

Northeast Los Angeles  
District Plan  
Council District 14

**EIR No. 172-84 (SUB)  
STATE CLEARINGHOUSE No. 89062136  
PUEBLO AVENUE SUBDIVISION**

**FINAL ENVIRONMENTAL IMPACT REPORT**

**THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT COMPRISES THE FIRST PART.\***

**PROJECT:** A 24-lot, single-family subdivision on 11.56 net (15.70 gross) acre site zoned RE20-1 and designated very low housing by the Northeast Los Angeles District south of the southerly boundary line of the City of South Pasadena, between Pueblo Avenue to the west and Corona Drive to the east. Approval of Tentative Tract No. 35022, Street Vacation of the existing "paper" streets, and approval of a haul route are requested.

**APPLICANT:** Greenhills Investment Corporation  
20279 Portside Drive  
Walnut, California 91789

**PREPARED BY:** Environmental Review Section  
Los Angeles City Planning Department  
March, 1992

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\* The Draft EIR is available for review in Room 655,  
City Hall and at the Arroyo Seco Branch Library.

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## I. SUMMARY

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### PROJECT BACKGROUND

#### Requirements of the Environmental Staff Advisory Committee (ESAC, formerly known as Environmental Review Committee)

In 1984, the applicant originally sought approval from the Planning Department of TT 35022 for 30 single-family lots on 18.67 gross acres (net 13 net acres). The applicant submitted an Environmental Assessment Form on May 8, 1984. After review of the information provided, the Environmental Review Committee (ERC) on May 16, 1984, determined that the proposed project project may have a significant effect on the environment and required the preparation of an Environmental Impact Report (EIR). On May 23, 1984. the ERC further directed the applicant that the EIR should address the following issues:

- Grading
- Flood Hazard
- Right of Way and Access
- Fire Protection
- Cultural Resources (Archaeology)
- Energy Conservation.

The ERC required that an alternate grading plan be assessed for 30 or fewer single-family homes with a balanced cut and fill. The ERC also required that the cumulative impact of the project, together with the vacant parcels surrounding the site, be assessed with relation to existing and proposed projects in the area. Since the time of the original application, a few new single-family homes have been constructed near the site. Several multi-family condominium buildings overlook the site from the west.

Under the Zoning Consistency Program (AB 283) the zoning on the site was changed from R1 to RE20 in order to correspond to the Very Low Housing Plan designation. The project was redesigned to conform with the new zoning, thereby necessitating the reconsideration. Subsequently, a second Initial Study was prepared for the revised 24 single-family residential lots in June, 1989. As a result, the ERC reconsidered the project, and recommended that the following additional impact areas be assessed:

- Service systems (Sewers, Storm Drainage, Solid Waste Disposal), and
- Water conservation.

Precirculation Issues:

The Environmental Review Staff initiated a Notice of Preparation (NOP) circulation process in which responsible agencies and interested parties were invited to submit comments for the original proposal of a 30 single-family lot subdivision between October 30, 1984 and November 30, 1984. Letters received in response to this notification suggested that the EIR should include an analysis of access, the alignment of the extension of Interstate Route 710 and the preservation of archaeological resources.

The second NOP for the revised 24 single-family lot subdivision was circulated between June 19, 1989 and July 19, 1989. Additional issues raised focused on sewer capacities and water conservation measures.

Areas of Controversy

There are three proposed corridors for the extension of the Long Beach Freeway(I-710). Construction of the I-710 Freeway extension along the Westerly corridor, which bisects the project area, would create an area of controversy by producing a significant land use incompatibility.

If the subdivision were constructed first, the State of California would later need to purchase land on which homes had just been built. The freeway would also cut through the center of the subdivision, creating major circulation problems and possibly requiring purchase of the remaining homes by the State. If the freeway were constructed first, the proposed project would be impossible to build and would need to be redesigned.

However, it should be noted that the California Transportation Commission has indicated a preference for the Meridian corridor alternative, which parallels Meridian Avenue approximately 0.8 miles east of the project site. It is not likely that the Westerly corridor will be selected, as it is not favored by the City of South Pasadena nor Caltrans.

Two other areas of possible controversy associated with this project are soil instability and grading the ridge. There is soil instability in one location on the site where fill was improperly placed prior to the current owner's purchase of the property. This pre-existing condition would be corrected during the grading process. As always, topsoils would need to be recompacted. Grading would also reduce the height of the ridge line approximately 15 feet.



EIR Processing History:

A Draft Environmental Impact Report prepared for the proposed project was determined to be acceptable by the City Planning Department and was circulated for public review from January 16, 1992 to March 2, 1992.

A Notice of Completion was filed with the Secretary of Resources on January 16, 1992, and a Notice of Availability of the Draft EIR was published in the Los Angeles Times on January 16, 1992.

Four letters were received during the public comment period and are excerpted and responded to in Section III of this document):

PROJECTION DESCRIPTION

The applicant proposes to subdivide the 15.7 gross acre project site for a 24-lot single family residential development. The project includes the construction of roadways to serve the project area and the extension of Pullman Street. The site is zoned RE20 and designated Very Low Density Residential by the Northeast Community Plan.

