construction to be 147 metric tons per year. The total GHG emissions from the operation of the proposed project are estimated to be 22 metric tons per year. The estimated GHG emissions for both construction and operation are substantially below the EPA standard for requiring reporting, and well below the SCAQMD threshold of 3,000 metric tons CO_{2e}/year. Therefore, there would be a less than significant impact to greenhouse gas emissions in relation to generating greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. No further analysis is warranted.

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

As the net emissions associated with the proposed project would be well below the SCAQMD thresholds, the proposed project would not conflict with plans, policies, or regulations for GHG reduction. The proposed project is consistent with the SCAG 2012–2035 RTP/SCS, City of Los Angeles General Plan, City of Los Angeles Community Plan, Title 24 Energy Efficiency standards, and Green Building Codes. Therefore, the proposed project would not result in impacts to greenhouse gas emissions in relation to violation of any applicable plan, policy, or regulation related to GHG reduction. No further analysis is warranted.

VIII. HAZARDS AND HAZARDOUS MATERIALS

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) may have a significant impact in regard to hazards and hazardous materials, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.[1] Hazards and hazardous materials at the proposed project site were evaluated based on expert opinion supported by facts, review of the Safety Element of the Los Angeles City General Plan,[2] the Department of Toxic Substance Control's Hazardous Waste and Substances Site List (Cortese List),[3] an environmental regulatory database compilation,[4] and the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan.[5]

Abbreviations

CAL FIRE: California Department of Forestry and Fire Protection
CEQA: California Environmental Quality Act
CMU: concrete masonry unit
EDR: Environmental Data Resources Inc.
LAFD: City of Los Angeles Fire Department
MRCA: Mountains Recreation & Conservation Authority
NPL: National Priority List
VHFHSZ: Very High Fire Hazard Severity Zone
ZIMAS: Zoning Information and Map Access System

AFFECTED ENVIRONMENT

The proposed project site is currently vacant, with no on-site activities and one small structure that was constructed by the previous property owner: an approximately two-foot high, U-shaped concrete masonry unit (CMU) retaining wall structure (see Figure A-8, *Site Photographs*, Photo 4).

Routine Transport, Use, or Disposal of Hazardous Materials

The proposed project site is currently vacant, and there is no transport, use or disposal of hazardous materials. The proposed project site is located at the end of an approximately 340-foot-long private driveway at the intersection of two residential streets: Lankershim Boulevard and Fredonia Drive. The residential segment of Lankershim Boulevard transitions into a Major

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles Department of City Planning. 26 November 1996. Safety Element of the Los Angeles General City Plan. Available at: http://planning.lacity.org/cwd/gnlpln/SaftyElt.pdf

3 Department of Toxic Substances Control. Accessed 7 April 2015. Hazardous Waste and Substances Site List (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm Map Available at: http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=19400012

4 Environmental Data Resources, Inc. (EDR). 30 December 2014. The EDR Radius Map Report. 3599 Lankershim Boulevard, Studio City, CA 91604. Inquiry Number 4171370.2s.

5 City of Los Angeles, Department of City Planning, 13 May 1998. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan Land Use Element. Available at: http://planning.lacity.org/complan/pdf/shrcptxt.pdf

Highway Class II at the intersection with Ventura Boulevard/Cahuenga Boulevard, approximately 0.3 mile from the entrance of the private driveway. A site inspection and review of government databases were completed to address the screening criteria established by the City of Los Angeles for assessing the potential exposure of people and property to risks associated with the routine transport, use, or disposal of hazardous materials:

- There are no pipelines for hazardous or potentially hazardous or explosive substance located within the proposed project site or immediately adjacent properties.
- There are no subterranean storage fields or above- or below-ground storages tanks within the proposed project sites or immediately adjacent properties.
- There are no solid waste facilities within the proposed project site or immediately adjacent properties.
- There are no solid waste water treatment facilities within the proposed project site or immediately adjacent properties.
- There are no major utility transmission or distribution facilities within the proposed project site or immediately adjacent properties.
- There is no evidence of recognized vector (e.g., rodents, insects, etc.) management problems within the proposed project site or immediately adjacent properties.
- The proposed project site is vacant and contains no facilities that uses or manages hazardous substances in sufficient quantities to cause a potential hazard; nor are such facilities located on the immediately adjacent properties.

Release of Hazardous Materials into the Environment

The proposed project site is currently vacant, and there is no expected potential for the release of hazardous materials. The EDR Radius Map Report developed by Environmental Data Resources Inc. for the proposed project site indicates that there are no mapped sites on the target property (Appendix IS-3, *EDR Radius Map Report*). Mapped sites within approximately one mile of the proposed project include: one National Priority List (NPL) site, four Envirostor listed sites, one state and tribal landfill and/or solid waste disposal site, 11 state and tribal leaking storage tank sites, one state and tribal voluntary cleanup site, two Local Lists of Landfill/Solid Waste Disposal Sites, and one Local List of Hazardous Waste/Contaminated Site.[6]

The area surrounding the proposed project site is developed almost exclusively with single-family residences, with commercial uses adjacent to Cahuenga Boulevard and U.S. Route 101, approximately 0.3 mile to the northeast. The parcels to the east and west of the proposed project site are also vacant and undeveloped, with steep slopes and several native oak trees. The vacant parcel that is adjacent to the eastern boundary of the proposed project site was designated as the Alta View – Skyhill Mountains Recreation & Conservation Authority (MRCA) Open Space.[7] The parcel that is adjacent to the northern boundary of the project site is developed with a single-family residence, and the three parcels that are adjacent to the southern boundary of the proposed project site have been developed on the ridgeline of the canyon at Wrightwood Lane and Alta

[6] Environmental Data Resources, Inc. (EDR). 30 December 2014. The EDR Radius Map Report. 3599 Lankershim Boulevard, Studio City, CA 91604. Inquiry Number 4171370.2s.

[7] RMC Water and Environmental, Geosyntec Consultants, 2M, Dr. Richard Ambrose, GreenInfo Network, Solution Strategies International, and Aubrey Dugger. June 2012. The Greater Los Angeles County IRWMP Open Space for Habitat and Recreation Plan (Integrated Regional Water Management Plan Update – 2012). Appendix E available at: http://www.ladpw.org/wmd/irwmp/docs/OSHARP122912/Appendix%20E%20part%202.pdf Main text available at: http://www.ladpw.org/wmd/irwmp/docs/Prop84/GLAC_OSHARP_Report_Final.pdf

View Drive, leaving the northern portion of the properties within the canyon undeveloped. Given the residential nature of much of the surrounding area, the presence of hazardous materials is not likely on the adjoining sites.

A site inspection and review of government databases were completed to address the screening criteria established by the City of Los Angeles for assessing the potential release of hazardous materials into the environment.

- The proposed project site is currently vacant, and there is no use or management of hazardous or potentially hazardous or explosive substances (including, but not limited to, oil, pesticides, chemicals, or radiation).
- The proposed project is a vacant parcel located within an existing residential community that is served by emergency response services, including fire, emergency medical services, and community police.
- The proposed project is a vacant parcel that does not have any existing structures or buildings; therefore, there are no sources of asbestos-containing material or lead paint.

Existing or Proposed Schools

No existing schools are located within one-quarter mile of the proposed project site, which is surrounded by single-family residences and parcels within designated residential zones and land uses. The nearest existing school is Rio Vista Elementary School, located at 4242 Satsuma Avenue, North Hollywood California 91602, approximately 0.9 mile to the north of the proposed project site.

Hazardous Materials Sites Pursuant to Government Code Section 65962.5

The Department of Toxic Substance Control's Hazardous Waste and Substances Site List (Cortese List) indicates that the proposed project site is not included on a list of hazardous materials sites compiled pursuant to the Government Code Section 65962.5.[8] The nearest listed hazardous waste and substances site is the Sheraton Universal Hotel, a voluntary cleanup site, located at 333 Universal Hollywood Drive, Universal City, California 91608, approximately 0.5 mile northeast (Figure B.VIII-1, *Hazardous Materials Sites within One Mile of the Proposed Project Site*).

The proposed project site and adjacent properties within a one-quarter mile search radius are not listed in in EDR's search of available ("reasonably ascertainable") government records for hazardous materials sites (Appendix IS-3).[9]

A review of the Federal NPL (National Priority List/Superfund) site list, as provided by EDR and dated September 29, 2014, reveals one NPL site within approximately one mile of the proposed project site. This NPL site is located in the San Fernando Valley, approximately 0.6 mile northeast.

[8] Department of Toxic Substances Control. Accessed 7 April 2015. Hazardous Waste and Substances Site List (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm Map Available at: http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=19400012

[9] Environmental Data Resources, Inc. (EDR). 30 December 2014. The EDR Radius Map Report. 3599 Lankershim Boulevard, Studio City, CA 91604. Inquiry Number 4171370.2s.

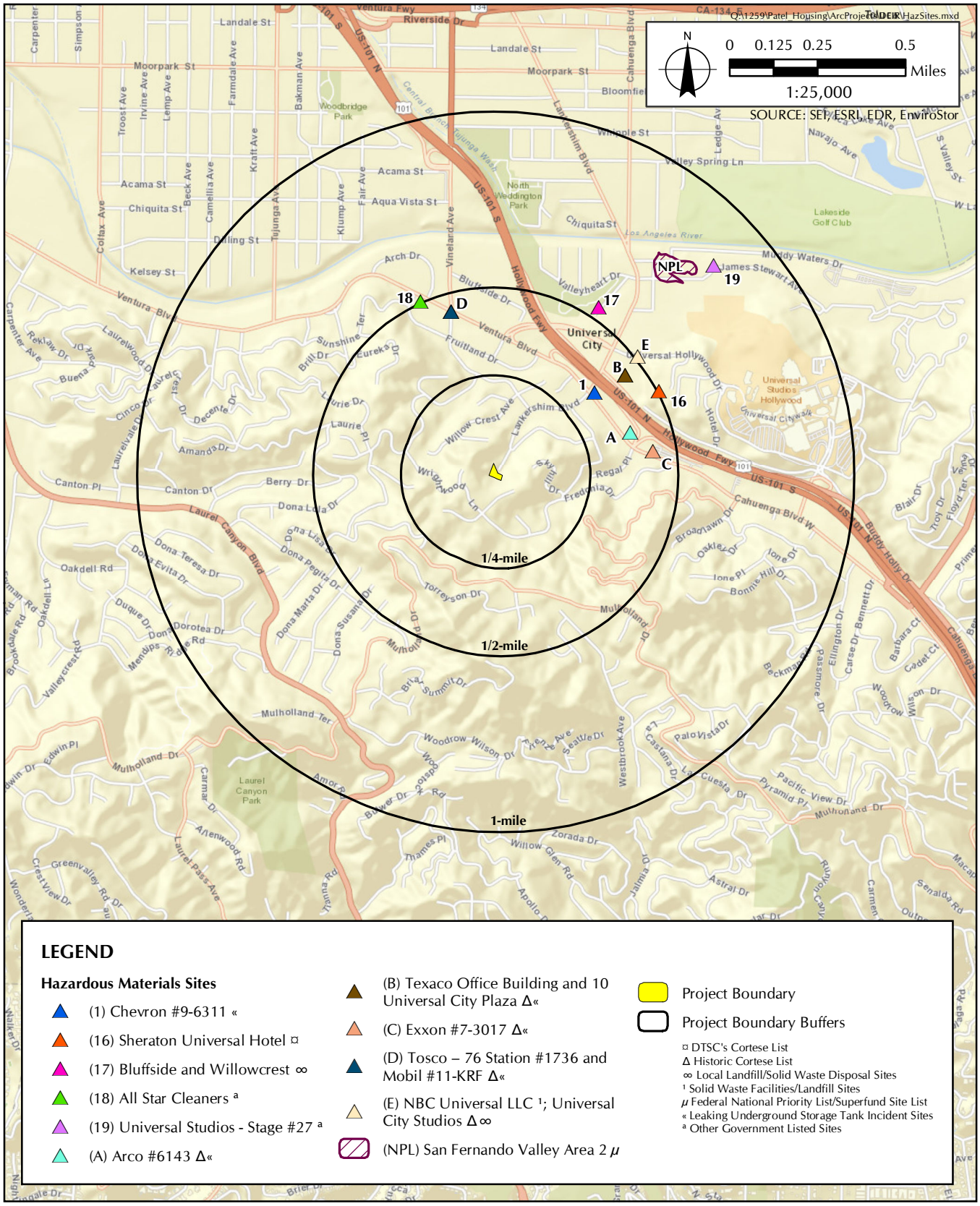


FIGURE B.VIII-1

Hazardous Materials Sites within 1 Mile of Proposed Project Site

Proposed Project Site Located in an Airport Land Use Plan, within 2 Miles of a Public Airport or Public Use Airport

There are no public airports or public use airports within two miles of the proposed project. The nearest public airport or public use airport is the Bob Hope (Burbank) Airport, located approximately 4.2 miles north of the proposed project site (Figure B.VIII-2, *Airports in the Vicinity of the Proposed Project*).

Proposed Project Site Located in the Vicinity of a Private Airstrip

There are no private airstrips within two miles of the proposed project site (Figure B.VIII-2).

Emergency Response Plan or Emergency Evacuation Plan

The Safety Element of the City of Los Angeles General Plan indicates that the proposed project site is not located along a designated disaster route.[10] Construction activities would be confined to the proposed project site, which is located at the end of a private driveway in a canyon at least 340 feet from the road (intersection of Lankershim Boulevard and Fredonia Drive).

Wildland Fires

Based on a review of fire severity hazard zone maps developed by the California Department of Forestry and Fire Protection (CAL FIRE) and the City of Los Angeles Zoning Information and Map Access System (ZIMAS), the proposed project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ).[11,12] The proposed project site is also located within the designated Mountain Fire District wildfire hazard area.[13] Properties within the Mountain Fire District are served by the City of Los Angeles Fire Department's (LAFD's) Department Brush Clearance Unit, which enforces preventative brush clearance regulations in the Districts and Buffer Zones.[14]

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of eight questions when addressing the potential for significant impacts to hazards and hazardous materials. Would the proposed project:

[10] City of Los Angeles. Accessed 28 September 2015. City of Los Angeles General Plan, Safety Element. Available at: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf

[11] State of California Department of Forestry and Fire Protection (CAL FIRE). September 2011. Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE Map, Los Angeles, CA. Available at: http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf

[12] City of Los Angeles Department of City Planning. Accessed 6 April 2015. City of Los Angeles Zoning Information and Map Access System (ZIMAS). Available at: http://zimas.lacity.org/

[13] City of Los Angeles Department of City Planning. November 1996. Safety Element of the Los Angeles City General Plan. Available at: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf Safety Element Exhibit D: Selected Wildfire Hazard Areas in the City of Los Angeles. Page 53.

[14] Los Angeles Fire Department. Accessed 6 April 2015. Clearance Requirements: Hazardous Vegetation Requirements in the Very High Fire Hazard Severity Zone (VHFHS Zone). Available at: http://www.lafd.org/fire_prevention/brush/clearance-requirements



FIGURE B.VIII-2

Airports in the Vicinity of the Proposed Project

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

The proposed project would not result in impacts to hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project is a single-family residence and does not involve the routine transport, use, or disposal of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. [15] There are no designated routes for the transport of hazardous materials located on or immediately adjacent to the proposed project. Based on screening the property and the proposed project in relation to the City's screening criteria, the proposed project would not create a health hazard, such as by introducing or directly modifying any of the following (or similar) facilities/activities:

- There are no pipelines for hazardous or potentially hazardous or explosive substance within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with pipelines for hazardous or potentially hazardous or explosive substances.
- There are no subterranean storage fields or above ground tanks within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with subterranean storage fields or above ground tanks.
- There are no solid waste facilities within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with solid waste facilities.
- There are no waste water treatment facilities within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with waste water treatment facilities.
- There are no major utility transmission or distribution facilities within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with major utility transmission or distribution facilities.
- There is no evidence of activity with recognized vector (e.g., rodents, insects, etc.) management problems within the proposed project site, or included in the proposed project. The proposed project would not locate people adjacent to health hazards associated with land uses with evidence of activity with recognized management problems.

Therefore, there would be no impact to hazards and hazardous materials related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No further analysis is warranted.

(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?

The proposed project would not result in impacts to hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material. There are no known sources of hazards or

[15] Office of the Federal Register, National Archives and Records Administration. n.d. Title 40, Code of Federal Regulations. (Chapter 1, Parts 106-180). Washington, DC: U.S. Government Printing Office.

hazardous materials for which the proposed project would have the potential to result in a reasonably foreseeable risk of upset or accidents.[16] No further analysis is warranted.

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

There are no schools located within one-quarter mile of the proposed project site. The nearest school, Rio Vista Elementary 6288, is located approximately 0.9 mile north of the proposed project site. Therefore, there would be no impact to hazards and hazardous materials with respect to the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No further analysis is warranted.

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

The proposed project would not result in impacts from hazards and hazardous materials in regard to hazardous materials sites. The proposed project area is not listed on or near any hazardous wastes or hazardous substances sites according to Government code Section 65962.5 (Cortese List).[17] No further analysis is warranted.

(e) Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and results in a safety hazard for people residing or working in the project area?

There are no public or public use airports within two miles of the proposed project area. The nearest public or public use airport is the Bob Hope (Burbank) Airport, located approximately 4.2 miles north of the proposed project site. Therefore, there would be no expected impacts from hazards and hazardous materials in relation to the proximity from an airport and the safety hazard for people residing or working in the proposed project area. No further analysis is warranted.

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

There are no private airstrips in the vicinity of the proposed project site. Therefore, the proposed project would not result in impacts to hazards and hazardous materials relating to resulting in a safety hazard for people residing or working in the project area within the vicinity of a private airstrip. No further analysis is warranted.

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

The proposed project would not result in impacts to hazards and hazardous materials with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. The Safety Element of the City of Los Angeles General Plan indicates that

[16] Department of Toxic Substances Control. 2003. Hazardous Waste and Substances Site List (Cortese List). Available at: http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm?county=19.

[17] Department of Toxic Substances Control. Accessed 7 April 2015. Hazardous Waste and Substances Site List (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm Map Available at: http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=19400012

the proposed project site is not located along a designated disaster route.[18] Construction activities would be confined to the proposed project site, which is located at the end of a private driveway in a canyon at least 340 feet from the road (intersection of Lankershim Boulevard and Fredonia Drive). Therefore, the proposed project would not result in impacts with respect to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. No further analysis is warranted.

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

The proposed project would result in less than significant impacts to hazards and hazardous materials with respect to exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The proposed project site is located in a VHFHSZ, as classified by the LAFD. However, the proposed project site is located within 1.5 miles of the primary responder station, which has an engine company, and therefore meets City standards for fire response distance in neighborhoods. The primary and secondary fire stations that would serve the proposed area are Station 76 and Station 86, located approximately 1.4 miles east-southeast and 1 mile north of the proposed project site, respectively.

As the proposed project site is located in a VHFHSZ and within the Mountain Fire District wildfire hazard area, the project applicant has been designed to comply with preventative brush clearance regulations.[19] These zones are identified by the City of Los Angeles as areas that are prone to wind-driven fires and subject to annual inspection of hazardous brush or vegetation conditions. The LAFD will initiate inspection of properties in the VHFHSZ beginning May 1 of each year. Once all the inspections are completed, owners of properties found in compliance will receive a Cleared-by-Owner notice. Those found not to be in compliance will receive a Non-compliance Notice describing the hazards that need clearing, and will be given 15 days to complete the work. If after 15 days the property is not fully in compliance, the owner will be notified via regular mail that they have an additional 15 days to comply. A third inspection will be made and applicable penalty fees may apply.[20] The proposed project would comply with brush clearance requirements and the building safety requirements for homes constructed in the VHSHSZ; be located within the City's maximum response distance from an engine company; and would not be expected to involve the use, manufacture, or storage of toxic, readily-combustible, or otherwise hazardous materials. Therefore, the proposed project would result in a less than significant impact to hazards and hazardous materials related to exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No further analysis is warranted.

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[18] City of Los Angeles. Accessed 28 September 2015. City of Los Angeles General Plan, Safety Element. Available at: http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf

[19] Los Angeles Fire Department. Accessed 6 April 2015. Clearance Requirements: Hazardous Vegetation Requirements in the Very High Fire Hazard Severity Zone (VHFHS Zone). Available at: http://www.lafd.org/fire_prevention/brush/clearance-requirements

[20] Los Angeles Fire Department. Accessed 9 April 2015. Brush Clearance: Basic Inspection Process. Available at: http://www.lafd.org/fire_prevention/brush/inspection-process

IX. HYDROLOGY AND WATER QUALITY

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to hydrology and water quality, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Hydrology and water quality at the proposed project site were evaluated with regard to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan;[2] State of California Regional Water Quality Control Plan, Los Angeles Region;[3] National Flood Insurance Program Flood Insurance Rate Maps for Los Angeles County;[4] and the U.S. Geological Survey (USGS) 7.5-minute series Burbank topographic quadrangle.[5]

Abbreviations

BMP: best management practice
CEQA: California Environmental Quality Act
CMU: concrete masonry unit
FEMA: Federal Emergency Management Agency
NPDES: National Pollutant Discharge Elimination System
RWQCB: Regional Water Quality Control Board
SAA: Streambed Alteration Agreement
SUSMP: Standard Urban Stormwater Mitigation Plan
USGS: U.S. Geological Survey

AFFECTED ENVIRONMENT

Water Quality Standards and Waste Discharge Requirements

The Regional Water Quality Control Board (RWQCB) has prepared a Water Quality Control Plan for the Los Angeles Region (Basin Plan).[6] The Basin Plan assigned beneficial uses to surface and groundwater such as municipal water supply and water-contact recreation to all waters in the basin. Site drainage is controlled by sheet flow, surface infiltration and City-maintained storm sewers located along nearby streets. The previous owner of the property acquired a Streambed Alteration Agreement (SAA) to divert the natural flow or change the bed, channel, or bank of one perennial stream on the subject property, which required the owner to restore a perennial stream by removing deposited soil and rock construction debris previously placed within the stream and planting 10 one-gallon-size Arroyo willow trees taken from native nursery stock, which were randomly located throughout the unvegetated periphery of the

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles, Department of City Planning. 13 May 1998. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. Available at: http://www.ci.la.ca.us/PLN/community/community_plans.htm

3 Los Angeles Regional Water Quality Control Board. 1994. Water Quality Control Plan, Los Angeles Region. Los Angeles, CA.

4 Federal Emergency Management Agency. 29 September 1986. Flood Insurance Rate Map, Los Angeles County, California.

5 U.S. Geological Survey. [1966] 1994. Burbank 7.5-Minute Series Topographic Quadrangle. Reston, VA.

6 Los Angeles Regional Water Quality Control Board. 1994. Water Quality Control Plan, Los Angeles Region. Los Angeles, CA.

restored spring.[7] As a result of this SAA, the previous owner constructed a concrete masonry unit (CMU) retaining wall and altered the topography adjacent to the riparian area to be very steep. A spring seeps from a rock downstream from the CMU retaining wall (see Figure A-8, *Site Photographs*, in Attachment A, *Project Description*). The single drainage and isolated spring located at the proposed project site is not interconnected to any waterway.

Groundwater

The City of Los Angeles relies on local groundwater for an average of 11 percent of its total water supply, and historically more during emergencies and drought years.[8] The City's water rights pertain to three Upper Los Angeles River Area groundwater basins in the San Fernando Valley, as well as the Central and West Coast Basins. However, groundwater contamination in the San Fernando Valley, where the majority of the City's groundwater supply is produced, has severely limited water available for pumping. There are no groundwater recharge areas or groundwater extraction wells on the proposed project site.

Drainage Patterns

Based on a site reconnaissance and review of the subject property, the property does not contain any made or natural stream courses. The property is currently vacant and there are no blue-line drainages or man-made stormwater conveyance devices. The proposed project is located on a relatively steep area with approximately six inches of loose, unconsolidated top soil. The drainage of surface water at the site consists of sheet flow northeastward.

Existing or Planned Stormwater Conveyance Systems

Storm water flows from the proposed project site into an overflow drainage pipe at Lankershim Boulevard and through City-maintained standard gravity main storm drains located along nearby streets. Regional drainage is provided by the Los Angeles River, which is approximately 0.7 mile north of the proposed project site.

Water Quality

Based on site reconnaissance and a review of the 7.5 minute series USGS topographic quadrangle, there are no natural or manmade surface water impoundments on the project site.

100-Year Flood Hazard Zone

The proposed project is not located within a flood hazard area as mapped by the City of Los Angeles General Plan Safety Element Map or the Federal Emergency Management Agency (FEMA) Flood Hazard Map.

[7] Harris, Scott, Habitat Conservation and Planning Division, State of California Department of Fish and Wildlife (Game). 7 December 1999. Notification No. 5-365-99. Agreement Regarding Proposed Stream or Lake Alteration.

[8] Los Angeles Department of Water and Power. June 2012. Groundwater Fact Sheet. Available at: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-wqualty-locl-grndwtr?_adf.ctrl-state=agah1icg8_4&_afrLoop=184608236745016

Flood Hazards to People or Structures

There are no existing dams, levees, or flood control basins located upstream of the proposed project area.

Seiche, Tsunami, or Mudflows

Seiches and tsunamis are the result of tectonic activity, such as an earthquake. A seiche is an oscillation of the surface of a landlocked body of water that can create a hazard to persons and structures on and in the vicinity of the water. A tsunami is a long-period, high-velocity tidal surge that can result in a series of very low (trough) and high (peak) sea levels, with the potential to inundate areas up to several miles from the coast, depending on the slope of the topography, creating hazards to people or structures from loss, injury, or death. Most of the hazards created by a tsunami come when a trough follows the peak, resulting in a rush of sea water back toward the ocean. A mudflow is a moving mass of soil that is made fluid by a loss of shear strength, generally as a result of saturation from rain or melting snow. Due to the sufficient elevation of the proposed project area and the distance from the ocean and other bodies of water, there would be no impacts related to seiches or tsunamis. However, the Geotechnical Investigation (Appendix IS-2 to the Initial Study) includes information on slope failure within the proposed project area. The failure consisted of a typical surficial mudflow, which occurred as a result of the heavy rains during the winter of 1978. Currently, there is no landslide debris left on the slope in the area of the failure. Since the time of the mudflow, all loose debris has been washed down to the toe of the slope in the area of the failure.

IMPACT ANALYSIS

The potential for the proposed project to result in impacts related to hydrology and water quality was analyzed in relation to the questions contained in Appendix G of the State CEQA Guidelines. The State CEQA Guidelines recommend the consideration of ten questions when addressing the potential for significant impacts to agriculture and forestry resources. Would the proposed project:

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

The proposed project would result in less than significant impacts to hydrology and water quality in relation to water quality standards or waste discharge requirements. Site drainage is controlled by sheet flow, surface infiltration and City-maintained storm sewers located along nearby streets. The RWQCB Los Angeles Region Basin Plan summarizes the waste discharge requirements for domestic uses.[9] The proposed project would not generate wastewater that would result in the elevation of constituents regulated by the wastewater treatment requirements of the RWQCB Los Angeles Region Basin Plan.

Construction of the proposed project would potentially result in impacts to surface and groundwater quality due to the presence of a spring within the proposed project area. Incorporation of the best management practices (BMPs) and grading requirements suggested in the Geotechnical Investigation (Appendix IS-2) would reduce significant impacts to hydrology and water quality related to water quality standards or waste discharge to below the level of significance.

[9] Los Angeles Regional Water Quality Control Board. 1994. Water Quality Control Plan, Los Angeles Region. Los Angeles, CA.

The City of Los Angeles *Development Best Management Practices Handbook, Part A, Construction Activities*,[10] contains specific minimum BMP requirements for all construction activities. During project operation, a Standard Urban Stormwater Mitigation Plan (SUSMP) would be implemented. The SUSMP contains required BMPs described in the *City of Los Angeles Development Best Management Practices Handbook, Part B, Planning Activities*.[11] The SUSMP requires developers to mitigate (infiltrate or treat) the stormwater runoff (volume or flow rate) generated from 0.75 inches of rainfall over 24 hours.

The proposed project would be required to comply with all of the requirements set forth in the City's National Pollutant Discharge Elimination System (NPDES) Development Planning Program and would incorporate appropriate BMPs that are designed to reduce the potential pollutants of concern in the project's surface water runoff. The project's SUSMP would be reviewed and revised over time to ensure that BMPs are functioning properly and are effective at treating runoff from the site throughout the life of the project. The proposed project would also incorporate BMPs that would detain surface water runoff as well as treating these waters, either actively or passively, before discharging these waters to the local storm drain system. Through the incorporation of the requisite BMPs, development of the project is anticipated to improve the quality of the water discharged from the site, compared to existing conditions. Compliance with the requirements of the NPDES Permit and the SUSMP would ensure that the construction or operation of the project would not violate any water quality or waste discharge requirements. Therefore, impacts would be less than significant, and further analysis is not warranted.

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

The proposed project would not result in significant impacts to hydrology and water quality in relation to depleting groundwater supplies or interfering substantially with groundwater recharge. There are no groundwater recharge areas or groundwater extraction wells on the proposed project site. The project would not use groundwater supplies. Therefore there would be no impact, and further analysis is not warranted.

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

The proposed project would result in less than significant impacts to hydrology and water quality in relation to alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site. Based on site reconnaissance and a review of the 7.5-minute series USGS topographic quadrangle, there are no natural or manmade surface water impoundments on the project site. The proposed project includes the construction of new storm water drainage facilities. The Geotechnical Investigation includes erosion control measures as part of the construction practices, which are used to reduce impacts associated with the alteration of the existing drainage patterns (Appendix IS-2 to the Initial Study). Incorporation of the BMPs and grading requirements suggested in the Geotechnical Investigation would reduce significant impacts to hydrology and water quality related to alteration of

[10] City of Los Angeles Department of Public Works. September 2004. Development Best Management Practices Handbook, Part A, Construction Activities. Available at: http://www.lastormwater.org/wp-content/files_mf/parta.pdf

[11] City of Los Angeles Department of Public Works. June 2011. Development Best Management Practices Handbook, Part B, Planning Activities. Available at: http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf

existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site to below the level of significance. No further analysis is warranted.

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

The proposed project would result in less than significant impacts to hydrology and water quality in relation to alteration of existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site. The existing project site is mostly permeable, and impermeable surfaces resulting from the development of the proposed project would increase the volume of storm water runoff. New areas of landscaping and compliance with SUSMP requirements would allow for percolation and a reduction of runoff, and the increase in surface runoff would not be substantial. Furthermore, erosion control measures would be incorporated as part of the best management practices (BMPs) and grading requirements suggested in the Geotechnical Investigation (Appendix IS-2). Incorporation of the SUSMP requirements and BMPs would reduce impacts to below the level of significance. No further analysis is warranted.

e. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

The proposed project would result in less than significant impacts to hydrology and water quality in relation to exceeding the capacity of existing or planned storm water drainage systems or providing substantial additional sources of polluted runoff. The proposed project includes the construction of new storm water drainage facilities, construction of which would conform to the Los Angeles Department of Public Works Low Impact Development Manual as identified in the *Development Best Management Practices Handbook, Part B, Planning Activities*,[12] and SUSMP requirements. The existing project site is mostly permeable, and impermeable surfaces resulting from the development of the project would increase the volume of storm water runoff. However, new areas of landscaping would allow for peculation and a reduction of runoff, and water runoff after development would not exceed the capacity of existing or planned drainage systems. Therefore impacts would be less than significant, and no further analysis is warranted.

f. Otherwise substantially degrade water quality?

The proposed project would result in less than significant impacts to hydrology and water quality in relation to substantial degradation of water quality. Project construction activities would occur in accordance with the Los Angeles Building Code Sections 91.7000 through 91.7016, which require necessary permits, plan checks, and inspections to reduce the effects of sedimentation and erosion. Additionally, project construction would occur in accordance with standard procedures established by the RWQCB. Project compliance with the City's SUSMP requirements would minimize potential water quality impacts during project operations. Therefore, impacts would be less than significant, and no further analysis is warranted.

[12] City of Los Angeles Department of Public Works. June 2011. Development Best Management Practices Handbook, Part B, Planning Activities. Available at: http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf

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

The proposed project would not result in significant impacts to hydrology and water quality in relation to placement of housing within a 100-year flood hazard area. The proposed project would not be located within a flood hazard area as mapped by the City of Los Angeles General Plan Safety Element Map[13] or the FEMA Flood Hazard Map.[14] Therefore there would be no impact, and further analysis is not warranted.

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

The proposed project would not result in significant impacts to hydrology and water quality in relation to placement of structures within a 100-year flood hazard area. The proposed project would not be located within a flood hazard area as mapped by the City of Los Angeles General Plan Safety Element Map[15] or FEMA Flood Hazard Map.[16] Therefore there would be no impact, and further analysis is not warranted.

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

The proposed project would not result in significant impacts to hydrology and water quality in relation to the failure of a levee or dam. The proposed project would not be located within a flood hazard area as mapped by the City of Los Angeles General Plan Safety Element Map[17] or FEMA Flood Hazard Map.[18] The project site is not located within a delineated potential inundation area resulting from the failure of a levee or dam, as shown by the City of Los Angeles Safety Element Inundation and Tsunami Hazard Areas map. Therefore there would be no impact, and further analysis is not warranted.

j. Inundation by seiche, tsunami, or mudflow?

The proposed project would result in less than significant impacts to hydrology and water quality in relation to inundation by seiche, tsunami, or mudflow. Due to the sufficient elevation of the proposed project area and the distance from the ocean and other bodies of water, there would be no impacts related to seiches or tsunamis. However, the Geotechnical Investigation includes information on slope failure within the proposed project area (Appendix IS-2). The failure in the proposed project area consists of a typical surficial mudflow, which occurred as a result of the heavy rains during the winter of 1978 on a portion of the proposed project site that would have no development. Currently, there is no landslide debris left on the slope in the area of the failure; all loose debris has been washed down to the toe of the slope. Any debris within the footprint of the development of the proposed project along with all uncertified fill and loose alluvial materials would be removed and replaced with a compacted-earth fill per the recommendations of the Geotechnical Investigation. Since all existing debris from the mudflow

13 City of Los Angeles, Department of City Planning. 26 November 1996. Safety Element of the City of Los Angeles General Plan. Available at: http://www.ci.la.ca.us/PLN/Cwd/GnlPln/SaftyElt.pdf.

14 Federal Emergency Management Agency. 29 September 1986. Flood Insurance Rate Map, Los Angeles County, California.

15 City of Los Angeles, Department of City Planning. 26 November 1996. Safety Element of the City of Los Angeles General Plan. Available at: http://www.ci.la.ca.us/PLN/Cwd/GnlPln/SaftyElt.pdf.

16 Federal Emergency Management Agency. 29 September 1986. Flood Insurance Rate Map, Los Angeles County, California.

17 City of Los Angeles, Department of City Planning. 26 November 1996. Safety Element of the City of Los Angeles General Plan. Available at: http://www.ci.la.ca.us/PLN/Cwd/GnlPln/SaftyElt.pdf.

18 Federal Emergency Management Agency. 29 September 1986. Flood Insurance Rate Map, Los Angeles County, California.

existing within the location of the proposed project would be removed from the proposed project site, no further remedial measures would be necessary. Therefore impacts would be less than significant, and no further analysis is warranted.

X. LAND USE AND PLANNING

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to land use and planning, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Land use and planning at the proposed project site was evaluated with regard to the federal Endangered Species Act of 1973,[2] the State Natural Community Conservation Planning Act of 1991,[3] the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP),[4] the SCAG Regional Comprehensive Plan (RCP),[5] the Congestion Management Program (CMP),[6] the City of Los Angeles General Plan Framework Element,[7] City of Los Angeles Zoning Ordinance,[8] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[9] the City of Los Angeles Mulholland Scenic Parkway Specific Plan (MSPSP),[10] and the City of Los Angeles Baseline Hillside Ordinance.[11]

Abbreviations

CEQA: California Environmental Quality Act
CMP: Congestion Management Program
HCP: Habitat Conservation Plan
MSPSP: Mulholland Scenic Parkway Specific Plan
NCCP: Natural Community Conservation Plan
RCP: Regional Comprehensive Plan
RTP: Regional Transportation Plan
SCAG: Southern California Association of Governments

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 U.S. Fish & Wildlife Service. n.d. Endangered Species Act Overview. Available at: http://www.fws.gov/endangered/laws-policies/

3 California Department of Fish and Wildlife. n.d. Natural Community Conservation Planning (NCCP). Available at: https://www.dfg.ca.gov/habcon/nccp/

4 Southern California Association of Governments. April 2012. Regional Transportation Plan 2012-2035. Available at: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.

5 Southern California Association of Governments. 2008. Regional Comprehensive Plan Available at: http://www.scag.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx.

6 California Government Code, Title 7, Division 1, Chapter 2.6, Congestion Management.

7 City of Los Angeles General Plan. August 2001. The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan.

8 City of Los Angeles Municipal Code, Chapter 1, Article 2, Section 12.19.

9 City of Los Angeles Department of City Planning. 13 May 1998. Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan. Available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

10 City of Los Angeles Department of City Planning, Mulholland Scenic Parkway Specific Plan. 13 May 1992. Available at: http://planning.lacity.org/complan/specplan/pdf/mulhol.pdf

11 City of Los Angeles. 9 May 2011. Baseline Hillside Ordinance – A Comprehensive Guide to the New Hillside Regulations. Available at: http://planning.lacity.org/Code_Studies/BaselineHillsideOrd/BHComprehensiveGuide1stEdition.pdf

AFFECTED ENVIRONMENT

Established Community

The proposed project is within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area located in the southern San Fernando Valley approximately 8 miles west of downtown Los Angeles and containing an area of approximately 8,656 acres or 13.5 square miles. The Community Plan is roughly bounded on the north by the Ventura Freeway (Interstate 101), on the south by Mulholland Drive, on the west by the San Diego Freeway (Interstate 405), and on the east by Cahuenga Boulevard West and Barham Boulevard. The Community Plan area contains the communities of Sherman Oaks, Studio City, Toluca Lake, and Cahuenga Pass (Figure A-4, *Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area*).

The proposed project site is located on a 22,284-square-foot lot at 3599 Lankershim Boulevard in the neighborhood of Studio City, in the San Fernando Valley portion of the City of Los Angeles, County of Los Angeles, California. Access to the site is provided by a private driveway from Lankershim Boulevard that serves two existing homes and would also serve the proposed home on the subject property. The Assessor's Parcel Number for the lot is 2380-005-009. The area surrounding the proposed project site is developed exclusively with single family residential uses.

Applicable Plans and Land Use Designations

General Plan Land Use Designation

The City of Los Angeles General Plan designates the proposed project area as residential. The proposed project site is included in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan, a part of the City of Los Angeles General Plan. The community plan allows for the development of Very-Low-Density residential land uses in this area. Additionally, the proposed project site is located within the Mulholland Scenic Parkway Specific Outer Corridor, Plan Ordinance No. 167943 – ½ mile buffer.[12]

Zoning

The City of Los Angeles Zoning Ordinance designates the proposed project area as Residential Estate (RE 15-1-H) with a minimum lot width of 80 feet and a minimum lot area of 15,000 square feet. The zoning ordinance allows for uses that include, but are not limited to, the development of one family dwelling and accessory buildings, including private garages, accessory living quarters, servants' quarters, recreation rooms, or private stables, provided they comply with all the requirements specified under Section 12.07.01. Zoning designations surrounding the proposed project site within the City include R 1-1 and RE 40-1-H.

[12] City of Los Angeles. 5 February 2013. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan General Plan Land Use Map. Available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf

Habitat Conservation Plan and Natural Community Conservation Plan

The U.S. Fish and Wildlife Service has not designated or proposed for designation any part of the proposed project site as a Habitat Conservation Plan (HCP).[13] Similarly, the California Department of Fish and Wildlife has not designated or proposed for designation any part of the proposed project site as a Natural Community Conservation Plan (NCCP).[14]

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impact to land use and planning.[15] Would the proposed project:

(a) Physically divide an established community?

The proposed project would not result in impacts in relation to land use and planning through the physical division of an established community. The proposed project is located in an area developed exclusively with large-lot single-family residential uses surrounding the proposed project site. The proposed project would not impede pedestrian or vehicular routes of travel within the established community of Studio City. Additionally, the proposed project has been designed in a manner that is compatible with the MSPSP and would not cause a physical division within the established community. Therefore, the proposed project would not result in impacts to land use and planning in regard to physical division of an established community. No further analysis is warranted.

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

The proposed project would not result in impacts to land use and planning in relation to a conflict with adopted or proposed land use plans, policies, or regulations. As currently proposed, the proposed project consists of development of a two-story single-family residence with basement (approximately 3,826 square feet) including a stacked stall four-car garage. The layout of the house would follow the natural grade by creating different levels and outdoor spaces in order to blend with the natural topography. The proposed project site is designated as Very-Low-Density residential according to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan of the City's General Plan. As a result, the proposed project meets the requirements of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan section of the City of Los Angeles General Plan as the proposed project can be considered a very-low-density use on a 22,284-square-foot (0.5-acre) lot. Additionally, the proposed project site zoning designation is Residential Estate (RE 15) with a minimum lot width of 80 feet and a minimum lot area of 15,000 square feet.[16] The proposed project meets these criteria and all other requirements of the RE-15 zone. Furthermore, the project has been designed to meet the requirements of the MSPSP Outer Corridor and the Baseline Hillside Ordinance.[17,18] Therefore, the proposed project

[13] California Department of Fish and Wildlife. Accessed 15 December 2014. Natural Community Conservation Planning (NCCP). Available at: http://www.dfg.ca.gov/habcon/nccp/status/.