The paper streets which currently exist on the project site, including Glidden Drive, Ringgold Drive, Corona Drive and an alley are proposed to be merged into the project site. The paper streets of Pueblo Avenue, Drysdale Avenue and Corona Drive adjacent to the project site are not requested for street vacation. Pullman Avenue, also adjacent to the site, will be improved by the applicant to provide a second access for project residents and emergency vehicles.

The project will result in the construction of Ringgold Drive and Corona Drive, which together will circle the project. Corona Drive is proposed to be realigned from an existing right of way which runs to the city limits of the City of South Pasadena. There is no connecting street at the City of South Pasadena to create a potential problem from this realignment.

Two access points will be provided to the project. Lathrop Street, on the eastern boundary of the project area will be extended to Corona Drive. Pullman Street, on the western boundary of the project area, will be extended westerly from the project area to the intersection of Harriman Avenue, where the pavement currently ends.

All of the roadways will be constructed at one time. Construction of the single-family residences may be phased, depending on market conditions.

Eighty percent of the area will be landscaped. Ten percent will be for roadways and only 10 percent will be built upon. No recreational facilities will be provided. On-site sewers will be constructed to connect with the existing sewer under Lathrop Street.

The project would result in the grading of approximately 11.56 net acres (85 percent) of the site for preparation of building sites with cuts and fills on the order of 15 feet in depth. Approximately 100,000 cubic yards would be moved with approximately 85,000 cubic yards of soil exported and 15,000 cubic yards remaining on site as fill. After grading, the center of the ridge line on the site would be lowered approximately 15 feet, and maximum fill depth would be approximately 25 feet.

Off-site grading will be required for the construction of Pueblo Avenue. The maximum grade of cut and fill slopes is 2:1.

There would be two retaining walls placed on the property, the first would be surrounding the southeast corner of Lathrop Street and Corona Drive. This would have a length of 100 feet and a maximum height of 5 feet at the intersection of these two streets. The second retaining wall would border the project site for part of its northern boundary. The length of this retaining wall would be 350 feet and the maximum height of the wall would be 15 feet.

At an estimated 2.5 persons per unit, the proposed project is expected to bring approximately 60 residents to the project site. The project is expected to generate a total of 240 trips per day.

To implement the project, an approval of a 24-lot tentative tract map with concurrent paper street vacations would be required.

ENVIRONMENTAL SETTING

The proposed project is located at 4400 - 4498 Pueblo Avenue, 1401 - 1499 Pullman Avenue, 4309 - 4463, and 4302 - 4498 Ringgold Drive, 4329 - 4347, and 4332 - 4348 Glidden Drive, and 4301 - 4499 Corona Drive, south of the southerly boundary line of the City of South Pasadena between Pueblo Avenue to the west and Corona Drive to the east. The site is approximately one-half mile north of Huntington Drive (a major east-west thoroughfare), and approximately one mile east of Monterey Road (a major north-south thoroughfare). There is approximately 337 feet of frontage on the northerly side of Pullman Street, with additional frontage on Pueblo Avenue, Ringgold Drive, Glidden Drive and Corona Drive. All of the streets noted above are currently paper streets within and adjacent to the site boundaries. The parcel also fronts onto the end of Lathrop Street on its eastern border.

The project site is located in the Northeast District Plan area, zoned RE20 and designated for Low Density Residential.

The project site is on an irregular shaped parcel, and characterized by steep topography. It is located on a vacant hillside. It has been used as an off-road vehicle recreational area, although legal permission has never been granted by the owners for this purpose. The site is part of a larger (110 acre) undeveloped site adjacent to a residential area of single-and multi-family homes. No through streets enter the site from the City of South Pasadena to the north.

Surrounding land use is predominantly residential, including single-and multi-family residences. There are also vacant parcels, particularly to the west of the site.

Major freeways surrounding the project site are the Pasadena Freeway (Interstate 110) to the north and west, the Golden State Freeway (Interstate 5) to the southwest, and the San Bernardino Freeway (Interstate 10) to the south.

Major public facilities near the project area include California State University at Los Angeles and the Los Angeles/USC County Medical Center, both of which lie south of the project area.

MAJOR IMPLICATIONS OF PROJECT IMPLEMENTATION

Grading would be an irreversible environmental change to the topography.

There are three proposed corridors for the extension of the Long Beach Freeway (I-710) in which the project site is included for one of the three alternative routes.

No other major implications are involved with the project.