[14] California Department of Fish and Wildlife. Accessed 15 December 2014. Natural Community Conservation Planning (NCCP). Available at http://www.dfg.ca.gov/habcon/nccp/.

[15] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[16] City of Los Angeles Municipal Code, Chapter 1, Article 2, Section 12.07.01.

would not result in impacts to land use and planning in relation to a conflict with adopted or proposed land use plans, policies, or regulations. No further analysis is warranted.

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

The proposed project would not result in impacts to land use and planning in relation to a conflict with any applicable habitat conservation plan or natural community conservation plan. The proposed project site is not located within a designated or proposed NCCP or HCP. Therefore, there would be no impact, and further analysis is not warranted.

[17] City of Los Angeles General Plan, Land Use Element, Community Plans. 13 May 1998. Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan. Prepared by: City of Los Angeles Department of City Planning.

[18] City of Los Angeles. 9 May 2011. Baseline Hillside Ordinance – A Comprehensive Guide to the New Hillside Regulations. Available at: http://planning.lacity.org/Code_Studies/BaselineHillsideOrd/BHComprehensiveGuide1stEdition.pdf

XI. MINERAL RESOURCES

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to mineral resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] The potential for impacts to mineral resources has been analyzed in accordance with the methodologies provided by California Division of Mines and Geology publications.

Abbreviations

CEQA: California Environmental Quality Act
CGS: California Geological Survey
DOGGR: California Department of Conservation, Division of Oil, Gas & Geothermic Resources
MRZ: Mineral Resource Zone

AFFECTED ENVIRONMENT

Mineral Resource Zones

According to the California Geological Survey (CGS), the proposed project site is located within a designated Mineral Resources Zone-3 (MRZ-3). MRZ-3 zones contain known mineral occurrences of undetermined mineral resource significance. The MRZ-3 designation at this location likely reflects the underlying sand and gravel deposits. However, the City, through the Land Use Element of the General Plan, has designated the proposed project property as very low density residential, and the surrounding properties are designated as low to very low density residential; therefore, while underlying sand and gravel deposits could potentially be used for construction purposes, they are not available for commercial mining operations.

Regionally and Locally Important Mineral Resources

Based on a review of California Division of Mines and Geology publications, there are no known mineral resources of statewide or regional importance located within the proposed project site. Based on a review of the Conservation Element of the City of Los Angeles General Plan, there are no known mineral resource recovery sites of local importance located within the proposed project site. The nearest active mine to the project site is the Vulcan Materials Co. Sand and Gravel Mine & Plant, located at 11401 Tuxford Street in Sun Valley, California, approximately 6.6 miles to the north of the proposed project site.

Active and Abandoned Mines

According to the U.S. Geological Survey, there are 17 active mines within 50 miles of the proposed project (1 common clay and shale mines, 1 crushed stone mines, 1 dimension stone mine, and 14 sand and gravel mines). Two of the sand and gravel mines are located in the City of Los Angeles in Sun Valley, approximately 6.6 miles north of the proposed project site. The nearest active mine to the proposed

[1] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

project site are the sand and gravel mines located approximately 6.6 miles north of the proposed project site.2 There are no designated active mine sites on the proposed project property.

According to the Abandoned Mine Lands Unit of the California Department of Conservation, there are 365 abandoned mine features located in Los Angeles County, with 22 abandoned mine features (3 borrow pits, 3 conveyers, 13 gravel pits, 1 mine tunnel, and 2 quarries) in the City of Los Angeles.3 There are no active or abandoned mine sites on the proposed project property.

Oil Fields

According to the California Department of Conservation, Division of Oil, Gas & Geothermic Resources (DOGGR), there are 72 oil fields located in Los Angeles County (17 abandoned, 55 active), 26 of which are located in the City (4 abandoned, 22 active).[4] The nearest active oil fields are:

- North Hollywood: approximately 4.0 miles north of the proposed project site
- Las Cienegas: approximately 9.0 miles south of proposed project site
- Los Angeles Downtown: approximately 8.6 miles east southeast of proposed project site
- Union Station: approximately 9.23 miles east southeast of proposed project site
- Los Angeles City: approximately 9.0 miles southeast of the proposed project site

There are no active or abandoned oil fields or extraction facilities on the proposed project property.

IMPACT ANALYSIS

To determine the potential impact of the proposed project to result in loss of known available mineral resources or mineral resources of statewide, regional, or local importance, a review was undertaken of California Geological Survey, California Division of Mines and Geology, the DOGGR database, the County of Los Angeles General Plan, the City of Los Angeles General Plan, and relevant geological maps. The CGS (formerly the California Division of Mines and Geology) is responsible for identifying, mapping, and permitting mines and mineral resources of statewide or regional importance. The City of Los Angeles General Plan includes a description of state-designated MRZ-3 sites as classified by the State geologist pursuant to the California Surface Mining and Reclamation Act of 1975.

The State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to mineral resources. Would the proposed 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?

The proposed project would not result in impacts to mineral resources in relation to the loss of availability of a known mineral resource. Based on a review of applicable CGS publications, there are no known mineral resources of statewide or regional importance located within the proposed project site.[5]

2 U.S. Geological Survey. Accessed 5 November 2015. Mineral Resources On-line Spatial Database. Available at: http://mrdata.usgs.gov/mineral-resources/active-mines.html

3 California Department of Conservation, Abandoned Mine Lands Unit. Accessed 5 November 2015. Website. Available at: http://www.conservation.ca.gov/omr/abandoned_mine_lands

4 California Department of Conservation, Division of Oil, Gas & Geothermal Resources. Accessed 5 November 2015. Website. Available at: http://www.conservation.ca.gov/dog/Pages/Wellfinder.aspx

5 California Geological Survey. 1990. Mines and Mineral Producers Active in California (1988-89). Special Publication 103. Prepared by: California Geological Survey, Sacramento, CA.

Therefore, there would be no expected impacts to mineral resources related to the loss of availability of a known mineral resource. No further analysis is warranted.

(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?

The proposed project would not result in impacts to mineral resources in relation to the loss of availability of a known mineral resource recovery site. Based on a review of the conservation element of the City of Los Angeles General Plan and the applicable Community Plan, there are no known mineral resource recovery sites of local importance located within the proposed project site.[6,7]

MRZ-3 sites contain known mineral occurrences of undetermined mineral resources significance. The proposed project site is included in the Sherman Oaks–Studio City–Toluca Lake Cahuenga Pass Community Plan element, which does not provide any mineral resources of significance that need to be preserved. Therefore, there would be no impacts to mineral resources related to the loss of availability of a known locally important mineral resource recovery site. No further analysis is warranted.

[6] City of Los Angeles Planning Department. Adopted 26 September 2001. City of Los Angeles General Plan. Conservation Element. Available at: http://planning.lacity.org/cwd/gnlpln/ConsvElt.pdf

[7] City of Los Angeles, Department of City Planning, January 2003. Sherman Oaks-Studio City-Toluca Lake Cahuenga Pass Community Plan Element. Contact: City of Los Angeles, Department of City Planning, 200 North Spring Street, Los Angeles, CA 90012. Available at: http://planning.lacity.org/complan/pdf/shrcptxt.pdf.

XII. NOISE

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to noise, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] This section evaluates the potential impacts of the proposed project on noise through examination of documentation of on-site ambient noise levels, modeling of anticipated noise level based on the anticipated construction scenario, and other relevant data.

Abbreviations

CEQA: California Environmental Quality Act
CNEL: community noise equivalent level
dB: decibel
dBA: A-weighted decibel
DNL: day-night average
FTA: U.S. Department of Transportation Federal Transit Administration
Hz: Hertz
in/sec: inches per second
LAMC: Los Angeles Municipal Code
L_{dn}: day-night equivalent level
L_{eq}: equivalent continuous sound level
L_N: noise level
PPV: peak particle velocity

Definitions

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." The following are brief definitions of terminology used in this chapter:

A-Weighted Decibel (dBA): An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Community Noise Equivalent Level (CNEL): The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels from 7:00 PM to 10:00 PM and 10 dB added from 10:00 PM to 7:00 AM.

Day-Night Level (L_{dn}): The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to sound levels from 10:00 PM to 7:00 AM.

Decibel (dB): A unitless measure of sound on a logarithmic scale.

[1] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

Equivalent Continuous Noise Level (L_{eq}): The mean of the noise level, energy-averaged over the measurement period.

Noise: Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

Sound: A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dB are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dBA change is perceived as a doubling (or halving) of the sound.

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects, the federal government, State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Measurement of Sound

Sound intensity is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level deemphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike units of measure that are computed with arithmetic functions (such as adding or subtracting numbers), decibels are measured and processed on a logarithmic scale. The logarithmic scale reflects the subjective effects of changes in sound pressure levels; specifically, an increase of 10 dB is 10 times more intense than 1 dB, a 20 dB increase is 100 times more intense, and 30 dB is 1,000 times more intense (Table B.XII-1, *Change in Apparent Loudness*). A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Table B.XII-1
Change in Apparent Loudness

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies, David A., and Colin H. Hansen. 2009. Engineering Noise Control: Theory and Practice. 4th ed. New York, NY: Spon Press.

Sound levels decrease as the distance from their source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by onsite operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance in a hard site environment.[2] Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dB for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}) or, alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level also represents the level that is exceeded 30 minutes in an hour. Similarly, the L_2, L_8, and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These "L" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and the City require that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher).[3]

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage.

Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Vibration can be either natural, as in the form of earthquakes,

[2] Surface type or ground cover is defined as the "hardness" or "softness" of the surrounding area. "Hard site environment" is areas with acoustically hard ground (e.g., pavement or water). Distance attenuation from a line source (i.e., roadway or railway) with a hard site environment is 3 dB per doubling of distance (dB/DD). "Soft site environment" is areas with acoustically soft ground (e.g., lawn or loose dirt or agricultural uses). Ground cover can affect the sound propagation rate by as much as an additional 1.5 dB/DD. (Note that this rate occurs only when both the noise source and the receiver are close to the ground and the terrain between the two is flat and soft.) As a result of this additional attenuation, the line-source sound levels decrease at a rate of 4.5 dB/DD at soft sites.

[3] Ldn and CNEL values rarely differ by more than 1 dB. As a matter of practice, Ldn and CNEL values are considered equivalent and are treated as such in this assessment.

volcanic eruptions, sea waves, or landslides; or manmade, as from explosions, the action of heavy machinery or heavy vehicles such as trains. Both natural and manmade vibration may be continuous such as from operating machinery, or transient as from an explosion.

Humans are generally more perceptive to vibration than structures. Humans will normally begin to notice vibration at peak particle velocities of 0.08 inch per second and begin to be annoyed or distracted by vibrations at peak particle velocities of 0.10 inch per second. As with noise, vibration can be described by both its amplitude and frequency. Typically, particle velocity (measured in inches or millimeters per second and/or acceleration (measured in gravities) are used to describe vibration.

AFFECTED ENVIRONMENT

Exposure of Persons to or Generation of Noise

Within the City of Los Angeles, the major noise sources are generally transportation-related (i.e., vehicles, railroads, and aircraft). In addition, stationary noise sources (air conditioning units, loading docks, mechanical equipment, rail yards, machinery, etc.) from commercial and industrial activity also contribute to the ambient noise environment (Table B.XII-2, *Typical Noise Levels*).

Table B.XII-2
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawnmower at 3 feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
	0	

Source: California Department of Transportation (Caltrans). 2013, September. Technical Noise Supplement ("TeNS"). Prepared by California Department of Transportation, Division of Environmental Analysis.

Seventy single-family homes within a 500-foot radius of the proposed project site have been identified as sensitive receptors, or locations subject to an impact resulting from potential temporary or permanent increases in noise levels related to the proposed project (see Figure B.III-1, *Sensitive Receptors in the Vicinity of the Proposed Project*, in Section B.III, *Air Quality*).

Existing Vibration Sources

The vibration environment is dominated by traffic from nearby roadways. Heavy trucks have the potential to generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. Existing ground-borne vibration in the proposed project vicinity is potentially created from trucks traveling along Lankershim Boulevard. The proposed project is located approximately 400 feet from Lankershim Boulevard; therefore, vibration levels from adjacent roadways are not perceptible at the proposed project site.

Ambient Noise Levels

Chapter XI of the City of Los Angeles Municipal Code (LAMC), Noise Regulation, established acceptable ambient noise levels to regulate intrusive noises within specific land use zones and provides procedures and criteria for the measurement of the sound level of "offending" noise sources.[4] These procedures recognize and account for perceived differences in the nuisance level of different types of noise and/or noise sources. A noise level increase of 5 dBA over the existing ambient noise level at an adjacent property line is considered a noise violation.

The baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured. The Noise Regulation indicates that in cases where the actual measured ambient conditions are not known or are less than 50 dBA, the presumed daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) minimum ambient noise levels defined the LAMC should be used. The City's presumed ambient noise levels for specific land use zones are set forth in the LAMC and provided in Table B.XII-3, *City of Los Angeles Presumed Ambient Noise Levels*.

Table B.XII-3
City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime (7:00 a.m. to 10:00 p.m.) dBA (L_{eq})	Nighttime (10:00 p.m. to 7:00 a.m.) dBA (L_{eq})
Residential, Schools, Hospitals, Hotels	50	40
Commercial	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: City of Los Angeles Municipal Code, Section 111.03.

To account for people's increased tolerance for short-duration noise impacts, the Noise Regulation provides a 5 dBA allowance (increase) for noise sources occurring more than 5 minutes, but less than 15, in any 1-hour period, and an additional 5 dBA allowance for noise sources occurring 5 minutes or less in

[4] City of Los Angeles Municipal Code, Chapter XI, Noise Regulation.

any 1-hour period. Additionally, the Noise Regulation provides a penalty of 5 dBA for steady high-pitched noise or repeated impulsive noises.[5]

Section 112.05 of the City's Noise Regulation sets a maximum noise level from construction equipment operating between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof of 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is shown to not be technically feasible. Section 41.40 of the LAMC prohibits construction noise between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. and after 6:00 p.m. on Saturday, and at any time on Sunday. In general, the City of Los Angeles Department of Building and Safety enforces noise ordinance provisions relative to noise generated by operation of equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

The recorded ambient noise levels at all monitoring locations exceed the City's presumed daytime ambient noise standard of 50 dBA (L_{eq}) by an average of 11.9 dBA (L_{eq}) (Table B.XII-4, *Measured Total Ambient Noise Levels on and around the Proposed Project Site*). These elevated noise levels can be attributed to the presence of Mulholland Drive and the Hollywood Freeway (US-101), both which exhibit multiple lanes of traffic during all hours of the day. The volume of cars traveling on both of these roadways result in ambient noise levels that are higher than the City of Los Angeles' presumed daytime ambient noise level of 50 dBA. The measured existing ambient noise levels shall be used as the baseline conditions for the purposes of determining the proposed project's noise impacts on the surrounding community.

Table B.XII-4
Measured Total Ambient Noise Levels on and around the Proposed Project Site

Location	Monitoring Period (15-minute interval)	Average L_{eq} (dBA)	Maximum L_{eq} (dBA)	Minimum L_{eq} (dBA)	Area Classification/Primary Noise Sources
A1: Nearest Sensitive Receptor	8:34–8:54 a.m.	63.7	64.7	61.2	Single-family residential; ambient noise from local streets
A2: Proposed Project Location	8:59–9:19 a.m.	60.6	65.7	57.9	Single-family residential; ambient noise from local streets; located at proposed project site
A3: End of Driveway at Lankershim Boulevard	9:28–9:48 a.m.	61.4	63.1	58.1	Single-family residential; ambient noise from local streets; located adjacent Lankershim Boulevard

The proposed project site is located in the Mulholland Scenic Corridor. The baseline noise levels are applicable to all daytime activity. Night time baseline conditions are expected to be lower than those recorded in Table B.XII-3, due to the absence of traffic noise generation.

Airports and Airport Land Use Plans

The proposed project is located within the community of Studio City within the City of Los Angeles. The nearest public airports are Bob Hope Airport, Van Nuys Airport, and Whiteman Airport (Table B.XII-5,

[5] City of Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02(b).

Airports in the Vicinity of the Proposed Project, and Figure B.VIII-2, *Airports in the Vicinity of the Proposed Project*, in Section B.VIII, *Hazards and Hazardous Materials*), which are all located more than 4 miles from the proposed project. Noise from commercial passenger and freight aircraft do not contribute to ambient noise levels.

Table B.XII-5
Airports in the Vicinity of the Proposed Project

Airport Name (IATA)	Address	Distance to Project Site (miles)
Bob Hope Airport (BUR)	2627 North Hollywood Way, Burbank, CA 91505	4.38
Van Nuys Airport (VNY)	16461 Sherman Way, Van Nuys, CA 91406	8.20
Whiteman Airport (WHP)	12653 Osborne Street, Pacoima, CA 91331	9.03

The proposed project is not located within any of the above listed airport's land use plans. All three airports provide 65 dBA CNEL contours, none of which include the proposed project location.

Private Airstrips

There are no private airstrips within a 5-mile radius of the proposed project.

IMPACT ANALYSIS

Baseline conditions were established using data collected on and in the vicinity of the proposed project site. Noise levels were collected using a Larson Davis 706RC Spark that was calibrated prior to use in the field. Three monitoring locations were established, one located at the nearest sensitive receptor to the project site, one at the approximate center of the proposed project location, and one at the end of the driveway, adjacent to Lankershim Boulevard (see Figure B.III-1). Measurements were taken for 20-minute periods. Data collected were used to establish baseline conditions (Table B.XII-4).

These data are used in comparison to the noise levels associated with activities required for the construction of the proposed project. These noise levels are based on standard noise level generation from a table of typical construction equipment (Table B.XII-6, *Typical Outdoor Construction Noise Levels*).

Table B.XII-6
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Level (dBA L_{eq})	
	50 Feet	50 Feet with Mufflers
Ground clearing	84	82
Excavation, grading	89	86
Foundations	78	77
Structural, paving	85	83
Finishing	89	86

Source: U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operation, Building Equipment and Home Appliances. PB 206717. Washington, DC.

As shown in Table B.XII-6, the excavation and grading phase and finishing phase of project construction would generate the highest levels of noise. This is due in large part to the operation of heavy equipment, though it should be noted that only a limited amount of equipment will be operating in the proposed project location at a particular time. The project construction schedule estimates 15 months for the proposed project to complete construction (see Section A, *Project Description*). Based on the information

in Table B.XII-6, construction noise levels could periodically reach between approximately 77 to 86 dBA at a distance of 50 feet from the proposed project site. As stated above, the City's Noise Regulation sets a maximum noise level from construction equipment operating between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof of 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is shown to not be technically feasible. Therefore, any sensitive receptors located within a given radius of distance from the proposed project site will experience significant impacts.

The State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to noise. Would the proposed project result in:

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

The proposed project has the potential to result in significant impacts to noise relating to exposure of persons to or generation of noise levels in excess of standards established by the City of Los Angeles. Based on the noise levels found in Table B.XII-6, and the fact that noise attenuates from a point source at a rate of approximately 6.0 dBA per doubling of distance, the noise impacts on sensitive receptors can be determined by Equation 1 for noise attenuation over distance:

$$(1) \qquad L_2 = L_1 - |20\ log_{10}\left(\frac{d_1}{d_2}\right)|$$

where

L_1 = known sound level at d_1
L_2 = desired sound level at d_2
d_1 = distance of known sound level from the noise source
d_2 = distance of the sensitive receptor from the noise source

By assigning the highest potential noise level for muffled equipment during construction at 86 dBA (L_1) at a distance of 50 feet (d_1), the distance at which construction activities would reach a maximum of 75 dBA (L_2) and be below the City's CEQA Threshold for construction activities is approximately 178 feet (d_2). This distance, along with the other predicted distances at which the noise impacts will be below 75 dBA according to Equation 1 for each construction phase, are presented in Table B.XII-7, *Predicted Distance at Which Noise Impact Will Be below the Level of Significance*.

Table B.XII-7
Predicted Distance at Which Noise Impact Will Be below the Level of Significance

Construction Phase	Distance at Which Noise Impact Will Be below 75 dBA*	Number of Receptors within This Distance
Ground clearing	112 feet	10
Excavation, grading	178 feet	12
Foundations	63 feet	6
Structural, paving	126 feet	10
Finishing	178 feet	12

Note: *According to Section 112.05 of the LAMC, construction activities may not exceed 75 dBA at a distance of 50 feet between the hours of 7:00 a.m. and 10:00 p.m. in any residential zone of the City or within 500 feet thereof.

The distance at which noise impacts would be below the threshold of significance for a residential zone for the different phases of construction ranges from 63 to 178 feet. As Table B.XII-7 indicates, there would be a significant impact to sensitive receptors during all phases of construction, to varying degrees. According to Equation 1, the loudest phases of construction (excavation/grading and finishing) would potentially generate noise levels upwards of 80.8 dBA at the nearest sensitive receptor located 41 feet to the north of the proposed project site boundary. Therefore, construction noise related to the proposed project has the potential to exceed the City's existing noise regulation by 5.8 dBA at the nearest sensitive receptors. During the most noise intensive phases of construction, 12 sensitive receptors would be subjected to a maximum noise level in excess of 75 dBA. During the least noise-intensive phases, 6 sensitive receptors would be potentially subjected to a maximum noise level in excess of 75 dBA.

The City of Los Angeles specifies that a significant impact on noise levels from construction would result if construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use, or construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. For the proposed project, the construction scenario is expected to last approximately 15 months, and noise levels are projected to periodically exceed the 5 dBA standard for construction lasting more than 10 days in a three-month period. Therefore, the proposed project would result in a potentially significant impact to noise relating to exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and the consideration of mitigation measures and alternatives is required.

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

The proposed project would not result in significant impacts to noise relating to exposure of persons to or generation of excessive groundborne vibration and noise levels. The proposed project is located on a vacant lot in Studio City. As described in Section A, *Project Description*, grading and earth-moving activities would occur during construction.

The U.S. Department of Transportation Federal Transit Administration (FTA) guidelines set forth in its technical manual, *Transit Noise and Vibration Impact Assessment*, will be utilized in determining vibration impacts.[6] The FTA measures building vibration damage in PPV, which is measured in inches per second. Table B.XII-8, *FTA Construction Vibration Impact Criteria for Building Damage*, provides the FTA vibration criteria applicable to construction activities. According to the FTA guidelines, a vibration criterion of 0.2 inch per second should be considered as the significant impact level for non-engineered timber and masonry buildings.

Table B.XII-8
FTA Construction Vibration Impact Criteria for Building Damage

Building Category	PPV (inches per second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.

[6] U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.

Construction of the proposed project would generate ground-borne vibration during grading and earth-moving activities. The FTA has published standard vibration velocities for various construction equipment operations. The typical vibration levels (in terms of inches per second PPV) at a reference distance of 25 feet, 50 feet, and 100 feet for construction equipment used during construction activities are listed in Table B.XII-9, *Vibration Source Levels for Construction Equipment*.

Table B.XII-9
Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 feet (inches per second)	PPV at 50 feet (inches per second)	PPV at 100 feet (inches per second)
Hoe ram	0.089	0.031	0.011
Large bulldozer	0.089	0.031	0.011
Caisson drilling	0.089	0.031	0.011
Loaded trucks (haul truck)	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small bulldozer	0.003	0.001	0.000
Source: Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.			

Construction of the proposed project would not include demolition or pile driving methods, and as such, impacts from these activities are not included in this construction vibration analysis. As indicated in Table B.XII-9, vibration velocities from most heavy construction operations that would be used during construction of the proposed project would range from 0.000 to 0.011 inch per second PPV at a reference distance of 100 feet from the equipment. Haul trucks during construction activities would also generate ground-borne vibration as they travel to and from the proposed project site. As indicated in Table B.XII-9, a haul truck traveling on a rough road surface would generate a ground-borne vibration level of 0.076 inch per second PPV at a distance of 25 feet from the haul truck. These levels are well below the potential damage threshold of 0.2 inch per second.

Ground-borne vibration from construction rarely results in a negative response from people who are outdoors. Negative responses are typically associated with the shaking of the building where the person is located. Since construction vibration is transient, the Caltrans guidance manual can be used to categorize the potential human response to construction-induced vibration (Table B.XII-10, *Human Response to Transient Vibration*).[7]

Table B.XII-10
Human Response to Transient Vibration

Average Human Response	PPV (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
Note: PPV = peak particle velocity; in/sec = inches per second.	

[7] California Department of Transportation. June 2004. Transportation- and Construction-Induced Vibration Guidance Manual. Sacramento, CA.

The nearest sensitive receptor to the proposed project is a residence located 41 feet away. Solving for Equation 2,

(2) $PPV_{equip} = PPV_{ref} \times (25/D)$

where

PV_{equip} is the peak particle velocity in in/sec of the equipment adjusted for distance

PPV_{ref} is the reference vibration level in in/sec at 25 feet

D is the distance from the equipment to the receiver,[8]

gives a maximum vibration level of 0.054 PPV at the closest sensitive receptor. This is a barely perceptible level according to the Caltrans guidance manual. However, all construction would be undertaken in accordance with all federal, state, county, and City building codes. Therefore, there would be no impact, and no further analysis is warranted.

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

The proposed project would not result in impacts to noise relating to permanent increases in noise levels above existing noise levels in the project vicinity. The proposed project is a single-family residence in an area that consists of single-family residences. The proposed project is located in an area with ambient noise levels in excess of the presumed 50 dBA daytime ambient noise level. The measured noise levels on the proposed project site exceed this value by 11.9 dBA. The proposed project would not include industrial equipment associated with elevated operational noise levels. Therefore, there would be no impact, and no further analysis is warranted.

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

The proposed project would have the potential to result in significant impacts to noise relating to a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The proposed project is a single-family residence in an area that consists of single-family residences. After construction, the proposed project would not generate noise levels in excess of the ambient levels established in Table B.XII-3. However, the proposed project would result in elevated noise levels during construction hours. Therefore, the proposed project has the potential to result in substantial impacts, requiring the consideration of mitigation measures and alternatives.

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

The proposed project is not located within an airport land use plan or within two miles of a public or public-use airport. Therefore, the proposed project would not result in impacts to noise relating to exposing people residing or working in the project area to excessive noise levels within two miles of a public airport or public use airport. No further analysis is warranted.

[8] U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.

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

The proposed project is not within the vicinity of a private airstrip. Therefore, the proposed project would not result in impacts to noise relating to exposing people residing or working in the project area to excessive noise levels within the vicinity of a private airstrip. No further analysis is warranted.

XIII. POPULATION AND HOUSING

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to population and housing, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Population and housing at the proposed project site were evaluated with regard to the Housing Element of the City of Los Angeles General Plan,[2] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[3] and the City of Los Angeles Zoning Plan.[4]

Abbreviations

CEQA: California Environmental Quality Act
CPA: Community Plan Area
MRCA: Mountains Recreation and Conservation Agency
MSPSP: Mulholland Scenic Parkway Specific Plan
RCP: Regional Comprehensive Plan
RHNA: Regional Housing Needs Assessment
SCAG: Southern California Association of Governments

AFFECTED ENVIRONMENT

According to the 2013–2021 Housing Element of the General Plan, the 2010 average household size in the City of Los Angeles was 2.81 persons, compared to 2.9 in the State of California and 2.58 nationwide.[5]

Population Growth

According to U.S. Census Bureau data, the total population within the Sherman Oak–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area (CPA) was 78,803 people in 2010, approximately 2 percent

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles Department of City Planning. Adopted 3 December 2013. Housing Element 2013-2021. Available at: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321.pdf Main website: http://cityplanning.lacity.org/

3 City of Los Angeles, Department of City Planning. 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

4 American Legal Publishing Corporation. 2013. Los Angeles Municipal Code, Chapter I (Planning and Zoning Code), Article 2: SPECIFIC PLANNING – ZONING COMPREHENSIVE ZONING PLAN. Available online at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

5 City of Los Angeles Department of City Planning. Adopted 3 December 2013. Housing Element 2013-2021. Available at: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321.pdf Main website: http://cityplanning.lacity.org/

of the population within the City of Los Angeles.[6] From 2000 to 2010, the population within the CPA increased by approximately 8 percent, from 72,988 in 2000.[7] In comparison, the population increased by approximately 2.6 percent from 2000 to 2010 within the overall City of Los Angeles, from 3,694,742 in 2000 to 3,792,621 in 2010.[8] Based on 2012 U.S. Census data, SCAG predicts that the population in the City of Los Angeles will increase from 3,845,478 in 2012 to 4,016,714 in 2020 and 4,443,439 in 2035.[9]

Housing Growth

The most recently completed Regional Housing Needs Assessment (RHNA) planning period is January 1, 2006 to June 30, 2014.[10] The 5th cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by the Regional Council on October 4, 2012.[11] Fifth cycle housing element updates were required to be adopted by October 15, 2013. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair-share housing needs.

Within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA, there were 39,903 housing units in 2000 (15,728 single-family housing units); the 2009 estimate for total housing units within the CPA is 41,536 (16,336 single-family housing units), an approximately 4.1 percent increase.[12] In comparison, the number of occupied households increased by approximately 2.9 percent, from 1,275,360 in 2000 to 1,312,801 in 2009.[13] Based on 2012 U.S. Census data, the Southern California Association of Governments (SCAG) predicts that the number of occupied households in the City of Los Angeles will increase from 1,324,532 in 2012 to 1,443,515 in 2020 and 1,622,491 in 2035.[14]

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6 Raimi+Associates, Rosten Woo, and the Los Angeles Department of City Planning. Accessed 8 January 2015. "Plan for a Healthy Los Angeles." Interactive Neighborhood Profiles: Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass. Available at: http://cityplanning.lacity.org/ Health Profile Sources: http://healthyplan.la/interactive/neighborhoods/HealthyLADataGuide.pdf

7 City of Los Angeles Department of City Planning, Demographic Research Unit. Accessed 27 January 2015. City of Los Angeles Local Population and Housing Profile: Sherman Oaks – Studio City Community Plan Area. Available at: http://cityplanning.lacity.org/

8 Southern California Association of Governments. May 2013. Profile of the City of Los Angeles. Available at: http://www.scag.ca.gov/Documents/LosAngeles.pdf

9 Southern California Association of Governments. 17 November 2014. Draft 2016 RTP/SCS Growth Forecast by Jurisdictions. Available at: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf

10 Southern California Association of Governments. Accessed 9 January 2015. Regional Transportation Plan: RHNA. Available at: http://rtpscs.scag.ca.gov/Pages/Regional-Housing-Needs-Assessment.aspx

11 Southern California Association of Governments. 29 August 2012. 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014-10/1/2021. Available at: http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf

12 City of Los Angeles Department of City Planning, Demographic Research Unit. Accessed 27 January 2015. City of Los Angeles Local Population and Housing Profile: Sherman Oaks – Studio City Community Plan Area. Available at: http://cityplanning.lacity.org/

13 Southern California Association of Governments. May 2013. Profile of the City of Los Angeles. Available at: http://www.scag.ca.gov/Documents/LosAngeles.pdf

14 Southern California Association of Governments. 17 November 2014. Draft 2016 RTP/SCS Growth Forecast by Jurisdictions. Available at: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf

Existing Housing on Project Site

The proposed project site is currently vacant and located within a designated single-family Residential Estate zone in an area characterized by existing low-density single-family residences and vacant parcels within a designated single-family Residential Estate zone or one-family residential zone. The proposed project site is also surrounded by single-family residences within designated Residential Estate zone to the north and south, with vacant residential parcels located immediately adjacent to the east and west of the proposed project site. The parcel adjacent to the eastern boundary of the proposed project site has been purchased by the Mountains Recreation and Conservation Agency (MRCA) and was dedicated as Alta View-Skyhill MRCA Open Space in 2012, but it is still designated under the Residential Estate zone (see Figure A-7, *Zoning Map*, and Figure A-8, *Site Photographs*).[15] The last owner change for the parcel adjacent to the western boundary of the proposed project site was in 1985; although this parcel is classified as vacant, it contains a small terraced patio with a trellis structure leading from a pool deck on the adjacent parcel at 3529 Wrightwood Court, a patio that was most likely constructed in the 1980s (see Figure A-8).[16]

Existing Population on Project Site

The proposed project site is currently vacant and unoccupied. The site was purchased by the current owner in 2000.

IMPACT ANALYSIS

The Housing Element and Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan, a part of the Land Use Element of the City of Los Angeles General Plan, were reviewed to confirm that the property is designated for single-family residential development. The Housing Element was also reviewed to identify the City's RHNA allocation inventory, which determined that the proposed project site is not included on the list for potential sites due to its density restrictions within the Mulholland Scenic Parkway Specific Plan (MSPSP) area that would not allow for residential development projects on the proposed project site. The Health and Wellness Element of the City of Los Angeles General Plan, Local Profile by SCAG for the City of Los Angeles, and SCAG's Draft 2016 Regional Transportation Plan / Sustainable Communities Strategy Growth Forecast were referenced in evaluation of the potential for the proposed project to result in a significant impact in regard to population and housing. A site visit was conducted on November 7, 2014, to confirm that there are currently no residential structures or people living on the proposed project site.

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to population and housing. Would the proposed project:

[15] Santa Monica Mountains Conservancy. LAMountains.com. Accessed 7 January 2015. Park Listing. Available at: http://www.lamountains.com/parks_listing.asp

[16] City of Los Angeles Department of City Planning. n.d. City of Los Angeles Zone Information and Map Access System (ZIMAS). ZIMAS available online at: http://zimas.lacity.org/ Main website: http://cityplanning.lacity.org/

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

The proposed project would not result in impacts to population and housing in regard to inducing substantial population growth in an area. The proposed project consists of building a four-bedroom single-family residence in an already populated area, within a low-density, single-family Residential Estate designated parcel. The proposed project would result in a population increase of less than 10 people, which is consistent with the projected population growth for the CPA. The proposed project would not accelerate growth in an undeveloped area beyond projected/planned levels for 2016 because the project site is located in a developed area.

The proposed project would be developed on a parcel for which the infrastructure is in place due to comparable development in the existing neighborhood. The proposed project would connect to an existing private driveway that is already connected to an existing public road and would not require the extension of roads or other infrastructure beyond the connections to existing utilities/infrastructure associated with construction of a single-family residence (i.e., electrical, plumbing connections to existing utilities/service lines). The proposed project would not extend infrastructure into areas not currently served by existing roads and utilities. The proposed project would connect to existing utility lines and utilize existing roads. The proposed project would not introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Consistent with the City of Los Angeles Hillside Ordinance, the proposed project would not require major drainage improvements or grading that would make accessible a previously inaccessible area.

As indicated in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan community profile, SCAG's population projection states that the project area (City of Los Angeles) is expected to experience slow, steady population growth (approximately 4.5 percent from 2012 to 2020), independent of the proposed project.[17] Therefore, there would be no impact to population and housing related to inducing substantial direct or indirect population growth. No further analysis is warranted.

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

The proposed project would not result in impacts to population and housing in relation to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. The proposed project site is an undeveloped plot. There is no existing housing or housing being currently constructed within the proposed project site. Under the proposed project, zero residential units would be demolished, converted to market rate, or removed through other means, as a result of the project. As the proposed project site is not included on the list of potential sites for the City's 2013–2021 RHNA allocation,[18] the proposed project would not affect the current and anticipated housing demand and supply of market rate and affordable housing units in the project area. Building a new single-family residence at the proposed project site would be consistent with the City of Los Angeles General Plan land use designation, City of Los Angeles Zoning Plan, and the demographic characteristics of the project area, which consists of low-density single-family residences and vacant lots designated for single-family residential use.

[17] Southern California Association of Governments. 17 November 2014. Draft 2016 RTP/SCS Growth Forecast by Jurisdictions. Available at: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf

[18] City of Los Angeles Department of City Planning. Adopted 3 December 2013. Housing Element 2013-2021. Appendix H: Inventory and Maps of Parcels Available for Housing by Community Planning Area. Available at: http://cityplanning.lacity.org/

The proposed project would be consistent with the policies of the Housing Element of the adopted City of Los Angeles General Plan because the proposed project would be located in close proximity to the Applicant's current place of work (jobs/housing balance) and implement sustainable features to minimize adverse effects on the environment and minimize the use of non-renewable resources (see Section A, *Project Description*). The proposed project would be consistent with the SCAG Regional Comprehensive Plan (RCP) because it would add one new housing unit and be consistent with the RCP's goal of preserving existing, stable, single-family neighborhoods. The U.S. Department of Housing and Urban Development Consolidated Plan and Comprehensive Housing Affordability Strategy policies and Rent Stabilization Ordinance are not relevant to the proposed project, which is not part of a residential development project and would not involve renter-occupied housing. There are no City of Los Angeles redevelopment plans for the project area.[19] Therefore, there would be no impact to population and housing related to the displacement of substantial amounts of existing housing. No further analysis is warranted.

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

The proposed project would not be expected to result in impacts to population and housing in relation to the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. The proposed site is vacant and has not been developed to accommodate residential or commercial uses, including related infrastructure. There are no people currently residing in the proposed project site. Therefore, there would be no impact to population and housing related to the displacement of substantial numbers of people. No further analysis is warranted.

[19] CRA/LA. Accessed 27 January 2015. CRA/LA Project Areas. Available at: http://www.crala.org/internet-site/Projects/Redevelopment_Plans_and_Maps.cfm

XIV. PUBLIC SERVICES

This analysis is undertaken to determine if the proposed Single-Family Residence in Studio City (proposed project) would have a significant impact to public services, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Public services at the proposed project site were evaluated with regard to the Public Safety Element[2] and Service Systems Element[3] of the City of Los Angeles General Plan, the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[4] the Mulholland Scenic Parkway Specific Plan (MSPSP),[5] and the City of Los Angeles Zoning Plan.[6]

Abbreviations

CEQA: California Environmental Quality Act
EMS: emergency medical services
LAFD: City of Los Angeles Fire Department
LAPD: Los Angeles Police Department
LAPL: Los Angeles Public Library
LAUSD: Los Angeles Unified School District
MRCA: Mountains Recreation and Conservation Agency
MSPSP: Mulholland Scenic Parkway Specific Plan
SMMC: Santa Monica Mountains Conservancy
SMMNRA: Santa Monica Mountains National Recreation Area
VHFHSZ: Very High Fire Hazard Severity Zone

AFFECTED ENVIRONMENT

Fire

The City of Los Angeles Fire Department (LAFD) provides fire protection services and emergency medical services (EMS) to the proposed project site, which is located within the City of Los Angeles in

1 California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles, Department of City Planning. 26 November 1996. Safety Element of the Los Angeles City General Plan. Available at: http://planning.lacity.org/cwd/gnlpln/SaftyElt.pdf

3 City of Los Angeles Department of City Planning. n.d. Public Recreation Plan. Service Systems Element of the Los Angeles General Plan. Available at: http://cityplanning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf

4 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

5 City of Los Angeles Department of City Planning. 13 May 1992. Mulholland Scenic Parkway Specific Plan. City of Los Angeles General Plan. Text available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

6 American Legal Publishing Corporation. 2013. Los Angeles Municipal Code, Chapter I (Planning and Zoning Code), Article 2: SPECIFIC PLANNING – ZONING COMPREHENSIVE ZONING PLAN. Available online at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

the neighborhood of Studio City.[7] Fire protection services include fire prevention, fire suppression, and life safety services. In addition to the fire suppression services provided by the LAFD, properties within the Mountain Fire District are served by LAFD's Department Brush Clearance Unit, which enforces preventative brush clearance regulations in the Districts and Buffer Zones.[8,9]

The LAFD provides Class I fire protection, rescue, and emergency medical services for the citizens of the City of Los Angeles and City of San Fernando through the service of the following five bureaus: Administrative Services Bureau, Training and Support Bureau, Bureau of Emergency Operations, Bureau of Fire Prevention and Public Safety, and Emergency Services Bureau.[10] There are 106 fire stations in the City of Los Angeles.[11] Fire protection within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA is provided by six Single Engine Company Stations (Stations 76, 78, 86, 97, 99, and 108), and eight stations serve properties within the zip code 90068 (Stations 27, 35, 41, 56, 76, 82, 86, and 97).[12,13] Station 76 is the primary responder; Station 86 is the secondary responder (Figure B.XIV-1, *Public Services in Vicinity of Proposed Project*, and Table B.XIV-1, *Existing Fire Stations Serving the Proposed Project Site*).[14]

EMS are provided through the Bureau of Emergency Medical Services. The City standard for EMS is 1.5 miles, similar to that of the desirable response distance for engine companies for neighborhood land uses. Most ambulances are accompanied by trained paramedics to provide additional service other than only transport. LAFD considers EMS to be providing adequate service; as shown in Table B.XIV-1, the City's standard for EMS is met for the proposed project site.

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7 City of Los Angeles Department of City Planning. Accessed 6 April 2015. The Framework Element of the Los Angeles General Plan. "Chapter 9 Infrastructure and Public Services." Available at: planning.lacity.org/cwd/Framwk/chapters/09/09.htm#fire

8 City of Los Angeles Department of City Planning. November 1996. Safety Element of the Los Angeles City General Plan. Available at: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf

9 Los Angeles Fire Department. Accessed 6 April 2015. Clearance Requirements: Hazardous Vegetation Requirements in the Very High Fire Hazard Severity Zone (VHFHS Zone). Available at: http://www.lafd.org/fire_prevention/brush/clearance-requirements

10 City of Los Angeles. Accessed 6 April 2015. City of Los Angeles Departments and Bureaus. Available at: http://www.lacity.org/government/DepartmentsandBureaus/index.htm?laCategory=1962#Fire Main Department website: http://lafd.org/

11 Los Angeles Fire Department. Accessed 1 April 2015. Fire Stations. Available at: http://lafd.org/find-a-fire-station

12 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

13 Los Angeles Fire Department. Accessed 6 April 2015. Stations Serving: 90068. Available at: http://lafd.org/fire_stations/station_results/%2A?zipcode=90068

14 Male, Laura. 8 April 2015. Conversation with LAPD Station 86. Sapphos Environmental, Inc. Pasadena, CA.



FIGURE B.XIV-1

Public Services in Vicinity of Proposed Project

Table B.XIV-1
Existing Fire Stations Serving the Proposed Project Site

Station	Location	Primary Service Area	Personnel/ Equipment[1,2]	Linear Distance to Site	Driving Distance to Site*
LAFD Station 76	311 North Cahuenga Boulevard, Los Angeles, CA 90068	90068/Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA	6 personnel; single-engine company with paramedic ambulance	1.4 miles from east-southeast	1.6 miles (6 minutes)
LAFD Station 86	4305 Vineland Avenue, Los Angeles, CA 91602	90068/Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA	6 personnel; single-engine company with paramedic ambulance	1.0 mile from north	1.1 mile (4 minutes)
LAFD Station 97	8021 Mulholland Drive, Los Angeles CA 91604	90068/Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA	6 personnel; single-engine company with paramedic ambulance	0.6 miles from southwest	1.9 miles (6 minutes)

Note: * Based on Google Maps directions.
Source: [1] Male, Laura. 8 April 2015. Conversation with LAPD Station 86. Sapphos Environmental, Inc. Pasadena, CA.
[2] Male, Laura. 10 April 2015. Conversation with LAPD Station 98. Sapphos Environmental, Inc. Pasadena, CA.

Police

The Los Angeles Police Department (LAPD) provides primary police protection services to the proposed project site; supplemental services are provided by the Los Angeles County Sheriff, the California Highway Patrol, the Federal Bureau of Investigation, and the Drug Enforcement Administration.[15] There are four bureaus within the LAPD: Valley Bureau, West Bureau, Central Bureau, and South Bureau. The proposed project site is located within the North Hollywood Division of the Valley Bureau. The North Hollywood Community Police Station is located at 11640 Burbank Boulevard, North Hollywood, California 91601, approximately 3.3 miles southeast of the proposed project site (3.8 miles, or less than 10 minutes, via police vehicle).[16] The North Hollywood Community Police Station serves an approximately 25 square-mile area (approximately 220,000 residents) in the communities of North Hollywood, Studio City, Valley Village, Toluca Lake, West Toluca Lake, and a portion of Sun Valley.

Schools

The Los Angeles Unified School District (LAUSD) administers public schools in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA.[17] The proposed project site is located within Board of

[15] Ciy of Los Angeles Department of City Planning. Accessed 6 April 2015. The Framework Element of the Los Angeles General Plan. "Chapter 9 Infrastructure and Public Services." Available at: http://planning.lacity.org/cwd/Framwk/chapters/09/09.htm#police

[16] Los Angeles Police Foundation and the LAPD. Accessed 6 April 2015. North Hollywood Community Police Station. Available at: http://www.lapdonline.org/north_hollywood_community_police_station

[17] City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

Education District 3. According to the LAUSD School Finder, the assigned resident schools for the proposed project site are Rio Vista Elementary School, Walter Reed Middle School, and North Hollywood Senior High School (Table B.XIV-2, *Resident Schools for Proposed Project Site*; see Figure B.XIV-1).[18]

Table B.XIV-2
Resident Schools for Proposed Project Site

School	Grade Level	Location	Distance From Proposed Project Site	Enrollment Numbers[1]
Rio Vista Elementary School	K–5	4243 Satsuma Avenue, North Hollywood, CA 91602	Approximately 0.9 mile north of project site	2013–2014 enrollment of 417 students, below a 1999–2000 peak enrollment of 454 students between 1996 and 2014
Walter Reed Middle School	6–8	4525 Irvine Avenue, North Hollywood, CA 91602	Approximately 1.7 miles north-northwest of project site	2013–2014 enrollment of 1,687 students, below a 2003–2004 peak enrollment of 2,169 students between 1996 and 2014
North Hollywood Senior High School	9–12	5231 Colfax Avenue, North Hollywood, CA 91601	Approximately 2.4 miles north-northwest of project site	2013–2014 enrollment of 2,842 students, below a 2004–2005 peak enrollment of 4,546 students between 1996 and 2014

Source: California Department of Education, Data Reporting Office. Accessed 9 April 2015. K-12 Public School Enrollment: 6018907-Rio Vista Elementary. Available at: http://dq.cde.ca.gov/dataquest/DQ/EnrTimeRptSch.aspx?cYear=2013-14&Level=School&cName=Rio+Vista+Elementary&cCode=6018907&dCode=1964733

Parks

Parks in the vicinity of the proposed project site are primarily provided by the City's Recreation and Parks Department. The City owns a total of approximately 14,990 acres of parklands, the largest park being Griffith Park with over 4,000 acres. Included in these parklands are facilities such as horticulture centers, museums, and historic sites. There are over 200 regional parks in the County of Los Angeles, and 40 of these parks are located within a ten-mile radius of the proposed project site (see Section B.XV, *Recreation*). The nearest regional park is the Santa Monica Mountains National Recreation Area (SMMNRA), which includes the Inner Corridor of the MSPSP Area, located approximately 0.2 mile (over 950 feet) south of the proposed project site. The SMMNRA was authorized as the 295th unit of the National Park System as part of the National Parks and Recreation Act of 1978 and is comprised of several federal, state, local, and conservancy owned park properties ranging from Laurel Canyon Park to Santa Monica State Beach.

There are five neighborhood parks (El Paseo De Cahuenga Park, Campo De Cahuenga Park, Woodbridge Park, Moorpark Park, and Studio City Recreation Center) and two community parks (South Weddington Park and Wilacre Park) that serve the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass CPA.[19]

[18] Los Angeles Unified School District. Accessed 8 April 2015. School Finder. Available at: http://rsi.lausd.net/ResidentSchoolIdentifier/schoolfinder.jsp

[19] City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

South Weddington Park, a neighborhood park located approximately 0.4 mile north of the project site, is the nearest neighborhood park to the proposed project site (see Section B.XV). Briar Summit Open Space Preserve, Laurel Canyon Park, Fryman Canyon Park, Trebek Open Space, the Hollywood Bowl, Coldwater Canyon Park, North Hollywood Park, and the North Weddington Recreation Center are all located within a 2-mile radius of the proposed project site. The diverse topography of the CPA limits the placement of park sites in the project area south of Ventura Boulevard; thus, those neighborhood parks located south of Ventura Boulevard offer limited recreational facilities for hillside homeowners. Due to the lack of park sites in the hillside areas of the CPA, the community parks serve a much wider interest range. While the existing parks within the CPA satisfied the needs of the current residents when the Community Plan was adopted in 1992, the community was still determined to be deficient in the number of neighborhood parks.

However, according to the Health Atlas Report of the Plan for a Healthy Los Angeles, a proposed addition to the City of Los Angeles General Plan Framework Element, in 2012 the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA had a park level of service of 8.4 acres per 1,000 residents, above the City of Los Angeles standard minimum of 3 acres per 1,000 residents. Additionally, 64 percent of the population of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA was located within a half-mile walking distance of a park in 2010, which is above the City-wide percentage of the population within one-half mile walking distance of a park of 61 percent.[20]

The proposed project site is adjacent to the western boundary of the 0.68-acre Alta View-Skyhill Mountains Recreation and Conservation Agency (MRCA) Open Space that was purchased by the MRCA in 2012, but MRCA and the Santa Monica Mountains Conservancy (SMMC) do not recognize this property as public parkland according to the LAMountains.com website, and public access is restricted to the local neighbors due to its location at the end of two private driveways.

Other Public Facilities

Other public facilities include libraries and hospitals.

Library services are provided by the Los Angeles Public Library (LAPL).[21] There are 64 public libraries in the City of Los Angeles, with a cumulative of 940,963 square feet of building area. The nearest public library to the proposed project site is the North Hollywood Amelia M. Earhart Regional Branch Library, which is located approximately 2.3 miles north of the proposed project site at 5211 Tujunga Avenue, North Hollywood, California 91601 (see Figure B.XIV-1). The second nearest public library to the proposed project site is the Studio City Branch Library, which is located approximately 2.4 miles northwest of the proposed project site at 12511 Moorpark Street, Studio City, California 91604. According to the City's General Plan, the LAPL standard for determining the preferred library facility square footage is based upon ranges of population within a designated area. The State of California standard is based upon 0.5 square feet of library facility per capita. When the LAPL standard is applied, there are 69,613 square feet of surplus library facilities.

There are four hospitals within a 5-mile radius of the proposed project site (Table B.XIV.-3, *Hospitals in Proposed Project Vicinity*; see Figure B.XIV-1).

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[20] City of Los Angeles Department of City Planning, Raimi & Associates, County of Los Angeles Department of Public Health, et al. June 2013. Health Atlas for the City of Los Angeles. Available at: http://cityplanning.lacity.org/Cwd/Framwk/healthwellness/text/HealthAtlas.pdf Main website: http://cityplanning.lacity.org/

[21] City of Los Angeles Department of City Planning. Accessed 6 April 2015. The Framework Element of the Los Angeles General Plan. "Chapter 9 Infrastructure and Public Services." Available at: http://planning.lacity.org/cwd/Framwk/chapters/09/09.htm#libraries

Table B.XIV-3
Hospitals in Proposed Project Vicinity

Hospital Name	Hospital Address	Hospital Capacity	Distance from Project Site
Providence Saint Joseph Medical Center	501 S Buena Vista Street, Burbank, CA 91505	446 beds[1]	2.7 miles northeast
Hollywood Community Hospital	6245 De Longpre Avenue, Los Angeles, CA 90028	45 beds[2]	3.5 miles southeast
Cedars-Sinai Medical Center	8700 Beverly Boulevard, Los Angeles, CA 90048	958 beds[3]	4.1 mile south
Sherman Oaks Hospital	4929 Van Nuys Boulevard, Sherman Oaks, CA 91403	153 beds[4]	5.0 miles west-northwest

Source: [1] Providence Saint Joseph Medical Center. Accessed 9 April 2015. About Us. Available at: http://california.providence.org/saint-joseph/about/
[2] ConsumerReports.org. Accessed 9 April 2015. Hollywood Community Hospital. Available at: http://www.consumerreports.org/health/doctors-hospitals/hospitals/hospital-ratings/hollywood-community-hospital-6930072-general-information.htm
[3] Cedars-Sinai. Accessed 9 April 2015. Rita Shane, PharmD, FASHP, FCSHP. Available at: http://www.cedars-sinai.edu/Bios---Physician/P-Z/Rita-Shane-PharmD-FASHP-FCSHP.aspx
[4] Sherman Oaks Hospital. Accessed 9 April 2015. Sherman Oaks Hospital. Available at: http://www.shermanoakshospital.org/

IMPACT ANALYSIS

Public services at the proposed project site were evaluated with regard to the standards established in the Public Safety Element[22] and Service Systems Element[23] of the City of Los Angeles General Plan and the methodology to determine significance established in the L.A. CEQA Thresholds Guide.[24] Spatial data for fire stations, police stations, schools, parks, hospitals, libraries, and other public facilities within Los Angeles County was acquired from Los Angeles County's Geographic Information System (GIS) shapefiles, which were produced by the Los Angeles County Department of Public Works – Mapping & Property Management Division.

The State CEQA Guidelines recommend the consideration of the following question when addressing the potential for significant impacts to public services:

[22] City of Los Angeles, Department of City Planning. 26 November 1996. Safety Element of the Los Angeles City General Plan. Available at: http://planning.lacity.org/cwd/gnlpln/SaftyElt.pdf

[23] City of Los Angeles Department of City Planning. n.d. Public Recreation Plan. Service Systems Element of the Los Angeles General Plan. Available at: http://cityplanning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf

[24] City of Los Angeles. 2006. L.A. CEQA Thresholds Guide. Chapter K: Public Services. Available at: http://environmentla.com/programs/Thresholds/K-Public%20Services.pdf Main website: http://environmentla.com/programs/table_of_contents.htm

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered construction 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:

Fire protection?

The proposed project would not result in significant impacts associated with the provision of, or need for, new or physically altered fire protection facilities, the construction of which could cause significant environmental effects. The proposed project consists of in-fill development of one single-family residence located within existing fire protection service boundaries of the LAFD. The proposed project site is located within 1.5 miles of the primary responder station, which has an engine company, and therefore meets City standards for fire response distance in neighborhoods. The primary and secondary fire stations that would serve the proposed area are Station 76 and Station 86, located approximately 1.4 miles east-southeast and 1 mile north of the proposed project site, respectively.

As the proposed project site is located in a Very High Fire Hazard Severity Zone (VHFHSZ) and within the Mountain Fire District wildfire hazard area, the project applicant has been designed to comply with preventative brush clearance regulations.[25] These zones are identified by the City of Los Angeles as areas that are prone to wind-driven fires and subject to annual inspection of hazardous brush or vegetation conditions. The LAFD will initiate inspection of properties in the VHFHSZ beginning May 1 of each year. Once all the inspections are completed, owners of properties found in compliance will receive a Cleared-by-Owner notice. Those found not to be in compliance will receive a Non-compliance Notice describing the hazards that need clearing, and will be given 15 days to complete the work. If after 15 days the property is not fully in compliance, the owner will be notified via regular mail that they have an additional 15 days to comply. A third inspection will be made and applicable penalty fees may apply.[26] The proposed project would comply with brush clearance requirements and the building safety requirements for homes constructed in the VHSHSZ; be located within the City's maximum response distance from an engine company; and would not be expected to involve the use, manufacture, or storage of toxic, readily-combustible, or otherwise hazardous materials. Existing service response times are not adequate in the project area, as the proposed project site would be expected to have an average emergency response time of approximately 7 minutes and 38 seconds.[27,28] However, the proposed project would not impact existing service ratios and response times and, therefore, would not result in the need for new or physically altered fire protection facilities. Therefore, the proposed project would not result in significant impacts associated with the provision of, or need for, new or physically altered fire protection facilities, the construction of which could cause significant environmental effects. No further analysis is warranted.

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[25] Los Angeles Fire Department. Accessed 6 April 2015. Clearance Requirements: Hazardous Vegetation Requirements in the Very High Fire Hazard Severity Zone (VHFHS Zone). Available at: http://www.lafd.org/fire_prevention/brush/clearance-requirements

[26] Los Angeles Fire Department. Accessed 9 April 2015. Brush Clearance: Basic Inspection Process. Available at: http://www.lafd.org/fire_prevention/brush/inspection-process

[27] Los Angeles Times Data Desk. Accessed 1 April 2015. Interactive Map: How Fast is LAFD Where You Live? Available at: http://graphics.latimes.com/how-fast-is-lafd/#15/34.0013/-118.4457

[28] Gruel, Wendy, City Controller. City of Los Angeles Office of the Controller. May 18, 2012. Analysis of the Los Angeles Fire Department's Response Times. Available at: http://controller.lacity.org/stellent/groups/electedofficials/@ctr_contributor/documents/contributor_web_content/lacityp_020450.pdf

Police protection?

The proposed project would not result in significant impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental effects. The proposed project consists of in-fill development of one single-family residence located within existing LAPD police protection service boundaries within the service area of the North Hollywood Community Police Station, located at 11640 Burbank Boulevard, North Hollywood, California 91601, approximately 3.3 miles southeast of the proposed project site.[29] The proposed project would not meet the City's screening criteria for a significant impact on Police Protection: it would not result in a net increase of 75 residential units, would not result in an increase in commercial floor area, and would not result in an increase in industrial floor area. The proposed project would not impact existing service ratios and response times, which would require the provision of, or need for, new or physically altered governmental police protection facilities. No further analysis is warranted.

Schools?

The proposed project would not result in significant impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental effects. The proposed project is located within the LAUSD. Enrollment at the resident schools for the proposed project site is not at full capacity, and Rio Vista Elementary School, Walter Reed Middle School, and North Hollywood Senior High School have the space to accommodate additional students. The proposed project would result in one additional single-family residence, with a net population increase of less than 10 people. The negligible population increase in the area that would result from the proposed project would not change the existing service ratios, requiring the provision of, or need for, new or physically altered school facilities. No further analysis is warranted.

Parks?

The proposed project would not result in impacts associated with the provision of, or need for, new or physically altered park facilities, the construction of which could cause significant environmental effects. The City of Los Angeles Recreation and Parks Department provides park facilities in the proposed project area. Parks in the proposed project vicinity include North and South Weddington Parks, Woodbridge Park, and Wilacre Park. The Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA had a park level of service of 8.4 acres per 1,000 residents in 2012, above the City of Los Angeles standard minimum of 3 acres per 1,000 residents. Approximately 20 workers would be expected to be on the site during peak construction activity periods, and they would be expected to commute daily to the project site from residences in the greater Los Angeles area instead of residing adjacent to the project site during the construction phase. The proposed project would result in a negligible net population increase of less than 10 people and would include private on-site recreational facilities that reduce the demand for recreation and park facilities.

Because the proposed project is a private single-family residence that would generate a negligible population gain within an area that is well-served by local and regional parkland, is located within the Outer Corridor of the MSPSP Area approximately 0.2 miles (over 950 feet) north of the Inner Corridor of the MSPSP Area (part of the SMMNRA), and is not physically adjacent to or within 200 feet of any existing parks, it would not result in significant impacts to park facilities. Therefore, the proposed project would not result in significant impacts to public services in regard to requiring the provision of, or need for, new or physically altered park facilities. No further analysis is warranted.

[29] Los Angeles Police Foundation and the LAPD. Accessed 6 April 2015. North Hollywood Community Police Station. Available at: http://www.lapdonline.org/north_hollywood_community_police_station

Other public facilities?

The proposed project would not result in impacts associated with the provision of, or need for, new or physically altered other governmental public facilities, such as libraries or hospitals, the construction of which could cause significant environmental effects. The proposed project consists of in-fill development of a single-family residence with a net population increase of less than 10 persons, which would not impact existing service ratios, response times, or other performance objectives requiring the provision of, or need for, new or physically altered governmental public facilities such as libraries, museums, hospitals, or post offices. As there are 69,613 square feet of surplus library facilities and the proposed project would result in a net increase of only one residential unit (below the 75-residential-unit screening criteria), the net population increase of less than 10 people as a result of the proposed project would be negligible on library service ratios. Therefore, the proposed project would not result in significant impacts to public services in regard to requiring the provision of, or need for, new or physically altered public facilities. No further analysis is warranted.

XV. RECREATION

This analysis is undertaken to determine if the proposed Single-Family Residence in Studio City (proposed project) would have a significant impact to recreation, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] Recreation at the proposed project site was evaluated with regard to the City of Los Angeles General Plan,[2] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[3] the Mulholland Scenic Parkway Specific Plan (MSPSP),[4] and the City of Los Angeles Zoning Plan.[5]

Abbreviations

CEQA: California Environmental Quality Act
CPA: Community Plan Area
MRCA: Mountains Recreation and Conservation Agency
MSPSP: Mulholland Scenic Parkway Specific Plan
NPS: National Park Service
SMMC: Santa Monica Mountains Conservancy
SMMNRA: Santa Monica Mountains National Recreation Area

AFFECTED ENVIRONMENT

The proposed project site is zoned as single-family Residential Estate and is currently vacant. The proposed project site is surrounded by single-family residences to the north and south, with vacant parcels immediately adjacent to the east and west of the proposed project site. Recreation services in the vicinity of the proposed project site are primarily provided by the City's Recreation and Parks Department.[6]

The diverse topography of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area (CPA) limits the placement of park sites south of Ventura Boulevard; thus, neighborhood parks located south of Ventura Boulevard offer limited recreational facilities for hillside homeowners. Due to

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles Department of City Planning. n.d. Public Recreation Plan. Service Systems Element of the Los Angeles General Plan. Available at: http://cityplanning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf

3 City of Los Angeles, Department of City Planning, 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

4 City of Los Angeles Department of City Planning. 13 May 1992. Mulholland Scenic Parkway Specific Plan. City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/complan/specplan/pdf/MULHOL.PDF

5 American Legal Publishing Corporation. 2013. Los Angeles Municipal Code, Chapter I (Planning and Zoning Code), Article 2: SPECIFIC PLANNING – ZONING COMPREHENSIVE ZONING PLAN. Available at: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec120701reresidentialestatezone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

6 City of Los Angeles Department of City Planning. Accessed 6 April 2015. The Framework Element of the Los Angeles General Plan. "Chapter 9 Infrastructure and Public Services." Available at: http://planning.lacity.org/cwd/Framwk/chapters/09/09.htm#parks

the lack of park sites in the hillside areas of the CPA, community parks serve a much wider interest range. While the existing parks within the CPA satisfied the needs of the current residents when the Community Plan was adopted in 1992, the community was determined to be deficient in the number of neighborhood parks.

The Plan for a Healthy Los Angeles, a proposed addition to the City of Los Angeles General Plan Framework Element,[7] has evaluated the park level of service and park access conditions within the City by CPA in order to provide guidelines for Los Angeles to be a healthier place to live, work, and play. The first phase of this project is the Health Atlas Report, a data-informed analysis of health conditions throughout the City. According to the Health Atlas Report, in 2012 the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA had a park level of service of 8.4 acres per 1,000 residents, above the City of Los Angeles standard minimum of 3 acres per 1,000 residents. Additionally, 64 percent of the population of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass CPA was located within a half-mile walking distance of a park in 2010, which is above the City-wide percentage of the population within one-half mile walking distance of a park of 61 percent.

The Mountains Recreation and Conservation Agency (MRCA) purchased the 0.68-acre parcel adjacent to the eastern boundary of the proposed project site and dedicated the parcel as Alta View-Skyhill MRCA Open Space in 2012, but MRCA and the Santa Monica Mountains Conservancy (SMMC) do not recognize this property as public parkland according to the LAMountains.com website, and public access is restricted to the local neighbors due to its location at the end of two private driveways (see Figure A-8, *Site Photographs*).[8]

Existing Neighborhood Parks

The City of Los Angeles defines a neighborhood park as a 5- to 10-acre park serving residents within a half-mile radius of the park. There is one neighborhood park located within one-half mile of the residential estate zoned proposed project site: South Weddington Park, an approximately 14.0-acre park managed by the City of Los Angeles Department of Recreation and Parks located approximately 0.4 mile north-northeast of the proposed project site at 1080 W. Valleyheart Drive, North Hollywood, California, 91604 (Figure B.XV-1, *Neighborhood and Community Recreation Areas within 2 Miles of Project Site*).

Existing Community Parks

According to the City of Los Angeles Public Recreation Plan, the service radius of a community park is defined as approximately 2 miles. There are seven community parks located within two miles of the proposed project site (Table B.XV-1, *Existing Community Parks within a Two-Mile Service Radius of Proposed Project Site*).

[7] City of Los Angeles Department of City Planning, Raimi & Associates, County of Los Angeles Department of Public Health, et al. June 2013. Health Atlas for the City of Los Angeles. Available at: http://cityplanning.lacity.org/Cwd/Framwk/healthwellness/text/HealthAtlas.pdf Main website: http://cityplanning.lacity.org/

[8] Santa Monica Mountains Conservancy. LAMountains.com. Accessed 7 January 2015. Park Listing. Available at: http://www.lamountains.com/parks_listing.asp

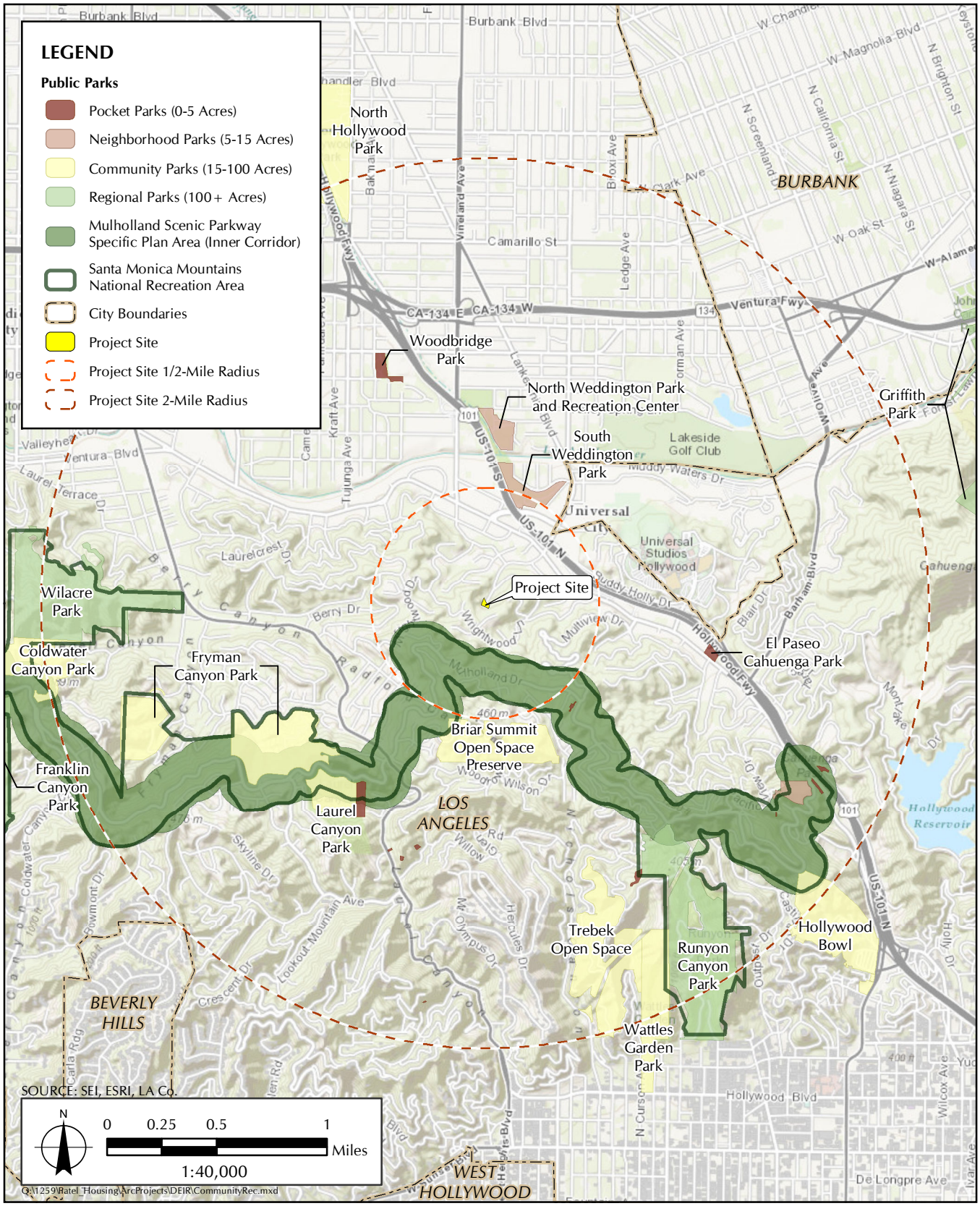


FIGURE B.XV-1

Neighborhood and Community Recreation Areas within 2 Miles of Project Site

Table B.XV-1
Existing Community Parks within a Two-Mile Service Radius of Proposed Project Site

Name of Park	Size (Acres)	Ownership Agency/Management Agency	Address	Distance from Project Site
Briar Summit Open Space Preserve	52.7	Mountains Recreation and Conservation Agency (MRCA)	Briar Summit Drive, Los Angeles, CA 90046	0.4 mile south
Laurel Canyon Park	23.4	City of Los Angeles Department of Recreation and Parks	8260 Mulholland Drive, Los Angeles, CA 90046	0.9 mile south-southwest
Fryman Canyon Park	122	64.8 acres owned by the National Park Service (NPS) and 33.5 acres owned by the Santa Monica Mountains Conservancy (SMMC) / managed by MRCA	8401 Mulholland Drive, Los Angeles, CA 90046	0.9 mile southwest
Trebek Open Space	82.0	MRCA	Nichols Canyon Road, Los Angeles, CA 90046	1.2 miles south-southeast
Hollywood Bowl	72.1	County of Los Angeles Department of Parks and Recreation	2301 North Highland Avenue, Los Angeles, CA 90068	1.9 miles southeast
Coldwater Canyon Park	45	Owned by City of Los Angeles Department of Recreation and Parks/managed by TreePeople and Friends of Coldwater Canyon Park	12601 Mulholland Drive, Beverly Hills, CA 90210	1.8 miles west-southwest
North Hollywood Park	59.5	City of Los Angeles Department of Recreation and Parks	11430 Chandler Boulevard, North Hollywood, CA 91601	1.8 miles north
Total Acres	**456.7 acres of community parkland within a 2-mile service radius of project site**			

Fryman Canyon Park offers spectacular views, a fitness course, and access to the Betty B. Dearing Cross Mountain Trail, which traverses the park and connects to Wilacre Park, Franklyn Canyon, and Coldwater Canyon Park.[9] Coldwater Canyon Park is the location of TreePeople's headquarters and is part of a 1,000-acre cross-mountain park that includes Wilacre State Park, Fryman Canyon State Park, and Franklin Canyon Park.[10]

[9] Santa Monica Mountains Conservancy. LAMountains.com. Accessed 7 January 2015. Fryman Canyon Park. Available at: http://www.lamountains.com/parks.asp?parkid=15

[10] Santa Monica Mountains Conservancy. LAMountains.com. Accessed 7 January 2015. Coldwater Canyon Park. Available at: http://www.lamountains.com/parks.asp?parkid=72

Existing Recreation Centers

The nearest recreation center is the North Weddington Recreation Center, which is located at North Weddington Park, approximately 0.7 mile north of the proposed project site at 10844 Acama Street, North Hollywood, California 91602 (see Figure B.XV-1 and Table B.XV-2, *Existing Recreation Centers within a Five-Mile Radius of Proposed Project Site*).

Table B.XV-2
Existing Recreation Centers within a Five-Mile Radius of Proposed Project Site

Name of Recreation Center	Size (Acres)	Management Agency	Distance from Project Site
North Weddington Recreation Center	10.2	City of Los Angeles Department of Recreation and Parks	0.7 miles north
Poinsettia Recreation Center	6.3	City of Los Angeles Department of Recreation and Parks	3.3 miles south-southeast
Victory-Vineland Recreation Center	6.6	City of Los Angeles Department of Recreation and Parks	3.7 miles north
Pickwick Recreation Center	1.8	City of Burbank	3.7 miles east-northeast
Hollywood Recreation Center	1.3	City of Los Angeles Department of Recreation and Parks	3.8 miles southeast
Lemon Grove Recreation Center	3.5	City of Los Angeles Department of Recreation and Parks	4.8 miles southeast
Total Acres	**29.7 acres of recreation centers within 5 miles of project site**		

Existing Regional Parks

According to the Parks and Recreation Element of the County of Los Angeles General Plan, a regional park is typically greater than 100 acres in size and serves recreation users within a radius of 25 miles or more to provide users with an experience of the natural environment.[11] There are over 200 regional parks in the County of Los Angeles, and 40 of these parks are located within a 10-mile radius of the proposed project site (Figure B.XV-2, *Regional Recreation Areas in Project Vicinity*). The nearest regional park is the Santa Monica Mountains National Recreation Area (SMMNRA), which includes the Inner Corridor of the MSPSP area, located approximately 0.2 mile (over 950 feet) south of the proposed project site. The SMMNRA comprises approximately 153,075 acres of federal, state, local, and conservancy owned properties, including Laurel Canyon Park, Fryman Canyon Park, Trebek Open Space, Coldwater Canyon Park, Wilacre Park, Runyon Canyon Park, Franklin Canyon Park, Mulholland Gateway Park, Topanga State Park, Will Rogers State Historic Park, and Santa Monica State Beach (Table B.XV-3, *Existing Regional Parks within a 10-Mile Radius of Project Site*). The SMMNRA was authorized as the 295th unit of the National Park System as part of the National Parks and Recreation Act of 1978.[12]

[11] County of Los Angeles Department of Regional Planning. January 2014. 2014 Draft General Plan 2035. Chapter 10: Parks and Recreation Element. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2014.pdf

[12] National Park Service. Accessed 7 January 2015. Santa Monica Mountains National Recreation Area: Park Management: About Us. Available at: http://www.nps.gov/samo/parkmgmt/index.htm

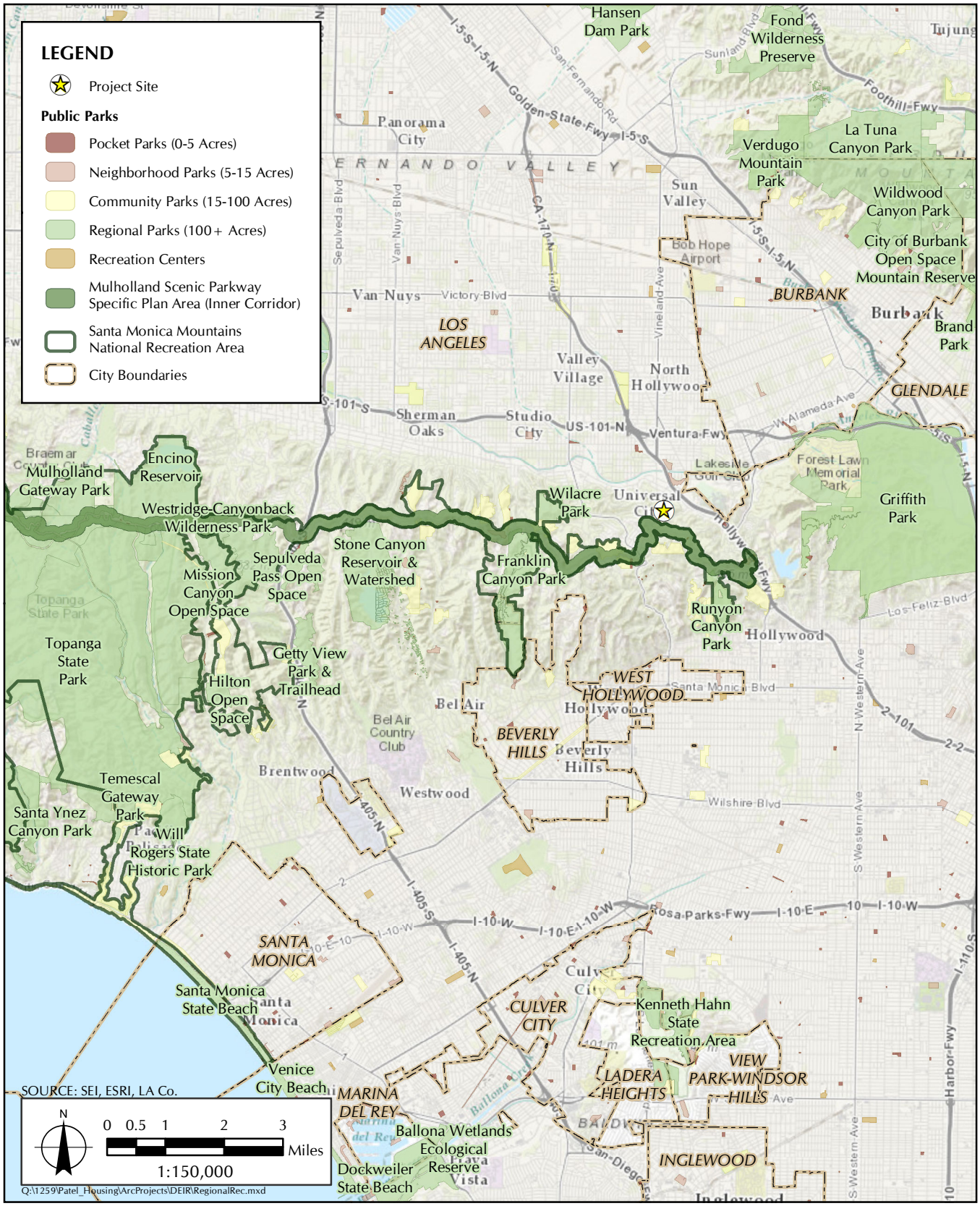


FIGURE B.XV-2

Regional Recreation Areas in Project Vicinity

Table B.XV-3
Existing Regional Parks within a 10-Mile Radius of Proposed Project Site

Name of Regional Park	Size (Acres)	Management Agency	Distance from Project Site
Runyon Canyon Park	133.1	City of Los Angeles Department of Recreation and Parks	1.3 miles southeast
Wilacre Park	125.2	Santa Monica Mountains Conservancy (SMMC)	1.4 miles west
Franklin Canyon Park	600+	448.7 acres managed by City of Los Angeles and 121.3 acres managed by U.S. National Park Service	2.3 miles west-southwest
Griffith Park	4,086.7	City of Los Angeles Department of Recreation and Parks	2.3 miles east
Stough Park and Nature Center	175.9	City of Burbank	5.6 miles northeast
Verdugo Mountain Park	633.1	City of Los Angeles Department of Recreation and Parks	5.7 miles northwest
Stone Canyon Reservoir & Watershed	175.9	City of Los Angeles Department of Recreation and Parks	5.8 miles west
Wildwood Canyon Park	680.5	City of Burbank	5.8 miles northeast
City of Burbank Open Space Mountain Reserve	1,287.9	City of Burbank	6.0 miles northeast
Brand Park	648.9	City of Glendale	6.2 miles northeast
Sepulveda Pass Open Space	152.9	SMMC	6.2 miles west
Silver Lake Reservoir	126.6	City of Los Angeles Department of Recreation and Parks	6.2 miles southeast
Getty View Park	180.1	SMMC	6.3 miles west-southwest
Sepulveda Basin Wildlife Reserve	328.8	United States Army Corps of Engineers	6.3 miles west-northwest
La Tuna Canyon Park	1,015.0	Mountains Recreation and Conservation Agency (MRCA)	6.5 miles north-northeast
Mission Canyon Open Space	479.9	County of Los Angeles Department of Parks and Recreation	6.6 miles west
City of Glendale Verdugo Mountains Open Space	2,364.9	City of Glendale	6.8 miles northeast
Verdugo Mountains Open Space Preserve	249.3	SMMC	6.8 miles east-northeast
Lake Balboa Park	162.2	United States Army Corps of Engineers	6.9 miles west-northwest
Elysian Park	569.4	City of Los Angeles Department of Recreation and Parks	7.2 miles southeast
Henderson Canyon Open Space	214.0	County of Los Angeles Department of Parks and Recreation	7.3 miles northeast
Fond Wilderness Preserve	498.4	Fond Land Preservation Foundation	7.5 miles north-northeast
Encino Reservoir	1,058.7	City of Los Angeles Department of Recreation and Parks	7.9 miles west

Table B.XV-3
Existing Regional Parks within a 10-Mile Radius of Proposed Project Site

Name of Regional Park	Size (Acres)	Management Agency	Distance from Project Site
Hansen Dam Park	1,858.9	City of Los Angeles Department of Recreation and Parks	7.9 miles north
Kenneth Hahn State Park	409.6	306.7 acres managed by California Department of Parks and Recreation, 102.9 acres managed by Rose Hills Memorial Park Association	8.0 miles south
Hilton Open Space	105.2	MRCA	8.0 miles west-southwest
Verdugo Mountains	252.5	California Department of Parks and Recreation	8.1 miles northeast
Sepulveda Basin Recreation Area	106.7	United States Army Corps of Engineers	8.3 miles west-northwest
Mandeville Open Space	134.8	City of Los Angeles Department of Recreation and Parks	8.4 miles west-southwest
Green Verdugo Reservoir	105.0	City of Los Angeles Department of Recreation and Parks	8.5 miles north-northeast
Murchison Open Space	150.3	City of Glendale	8.8 miles east-northeast
L.A. County Sanitation District Open Space	1,887.5	Sanitation Districts of Los Angeles County	8.9 miles west
San Rafael Mountains Open Space	769.5	City of Glendale	8.9 miles east-northeast
Topanga State Park	11,449.1	California Department of Parks and Recreation	9.4 miles west-southwest
Will Rogers State Historic Park	187.8	California Department of Parks and Recreation	9.6 miles southwest
Mulholland Gateway Park	876.1	461.0 acres managed by MRCA, 415.1 acres managed by SMMC	9.7 miles west
Descanso Gardens	139.0	County of Los Angeles Department of Parks and Recreation	9.7 miles east-northeast
Ernest E. Debs Regional Park	317.5	City of Los Angeles Department of Recreation and Parks	9.7 miles east-southeast
Cherry Canyon Park	136.8	City of La Cañada Flintridge	9.8 miles northeast
Tujunga Wash	306.6	City of Los Angeles Department of Recreation and Parks	9.9 miles north-northeast
Total Acres	**34,540.3 acres regional parkland within 10 miles of project site**		

IMPACT ANALYSIS

Spatial data for parkland and recreation centers within Los Angeles County were acquired from the Los Angeles County Parks' GIS shapefile, which was produced by the Los Angeles County Department of Public Works – Mapping & Property Management Division and is maintained by the Los Angeles County Department of Parks and Recreation. The Los Angeles County Department of Parks and Recreation website,[13] City of Los Angeles Department of Recreation and Parks website,[14] and the SMMC website[15] were referenced to confirm the spatial information about the parks within a 10-mile radius of the proposed project site. Parks were categorized into pocket parks, neighborhood parks, community parks, recreation centers, and regional parks based on City of Los Angeles General Plan standards for park sizes and the County of Los Angeles standard for regional park size:

- Less than 5 acres: pocket park
- 5–15 acres: neighborhood park
- 15–100 acres: community park
- 100+ acres: regional park

The State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to recreation. Would the proposed project:

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

The proposed project would not result in impacts to recreation in regard to an increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The addition of a single family on a property zoned for single-family residences is consistent with the specific plan and zoning, and would not be expected to cause substantial deterioration or accelerate deterioration of the neighborhood parks. The proposed project site is located near several pocket, neighborhood, community, and regional parks, including El Paseo De Cahuenga Park, Campo De Cahuenga Park, Woodbridge Park, Moorpark Park, South Weddington Park, North Weddington Park, North Hollywood Park, Wilacre Park, Coldwater Canyon Park, Runyon Canyon Park, Laurel Canyon Park, Fryman Canyon Park, Franklin Canyon Park, Griffith Park, and the SMMNRA, all of which are located within a 5-mile radius of the proposed project site. The nearest neighborhood park is South Weddington Park, which is located approximately 0.4 mile (over 2,280 feet) north-northeast of the proposed project site. Because the proposed project is a private single-family residence that would generate a negligible population gain within an area that is well-served by local and regional parkland, is located within the Outer Corridor of the MSPSP Area approximately 0.2 miles (over 950 feet) north of the Inner Corridor of the MSPSP Area (part of the SMMNRA), and is not physically adjacent to or within 200 feet of any existing parks, it would not result in significant impacts to park facilities. Therefore, there would be no expected impacts to recreation related to the increase in use

[13] County of Los Angeles Department of Parks and Recreation. Accessed 8 January 2015. Parks Locator. Available at: http://parks.lacounty.gov/wps/portal/dpr/parkslocator/ Main website: http://parks.lacounty.gov/wps/portal/dpr

[14] City of Los Angeles Department of Recreation and Parks. Accessed 8 January 2015. Facility Locator. Available at: http://raponline.lacity.org/maplocator/index.cfm?lng=-118.3671281&lat=34.1347461&radius=10&filter=pa&address=3599%20lankershim%20boulevard Main website: http://www.laparks.org/

[15] Santa Monica Mountains Conservancy. LAMountains.com. Accessed 8 January 2015. Park Listing. Available at: http://www.lamountains.com/parks_listing.asp

of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No further analysis is warranted.

(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?

The proposed project would not result in impacts to recreation in regard to the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The proposed project would include a private swimming pool, thus minimizing the potential for use of neighborhood or regional park facilities. The proposed project does not require the construction of any public recreational facilities because it is a by-right development of a single-family residence and is not subject to the Quimby Act. Therefore, there would be no expected impacts to recreation related to the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No further analysis is warranted.

XVI. TRANSPORTATION AND TRAFFIC

This analysis is undertaken to determine if the proposed single-family residence in Studio City (proposed project) would have a significant impact to transportation and traffic, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act Guidelines (State CEQA Guidelines).[1] This section evaluates the potential impacts of the proposed project on transportation and traffic through documentation of existing traffic conditions in the proposed project vicinity and evaluation of the proposed project impacts based on trip generation, and other relevant data.

Abbreviations

Caltrans: California Department of Transportation
CEQA: California Environmental Quality Act
CMP: Congestion Management Plan
EIR: environmental impact report
LADOT: City of Los Angeles Department of Transportation
Metro: Los Angeles County Metropolitan Transportation Authority
TIA: traffic impact analysis
VPD: vehicles per day
VPH: vehicles per hour

AFFECTED ENVIRONMENT

The proposed project is bounded by Lankershim Boulevard to the north and by single-family residences on all other sides. The proposed project site is currently vacant and is located within the Mulholland Scenic Corridor, as described in Section A, *Project Description*.

The land uses in the project vicinity are single-family residences, as described in Section A. Access to the Hollywood Freeway (US-101) is provided within one-half mile of the proposed project site. The proposed project site is well serviced by the transit system, with the Universal/Studio City Redline Subway Station and numerous bus stops within one-half mile.

Freeways

The Hollywood Freeway (US-101) extends in a northwest/southeast direction to the northeast to the project area, as shown in Figure B.XVI-1, *Roadways in the Proposed Project Vicinity*. The Hollywood Freeway is accessible from the proposed project site via Lankershim Boulevard to either Campo de Cahuenga or Cahuenga Boulevard. The Hollywood Freeway provides a direct route from the San Fernando Valley to Hollywood through the Cahuenga Pass. The Hollywood Freeway interchanges with the Harbor/Pasadena Freeways (I-110/SR-110) near Downtown Los Angeles, to the southeast of the proposed project, and merges with the Golden State Freeway (I-5) southeast of Downtown. In the vicinity of the proposed project site, the Hollywood Freeway has four travel lanes per direction. Surface street access to the US-101 is provided on Ventura Boulevard, Cahuenga Boulevard, Lankershim Boulevard, and Campo De Cahuenga. The northbound US-101 on-ramp is located off Campo De Cahuenga, and

[1] California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

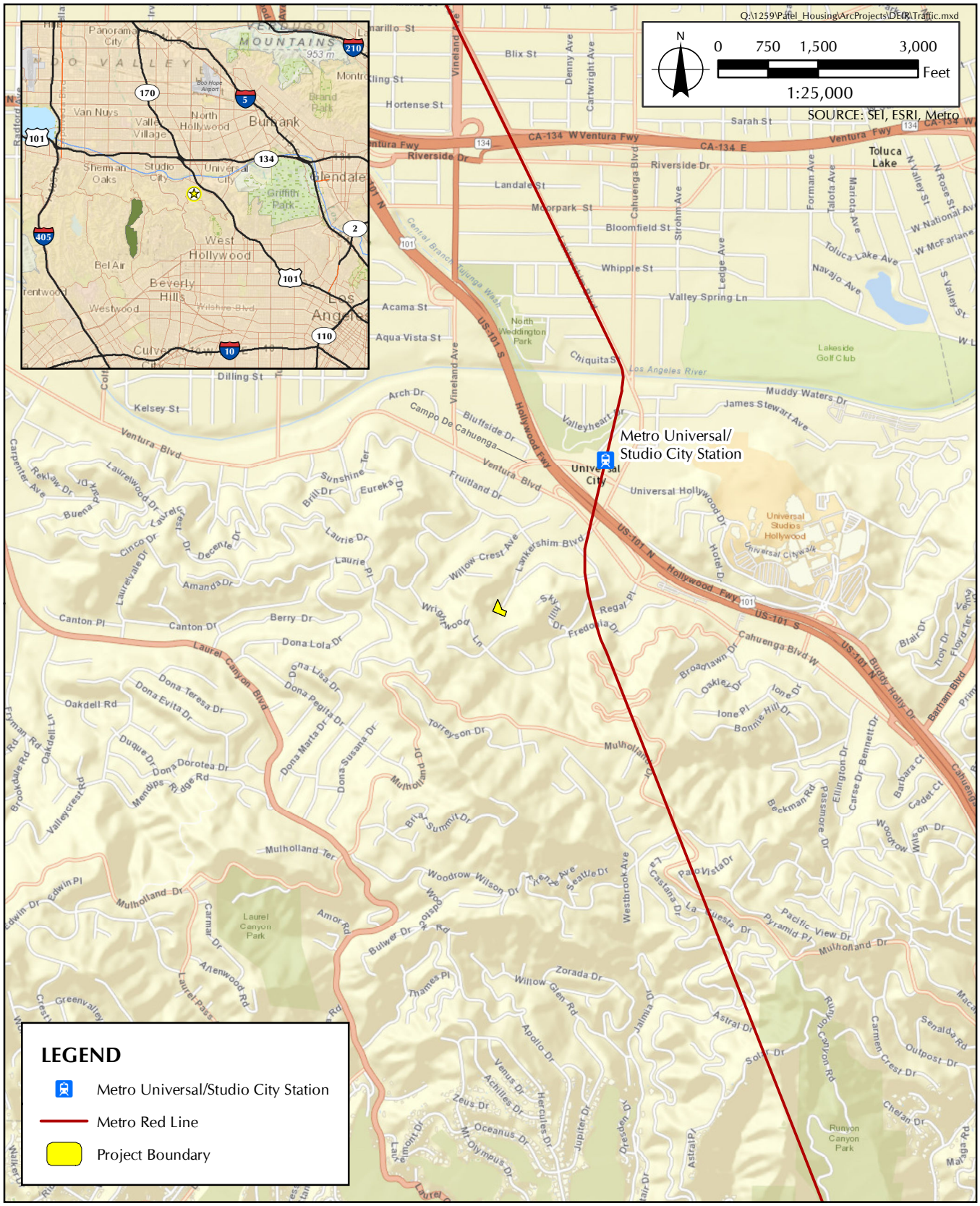


FIGURE B.XVI-1

Roadways in the Project Vicinity

northbound off-ramps are located on Lankershim Boulevard and Campo De Cahuenga. The southbound US-101 on-ramps are located on Ventura Boulevard north of Lankershim Boulevard and on Cahuenga Boulevard at Regal Place, and the southbound off-ramp is located at Cahuenga Boulevard at Regal Place.

According to the most recent data available through the California Department of Transportation (Caltrans) website,[2] traffic volumes on the Hollywood Freeway between Vineland Avenue and Lankershim Boulevard are approximately 235,000 vehicles per day (VPD), with peak-hour volumes of approximately 15,300 vehicles per hour (VPH). Traffic volumes on the Hollywood Freeway between Lankershim Boulevard and Barham Avenue are approximately 250,000 VPD, with peak-hour volumes of approximately 16,300 VPH.

Streets and Highways

Figure B.XVI-1 shows the location of the following roadways in relation to the proposed project location. Detailed descriptions of the roadways in the proposed project vicinity are included below.

Lankershim Boulevard is a north-south Major Class II Highway north of Cahuenga Boulevard. South of Cahuenga Boulevard, Lankershim is designated as a local street. Lankershim Boulevard is approximately 80 feet wide north of Cahuenga Boulevard with three travel lanes per direction along with left-turn channelization at major intersections. Lankershim Boulevard is approximately 30 feet wide south of Cahuenga Boulevard, with one travel lane per direction and stop signs located at local intersections.

Fredonia Drive is a local street that continues Lankershim Boulevard, providing one lane of travel per direction from the southwest to the northeast in the project vicinity. Fredonia Drive is approximately 30 feet wide near the proposed project.

Vineland Avenue is designated as a Major Highway Class II north of Ventura Boulevard and as a local street south of Ventura Boulevard. Vineland Avenue is located to the north of the proposed project site. Vineland Avenue is approximately 97 feet wide north of Ventura Boulevard with three lanes of travel per direction and channelization at major intersections. It is approximately 33 feet wide south of Ventura Boulevard, with one lane of travel per direction and stop signs at local intersections.

Ventura Boulevard is an east-west roadway designated as a Major Highway Class II, featuring two lanes of travel per direction, with a center left turn lane, bordered by broken double yellow lines. Ventura Boulevard is approximately 76 feet wide and changes to Cahuenga Boulevard at Lankershim Boulevard.

Cahuenga Boulevard/Cahuenga Boulevard West is an east-west street, designated as a Major Highway Class II. The roadway is named Cahuenga Boulevard between Lankershim Boulevard and Regal Place, and named Cahuenga Boulevard West between Regal Place and Pilgrimage Bridge. Both Cahuenga Boulevard and Cahuenga Boulevard West have two lanes of travel per direction and measure approximately 65 feet wide.

Campo De Cahuenga is a designated local street that connects Universal Hollywood Drive to Ventura Boulevard, crosses over the Hollywood Freeway (SR-101), and provides access to SR-101 northbound. Campo De Cahuenga is approximately 85 feet wide, with two to three lanes of travel per direction. Campo De Cahuenga has left-turn channelization at major intersections as well as a center median.

[2] See http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2013all/Route101.html

Mulholland Drive is a scenic route that travels east-west to the south of the proposed project. There is no immediate access from the proposed project site to Mulholland Drive. Mulholland Drive is approximately 30 feet wide with one travel lane per direction.

Air Traffic Patterns

The nearest airport to the proposed project site is the Bob Hope Airport, located approximately 4.2 miles to the north. The next nearest airport to the proposed project site is the Van Nuys Airport, located approximately 8 miles to the west (Figure B.VIII-2, *Airports in the Vicinity of the Proposed Project*).

Local Street Network

The proposed project is connected to the surrounding area by Lankershim Boulevard and Fredonia Drive, both of which are designated as local streets according to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan. Both Fredonia Drive and Lankershim Boulevard are approximately 30 feet wide.

Public Transit, Bicycle, or Pedestrian Facilities

The Los Angeles County Metropolitan Transportation Authority (Metro) and City of Los Angeles Department of Transportation (LADOT) provide an extensive system of rapid, local, and shuttle bus lines in the Universal City and Studio City area. The Universal/Studio City Redline Transit Station is within one half-mile from the proposed project site and allows direct access to the Metro Red Line rail system. Additionally, a number of Metro and LADOT bus routes are approximately one-quarter mile from the proposed project site, providing access to alternate forms of transportation.

Metro Bus Service

Lines 156/656 are local lines that run between Panorama City, Van Nuys, Laurel Canyon, North Hollywood, Universal City, Studio City, and Hollywood. Near the proposed project site, Lines 156/656 travel along Ventura Boulevard/Cahuenga Boulevard, with a stop at the Universal/Studio City Station. These lines operate weekdays on headways of approximately 50 minutes. Headways are approximately 50 minutes on Saturday, Sunday, and holidays.

Lines 150/240 is a local line that runs between Canoga Park, Woodland Hills, Northridge, Reseda, Tarzana, Encino, Sherman Oaks, and Studio City. Near the proposed project site, Lines 150/240 travel along Ventura Boulevard, with a stop at the Universal/Studio City Station. These lines operate on weekdays on headways of approximately 15 minutes. Headways are approximately 20 minutes on Saturday, Sunday, and holidays.

Line 155 is a local line that runs between Sherman Oaks, Valley Village, Studio City, and Burbank. Near the proposed project site, Line 155 travels along Ventura Boulevard/Cahuenga Boulevard, with a stop at the Universal/Studio City Station. This line operates weekdays on headways of approximately 40 minutes. Headways are approximately 60 minutes on Saturday, Sunday, and holidays.

Line 224 is a local line that runs between Studio City, North Hollywood, Sun Valley, Pacoima, and Sylmar. Near the proposed project site, Line 224 travels along Lankershim Boulevard and Campo De Cahuenga Way, with a stop at the Universal/Studio City Station. This line operates weekdays on headways of approximately 20 minutes. Headways are approximately 30 minutes on Saturday, Sunday, and holidays.

Line 750 is part of the Metro Rapid Program and runs between Studio City, Sherman Oaks, Tarzana, and Warner Center. Near the proposed project site, Line 750 travels along Ventura Boulevard, with a stop at the Universal/Studio City Station. This line operates on weekdays only, and headways are approximately 15 minutes.

Metro Rail Service

Metro Red Line provides rail transportation between Downtown Los Angeles, the Wilshire-Hollywood area, and North Hollywood. In the vicinity of the proposed project site, the Red Line operates northwest-southeast service underneath Cahuenga Boulevard and the surrounding area. As shown in Figure B.XVI-1, the Metro Red Line Universal/Studio City Transit Station is located approximately 0.6 mile to the north of the proposed project site. The next closest Red Line Station is the North Hollywood Transit Station, located approximately 2 miles to the north of the Universal/Studio City Transit Station. With a stop available at Union Station in Downtown Los Angeles, the Red Line links with the other three existing rail lines, providing access to the Metro system of light rail, as well as the Metrolink trains.

Bicycle Routes

Striped bicycle lanes exist on Vineland Avenue. The 2010 Bike Plan establishes Ventura Boulevard and Lankershim Boulevard as bike lanes as well. There are no bicycle lanes on Lankershim Boulevard or Fredonia Drive providing access to the proposed project site.

Pedestrian Facilities

Sidewalks are present on streets from the proposed project site to all nearby shopping and amenities in the local area. There are pedestrian crossings located at every stop sign, and signal-controlled crosswalks at the major intersections in the proposed project vicinity. No significant hazards to pedestrian safety exist in the proposed project vicinity.

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to transportation and traffic. Would the proposed project:

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

The proposed project would not result in impacts to transportation and traffic in relation to conflicting with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Consistent with the City General Plan and the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan, the proposed project is an in-fill project that adds a single-family residence in an area zoned and designated as residential by the City of Los Angeles. Bus service, rail service, freeway access, and existing bike lanes and pedestrian routes would not be affected by the proposed project. The proposed project would utilize an existing driveway. Therefore, there would be no impact. Further analysis is not warranted.

(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?

The proposed project would result in less than significant impacts to transportation and traffic in relation to conflicting 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. The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an environmental impact report (EIR) is prepared for the project. The CMP project traffic impact analysis (TIA) guidelines requires that the traffic study analyze traffic conditions at all CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.[3] The CMP TIA guidelines also require that a traffic study analyze traffic conditions at all CMP mainline freeway monitoring locations where a project would add 150 or more trips in either direction during either a.m. or p.m. weekday peak hours.

During construction, the proposed project would generate an average of 6 to 7 trips per day. Once the proposed single-family residence was in use, the proposed project would generate approximately 9.57 trips per day (see Appendix IS-2, *Air Quality and Greenhouse Gas Impact Analysis*). Therefore, the proposed project does not meet the criteria for a traffic study to be required. The generation of approximately 6 to 7 trips per day during construction, as well as the generation of 9.57 trips per day during operation of the proposed project does not exceed the threshold provided by the City of Los Angeles CEQA Threshold Guide of 43 or more p.m. peak hour vehicle trips. Therefore, there would be a less than significant impact. No further analysis is warranted.

(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?

The proposed project would not result in impacts to transportation and traffic in relation to air traffic patterns. The proposed project is a single-family residence and would not result in an increase in traffic levels or a change in location. The proposed project site is not located within two miles of a public or private airport and is not located within an adopted the Airport Land Use Plan. Therefore, there would be no impact. No further analysis is warranted.

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

The proposed project would not result in impacts to transportation and traffic in relation to substantially increasing hazards due to a design feature or incompatible use. The proposed project is located at the end of Lankershim Boulevard, which is designated as a local street to the south of Ventura Boulevard/Cahuenga Boulevard. The proposed project would utilize an existing driveway and would have controlled site access via a mechanical gate and a long driveway, providing off-street staging for construction equipment. All proposed uses are compatible. Therefore, there would be no impact. No further analysis is warranted.

3 Los Angeles County Metropolitan Transportation Authority. October 2010. 2010 Congestion Management Program. Prepared by: Long Range Planning and Coordination.

(e) Result in inadequate emergency access?

The proposed project would not result in impacts to transportation and traffic in relation to resulting in inadequate emergency access. The proposed project would not include modification of roadways in the vicinity. The proposed project would utilize an existing driveway and would have controlled site access via a mechanical gate and a long driveway, providing off-street staging for construction equipment. There would be no change in the ability of emergency vehicles to access the proposed project site or the adjacent properties. Therefore, there would be no impact. No further analysis is warranted.

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

The proposed project would not result in impacts to transportation and traffic in relation to conflicting with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreasing the performance or safety of such facilities. The proposed project is located in an area that is zoned and designated as residential by the City of Los Angeles. Consistent with the City General Plan and the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan, the proposed project is an in-fill project that adds a single-family residence in an area supported by an existing multi-modal transportation network. The proposed project is located close to the Universal/Studio City Transit Station, featuring the Metro Red Line and the Orange Line Buses, which is approximately 0.6 mile from the proposed project site. The proposed project would not result in modification of these facilities. Therefore, there would be no impact. No further analysis is warranted.

XVII. UTILITIES AND SERVICE SYSTEMS

This analysis is undertaken to determine if the proposed Single-Family Residence in Studio City (proposed project) would have a significant impact to utilities and service systems, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] The potential for the proposed project to result in significant impacts to utilities and service systems at the proposed project site was evaluated with regard to the jurisdictions and public services provided by the Los Angeles Regional Water Quality Control Board (RWQCB), City of Los Angeles Department of Water and Power (LADWP), Los Angeles Bureau of Sanitation, California Senate Bills (SBs) 610 and 221, California Integrated Waste Management Act, California Solid Waste Reuse and Recycling Act, California Building Code, Los Angeles Building Code, Safety Element of the City of Los Angeles General Plan, the Los Angeles Region Water Quality Control Plan,[2] the Environmental Data Resources Inc. Radius Map Report (Appendix IS-3 to the Initial Study), and architectural drawings developed by L & V Architects Inc.

Abbreviations

CEQA: California Environmental Quality Act
CUP: conditional use permit
FY: fiscal year
HTP: Hyperion Treatment Plant
LADWP: City of Los Angeles Department of Water and Power
LAGWRP: Los Angeles-Glendale Water Reclamation Plant
mgd: million gallons per day
MWD: Metropolitan Water District of Southern California
NPDES: National Pollutant Discharge Elimination System
RWQCB: Regional Water Quality Control Board
SB: Senate Bill
TWRP: Tilman Water Reclamation Plant
UWMP: Urban Water Management Plan

AFFECTED ENVIRONMENT

Wastewater

The Bureau of Sanitation is responsible for operating and maintaining one of the world's largest wastewater collection and treatment systems. Over 6,500 miles of sewers serve more than 4 million residential and business customers in Los Angeles and 29 contracting cities and agencies. These sewers are connected to the City's four wastewater and water reclamation plants that process an average of 550 million gallons of wastewater each day of the year. Sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Lankershim Blvd. and an existing 8-inch line on Fredonia.[3]

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 Los Angeles Regional Water Quality Control Board. 1994. Water Quality Control Plan, Los Angeles Region. Available at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml

3 City of Los Angeles Department of Public Works, Bureau of Engineering. Accessed 4 November 2015. NavigateLA: 7320. Available at: http://navigatela.lacity.org/common/mapgallery/pdf/wastewater/ww_images/rct7320-1.pdf

The proposed project study area is serviced by the Hyperion Treatment Plant (HTP), located at 12000 Vista Del Mar, Los Angeles, California 90293. HTP is a part of the Hyperion Treatment System, which also includes the Tilman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The HTP has a design capacity of 450 million gallons per day (mgd) and currently treats an average of 362 mgd to primary and secondary treatment standards, using three levels of filtration treatment before discharging the treated wastewater 5 miles offshore.[4] The remaining capacity of the HTP is, therefore, approximately 88 mgd, or 19.5 percent of its total capacity. Most of the effluent from HTP is discharged into the Santa Monica Bay through a 5-mile ocean outfall, while approximately 51 mgd of secondary effluent are recycled on-site or transported to the West Basin Municipal Water District Water Recycling Plant for use by local industries.[5] The discharge of effluent from the HTP into Santa Monica Bay is regulated by permits issued under the Clean Water Act's National Pollutant Discharge Elimination System (NPDES) and is required to meet the RWQCB's requirements for a recreational beneficial use. Accordingly, HTP effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The Los Angeles County Department of Health Services also monitors flows into the Santa Monica Bay.[6]

The HTP service area encompasses approximately 328,000 acres (515 square miles) of the greater Los Angeles area and serves approximately 4 million people. HTP also serves 53,000 acres outside the jurisdiction of the City on a contract basis. The HTP service area includes approximately 96 percent of the total area served by the City of Los Angeles Department of Public Works Bureau of Sanitation Divisions.

Storm Drains

There are no current storm drains on the project site. Storm water on the project site that does not percolate into the soil is currently released onto the joint easement private driveway, which is sloped to direct water along an asphalt swale on the western edge of the driveway. From the driveway, storm water runs into an existing storm drain adjacent to the driveway gate on Lankershim Boulevard.

Water Supply

The LADWP is responsible for ensuring that water demand within the City is met and that state and federal water quality standards are achieved. The City historically receives water from five major sources, three of which are purchased from the Metropolitan Water District of Southern California (MWD): (1) the Eastern Sierra Nevada watershed (via the Los Angeles Aqueduct), (2) the Colorado River (via the Colorado River Aqueduct), (3) the Sacramento-San Joaquin Delta (via the State Water Project/California Aqueduct), (4) local groundwater, and (5) recycled water for industrial and irrigation purposes. In addition, the City's successful conservation programs have reduced demand, preserved the water supply and offset the need for new resources. The LADWP Urban Water Management Plan (UWMP) indicates that, from fiscal year (FY) 2006 to 2010, an average of 52 percent of the water supplied to the City was purchased from MWD, with the remaining 48 percent being supplied by the Los Angeles Aqueduct (36 percent), local groundwater (11 percent), and recycled water (1 percent).[7] From FY 2010 to 2014, the

[4] City of Los Angeles Bureau of Sanitation. Accessed 4 November 2015. About Wastewater. Available at: http://lacitysan.org/wastewater/factsfigures.htm

[5] West Basin Municipal Water District. Accessed 4 November 2015. Recycled Water: Capital Implementation Master Plan. Available at: http://www.westbasin.org/water-reliability-2020/recycled-water/master-plan

[6] City of Los Angeles Bureau of Sanitation, Environmental Monitoring Division. August 2007. Santa Monica Bay Biennial Assessment Report: 2005-2006. Available at: http://lacitysan.org/emd/products/index.htm

[7] City of Los Angeles Department of Water & Power. 2010. Urban Water Management Plan. Available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply?_adf.ctrl-state=o556vh6ah_25&mobile=1&mobile=1))&&_afrLoop=394876316401966

five-year average for the City's water supply sources was 53 percent purchased from MWD (45 percent Bay Delta and 8 percent Colorado River), 34 percent by the Los Angeles Aqueduct, 12 percent by local groundwater, and 1 percent recycled water.[8] To serve the residents, businesses, and industries of Los Angeles, the LADWP has 7,263 miles of pipelines, 674,000 active service connections, 60,428 fire hydrants, 78 pumping stations, and 114 reservoirs and tanks. From FY 2013–2014, the LADWP supplied 177 billion gallons of water for the City's residential and business services.

Groundwater

The City relies on local groundwater for an average of 11 percent of its total water supply and historically more during emergencies and drought years. The City's water rights pertain to groundwater basins in the San Fernando Valley as well as the Central and West Coast Basins. However, groundwater contamination in the San Fernando Valley, where the majority of the City's groundwater supply is produced, has severely limited water available for pumping.

Solid Waste

Within the City of Los Angeles, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Refuse from single-family residential and limited multi-family residential uses on public streets is collected by the Los Angeles Bureau of Sanitation and disposed of at City-operated landfills. Waste generated by the majority of multi-family residential sources and all commercial and industrial sources is collected by private contractors. Construction waste is also collected by private contractors. Private contractors can dispose of waste at a City-operated landfill or a landfill of their choosing.

Waste disposal sites (i.e., landfills) are operated by the City and County of Los Angeles, as well as by private companies. In addition, transfer stations are utilized to temporarily store debris until larger haul trucks are available to transport the materials directly to the landfills. Most commonly, the City is serviced by the Sunshine Canyon Landfill and the Chiquita Canyon Landfill. Both landfills accept residential, commercial, and construction waste. As of 2013, the Sunshine Canyon Landfill has an average daily intake of 7,250 tons of solid waste, 40 percent less than its daily permitted capacity of 12,100 tons of solid waste. At its current rate of disposal, the Sunshine Canyon Landfill is anticipated to be closed in 2037. The Chiquita Canyon Landfill has an average daily intake of 3,299 tons of solid waste, 45 percent less than its daily permitted capacity of 6,000 tons of solid waste. At its current disposal rate, the Chiquita Canyon Landfill is anticipated to close in 2019 (Table B.XVII-1, *Landfill Capacity and Intake*).

Table B.XVII-1
Landfill Capacity and Intake

Landfill	Daily Permitted Capacity (tons)	Average Daily Intake (tons)	Remaining Permitted Capacity (tons)	Anticipated Closure Date*
Sunshine Canyon Landfill	12,100	7,250	65,785,320	2037
Chiquita Canyon Landfill	6,000	3,299	2,943,559	2019

Note: *Based on 2013 disposal rates.
Source: County of Los Angeles Department of Public Works. May 2015. County of Los Angeles Countywide Integrated Waste Management Plan: 2013 Annual Report.

[8] City of Los Angeles Department of Water and Power. Accessed 3 November 2015. Facts & Figures. Available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=o556vh6ah_25&mobile=1&mobile=1))&&_afrLoop=395605354893812

Due to its shrinking capacity, an application has been submitted for a new Conditional Use Permit (CUP) to expand the Chiquita Canyon Landfill disposal area by 143 acres. On July 10, 2014, the County of Los Angeles Department of Regional Planning circulated the Chiquita Canyon Landfill Master Plan Draft Environmental Impact Report for public review; the project proposes to increase the permitted daily disposal capacity to 12,000 tons per day.[9]

IMPACT ANALYSIS

The potential for the proposed project to result in impacts related to utilities and service systems was analyzed in relation to the seven questions contained in Appendix G of the State CEQA Guidelines. Would the proposed project:

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

The proposed project would not result in impacts to utilities and service systems in relation to exceeding wastewater treatment requirements of the RWQCB. The proposed project would not produce industrial wastewater. Only domestic wastewater would be generated, which would be treated by the HTP. The proposed project site would not generate sewer flows containing constituents that would jeopardize the ability of HTP to operate within its established wastewater requirements. As with all wastewater treated by HTP, wastewater from the proposed project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the Los Angeles RWQCB. Therefore, there would be no impact, and further analysis is not warranted.

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

The proposed project would not result in impacts to utilities and service systems in relation to the construction of new water or wastewater treatment facilities or expansion of facilities, causing significant environmental effects. Wastewater generated by residences in the City of Los Angeles is treated at the HTP. This treatment facility has the capacity to treat 450 million gallons of wastewater per day. It currently treats between 300 and 350 million gallons of wastewater per day. The proposed project is a single-family residence. As the average person in Los Angeles generates between 80 and 100 gallons of wastewater per day, the HTP has the capacity to treat all wastewater that would be generated by the proposed project. Therefore, there would be no impact, and no further analysis is warranted.

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

The proposed project would result in less than significant impacts to utilities and service systems in relation to the construction of new storm water drainage facilities or expansion of existing facilities, which could cause significant environmental impacts. The proposed project would include the construction of new storm water drainage facilities. From the driveway, the storm water would run to an existing storm drain adjacent to the driveway gate on Lankershim Boulevard. The construction of these storm water drainage facilities would conform with the Los Angeles Department of Public Works Low

[9] County of Los Angeles Department of Public Works. May 2015. County of Los Angeles Countywide Integrated Waste Management Plan: 2013 Annual Report. Available at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=3473&hp=yes&type=PDF

Impact Development Manual as identified in the *Development Best Management Practices Handbook*.[10,11] Therefore, the proposed project would result in less than significant impacts to utilities and service systems in relation to the construction of new stormwater drainage facilities or expansion of existing facilities, which could cause significant environmental impacts. No further analysis is warranted.

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

The proposed project would not result in impacts to utilities and service systems in relation to having sufficient water supplies available to serve the proposed project from existing entitlements and resources, or new or expanded entitlements needed. In addition, no new expanded entitlements would be needed. There is already a 1.5-inch water service connected to a 6-inch water main at the proposed project site. There are sufficient water supplies available to serve the proposed project, which would be a single-family residence in a developed residential area. Therefore there would be no impact, and no further analysis is warranted.

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

The proposed project would not result in impacts to utilities and service systems in relation to the wastewater treatment provider's capacity to serve the project's projected demand in addition to the provider's existing commitments. The HTP has a more than adequate capacity to serve the proposed project's projected wastewater treatment demands. This treatment facility has the capacity to treat 450 million gallons of wastewater per day. It currently treats between 300 and 350 million gallons of wastewater per day. The proposed project is a single-family residence. As the average person in Los Angeles generates between 80 and 100 gallons of wastewater per day, the HTP has the capacity to treat all wastewater that would be generated by the proposed project. Therefore, there would be no impact, and no further analysis is warranted.

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

The proposed project would not result in impacts to utilities and service systems in relation to being served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The proposed project's solid waste disposal would be carried out by the City of Los Angeles Bureau of Sanitation, which has the responsibility of picking up and processing solid waste generated by single-family residences in the City. The nonrecycled solid waste generated by the proposed project would be disposed of in the Sunshine Canyon City/County Landfill. This landfill has a current anticipated lifetime of 22 more years. The City of Los Angeles Bureau of Sanitation is looking at several possible options for meeting Los Angeles's long-term waste disposal needs, including the development of sites in the eastern California desert that would be maintained by the City of Los Angeles Bureau of Sanitation. Therefore there would be no impact, and no further analysis is warranted.

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[10] City of Los Angeles Department of Public Works. September 2004. Development Best Management Practices Handbook, Part A, Construction Activities. Available at: http://www.lastormwater.org/wp-content/files_mf/parta.pdf

[11] City of Los Angeles Department of Public Works. June 2011. Development Best Management Practices Handbook, Part B, Planning Activities. Available at: http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf

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

The proposed project would not result in impacts to utilities and service systems in relation to compliance with federal, state, and local statutes and regulations related to solid waste. The proposed project is a single-family residence, and all solid waste generated by the proposed project would be recycled and disposed of in accordance with all relevant statutes and regulations. Therefore there would be no impact, and no further analysis is warranted.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

This analysis was undertaken to determine if the proposed Single-Family Residence in Studio City (proposed project) would have a significant impact in relation to the Mandatory Findings of Significance, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15065 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Mandatory Findings of Significance for the proposed project were evaluated with regard to the City of Los Angeles General Plan,[2] the City of Los Angeles Zoning Ordinance,[3] the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan,[4] California Department of Transportation's (Caltrans') Scenic Highway System,[5] a geotechnical investigation conducted for the proposed project by Brian A. Robinson & Associates, Inc. in August 2013[6] and an addendum conducted by Ralph Stone and Company, Inc. in April 2015,[7] queries from the South Central Coastal Information Center (SCCIC) for cultural resources,[8] coordination with the Native American Heritage Commission for Native American cultural resources conducted in late 2014,[9,10] a query of the California Natural Diversity Database (CNDDB)[11] for the U.S. Geological Survey (USGS) 7.5-minute series Burbank, California, topographic quadrangle where the proposed project is located, four site visits conducted in October and November 2014, and review of readily available publish and unpublished literature germane to the proposed project.

1 California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

2 City of Los Angeles General Plan. Accessed 26 October 2015. The City of Los Angeles General Plan. Available at: http://cityplanning.lacity.org/

3 American Legal Publishing Corporation. Accessed 26 October 2015. Official City of Los Angeles Municipal Code ™ - Chapter 1, Planning & Zoning. "Article 2: Specific Planning – Zoning: Comprehensive Zoning Plan." Available at: http://library.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=

4 City of Los Angeles, Department of City Planning. 13 May 1992. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. City of Los Angeles General Plan. Map available at: http://cityplanning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Text available at: http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf

5 California Department of Transportation (Caltrans). Accessed 20 October 2015. California Scenic Highway Program. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm

6 Brian A. Robinson & Associates, Inc. 2013. Geotechnical Investigation-Update Report for 3599 Lankershim Boulevard, Studio City, California 91604.

7 Ralph Stone and Company, Inc. 2015. Addendum No. 1, Response to City Correction Letter, to Geotechnical Investigation for 3599 Lankershim Boulevard, Studio City, CA 91604.

8 Noyes, Lindsey, South Central Coastal Information Center, California State University, Fullerton. 2 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

9 Sanchez, Katy, Native American Heritage Commission, Sacramento, CA. 14 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

10 McLeod, Samuel, Natural History Museum of Los Angeles County, Los Angeles, CA. 22 October 2014. Letter response to Karl Holland, Sapphos Environmental, Inc., Pasadena, CA.

11 California Department of Fish and Game. 2002. Rarefind 2: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Database.

Abbreviations

CEQA: California Environmental Quality Act
CNDDB: California Natural Diversity Database (CNDDB)
EIR: environmental impact report
MSPSP: Mulholland Scenic Parkway Specific Plan
SCCIC: South Central Coastal Information Center
USGS: U.S. Geological Survey

IMPACT ANALYSIS

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to Mandatory Findings of Significance.

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

The proposed project has the potential to degrade the quality of the environment in regard to visual character and wildlife habitat.

Implementation of the proposed project has the potential to result in impacts to visual character in relation to the Mulholland Scenic Parkway Specific Plan (MSPSP). The proposed project would convert existing open space, designated and zoned for single-family residential land use, to a single-family residence, subject to the provisions of the MSPSP. The development of the single-family residence would require earth-moving activity (approximately 1,333 cubic yards of cut and approximately 130 cubic yards of fill) that would alter the visual character of the site, subject to compliance with the Baseline Hillside Ordinance's limits for earth export. The development of the single-family residence would remove up to three oak trees, subject to the approval by the Design Review Board. The potential for earth-moving and tree removal has the potential to result in significant impacts on the visual character of the area, warranting the consideration of mitigation measures and alternatives in an environmental impact report (EIR).

Implementation of the proposed project has the potential to result in significant impacts to biological resources, including conversion of approximately 0.25 acre of potential wildlife habitat to development; to conflict with Section 6, Policy 1 of the City of Los Angeles General Plan; to conflict with the City of Los Angeles Protected Tree Ordinance; and to conflict with the oak tree provision of the MSPSP, requiring the consideration of mitigation measures and alternatives in an EIR.

The proposed project would not have the potential to substantially reduce the habitat of a fish or wildlife species. There are no threatened or endangered species on the property, and no special-status species were observed on the property during directed surveys. However, the approximately 0.5-acre site provides habitat that could potentially be occupied. Although riparian habitat is present, there are not fish species on the project site. The proposed project would potentially affect nesting birds or bats within the existing oaks, requiring the consideration of mitigation measures.

The proposed project would not have the potential to cause a fish or wildlife population to drop below self-sustaining levels or to threaten to eliminate a plant or animal community. There are no fish species on

the project site. The proposed project would not result in direct impacts to wildlife species. The proposed project site contains no occupied habitat or potential habitat for the five listed federally or state-threatened and endangered species in the project area and is not located within critical habitat of any species. There are no state sensitive plan communities on the proposed project site. The single drainage and isolated spring located at the proposed project site is not interconnected to any waterway or aquatic habitat.

The proposed project would not have the potential to reduce the number or restrict the range of a rare or endangered plant or animal. Removal of up to three game trails may shift the local game movement but not completely eliminate the movement. The location of the proposed house has been situated so that the potential wildlife corridor shall remain at least 49 meters wide, which is comparable in size or larger than nearby corridors.

Implementation of the proposed project has the potential to result in impacts to cultural resources in regard to the dislodgement of a unique paleontological resource where grading occurs at 0 to 1 feet below the ground surface in parent material that has a moderate to high potential to support unique paleontological resources, warranting the consideration of mitigation measures and alternatives in an EIR.

The proposed project would not have the potential to eliminate important examples of the major periods of California history or prehistory. There are no previously recorded historical or archaeological resources within the project site. No historical or archaeological resources were identified during a November 2014 site visit.

(b) Does the proposed 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)?

The proposed project is a single-family residence in a neighborhood composed of single-family residences. Past projects, other current projects, and probable future projects are single-family residential projects within the MSPSP area. The MSPSP Design Review Board is responsible for review of all projects within the MSPSP area to ensure that these projects would meet the design guidelines and responsible tree removal and replacement requirements of the MSPSP before project approval. Because the proposed project would only temporarily visually impact the vista from Mulholland Drive during removal of existing oak trees, and construction before replacement oak trees and sycamore trees are established, cumulative aesthetic impacts would be less than significant.

Because the proposed project would avoid the majority of riparian habitat and involve the addition of riparian vegetation to support future habitat, cumulative impacts in regard to riparian habitat would be less than significant.

The proposed project would not result in direct impacts to sensitive species; however, the project would contribute to cumulative impacts through contribution to regional loss of potentially suitable habitat. Although the proposed project site contains no occupied habitat or potential habitat for the five listed federally or state-threatened and endangered species in the project area and is not located within critical habitat of any species, the proposed project would contribute to cumulative impacts to the quality of the environment through contribution of regional loss of less than 0.25 acre of potentially suitable habitat for eight sensitive species: Davidson's bush mallow, slender mariposa-lily, coast horned lizard, coastal whiptail, Cooper's hawk, silver-haired bat, hoary bat, and pallid bat; this loss would contribute to cumulative impacts to biological resources.

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

The proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. The proposed project is a single-family residence on a vacant, unoccupied lot in a neighborhood composed of single-family residences.

Attachment C

Preparers of the Initial Study

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