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 385, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**SUMMARY SHEET**  
(Article IV — City CEQA Guidelines)

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**POSSIBLE IMPACTS** (Check where a Yes is appropriate)

A—Significant Adverse Impact; B—Mitigation Measures Available; C—Unavoidable Adverse Impact

	A	B	C
<b>1. EARTH</b>			
a. Change in topography or ground surface relief features? .....	X	X	X
b. Increase in wind or water erosion? .....			X
c. Unstable or hazardous geologic or soil conditions? (Seismic) .....			X
<b>2. AIR</b>			
a. Increased mobile or stationary air emissions or air quality? .....			
b. Creation of objectionable odors? .....			
<b>3. WATER</b>			
a. Change in absorption rates, drainage patterns, or surface runoff? .....	X	X	
b. Alteration to direction of any water course? .....			
c. Reduction in amount of water available for public water supplies? .....			
d. Exposure to flood hazards? .....	X	X	
<b>4. PLANT LIFE</b>			
a. Reduction of the numbers of any unique or endangered species of plants? .....			
b. Reduction of existing mature trees? .....			
c. Change in diversity of species? .....			
<b>5. ANIMAL LIFE</b>			
a. Reduction of the numbers of any unique or endangered species of animals? .....			
b. Introduction or increase of any new animals? .....			
c. Impact on any existing animal habitat? .....			
<b>6. NOISE</b>			
a. Increase in existing noise levels? .....			
b. Exposure of people to noise levels? .....			
<b>7. LIGHT</b> Will proposal produce light or glare? .....			
<b>8. LAND USE</b> Alteration of the present or planned land use of the area? .....			
<b>9. NATURAL RESOURCES</b>			
a. Increase in consumption of any natural resource? .....			
b. Depletion of any non-renewable natural resource? .....			
<b>10. POPULATION</b> Any increase or alteration of the distribution, density or growth rate of the population? .....			
<b>11. HOUSING</b> Any increase in the demand for housing or reduction in existing housing? .....			
<b>12. TRANSPORTATION/CIRCULATION</b>			
a. Increase in traffic volume or change in circulation patterns? .....	X	X	X
b. Increase in parking demand (not met by onsite parking provided by the project)? .....			
c. Increased hazards to vehicles, bicyclists or pedestrians? .....	X	X	X
d. Impact on existing transportation systems? .....	X	X	X
<b>13. PUBLIC SERVICES</b>			
a. Increase in demand for fire, police or other governmental services? .....	X	X	X
b. Impact on school or recreational services? .....			
c. Increase in maintenance of public facilities including roads? .....			
<b>14. ENERGY</b>			
a. Use of additional amounts of fuel or energy? .....	X	X	X
b. Increase in demand upon existing sources of energy or required development of new sources of energy? .....			X
<b>15. UTILITIES</b>			
a. Demand on water, gas, power or communication systems? .....	X	X	X
b. Impact on sewer or solid waste disposal? .....	X	X	X
c. Impact on storm water drainage? .....	X	X	
<b>16. SAFETY</b>			
a. Creation of any health hazard? .....			
b. Potential risk of explosion or release of chemicals or radiation in event of accident? .....			
<b>17. AESTHETICS</b> Will this project result in a diminishment or obstruction of a publicly available scenic vista, or in the creation of an offensive site visible to the public? .....			
<b>18. CULTURAL RESOURCES</b> Will this project impact or alter any archaeological, paleontological or historical site, structure, or object? .....			
<b>19. OTHER</b>			

## SUMMARY CHART

## Earth Grading

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
<p>The project will result in extensive grading for preparation of building sites. Ridgeline will be lowered and approximately 85,000 cubic yards of earth will be exported from site.</p> <p>Aesthetic impact of hillside grading and reduction of ridge line.</p> <p>Landform alteration will also occur in conjunction with other related projects.</p>	<p>All grading shall be performed under supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code and the recommendations of the City Engineer and the Superintendent of Building;</p> <p>Implementation of the recommendations of geotechnical reports prepared specifically for the proposed project shall be adopted, including slope stability, excavation, shoring and foundation design and any necessary subdrain systems;</p> <p>The geologist and soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading;</p> <p>All recommendations of the Geological and Soils Engineering Report prepared by Triad Foundation Engineering which are in addition to, or more restrictive than, Department requirements shall be incorporated into the plans;</p>	<p>There will be an unmitigated alteration of the ridge lines on the property.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>1. Grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p>

Mitigation Measures (cont.)

Satisfactory arrangements shall be made with the Department of Building and Safety with respect to grading in conformance with the Grading Ordinance of the Los Angeles Building Code prior to recordation of the final map;

Ground wetting using only reclaimed water shall be done during grading and before landscaping for dust control and soil compaction;

Both the geologist and the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill. Both consultants shall include in their final reports a certification of the adequacy of the foundation material to support the fill without undue settlement and/or consolidation;

Prior to the placing of compacted fill, a representative of the consulting Soils Engineer shall inspect and approve the bottom excavations. He/she shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the City Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be filed with the Department upon completion of the work. A report shall be submitted to the Department upon completion of the compaction;

Mitigation Measures (cont.)

All man-made fill shall be compacted to a minimum of 90 percent relative compaction as required by Code Section 91.7006(d);

All residences shall be supported on footings founded entirely within either bedrock, compacted fill or alluvium;

Bench drains shall be designed so as to minimize their visual impact. This shall include soil-colored concrete, landscaping or curvilinear construction if necessary to conform with surrounding graded surfaces;

Retaining walls shall be constructed with materials which are architecturally attractive and/or permit the planting of vegetation to reduce their visual impact;

All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties recommended by a landscape architect. Suitable arrangements shall be made with the Department of Building and Safety with respect to continued maintenance of the recommended plant varieties until they are established as an effective ground cover;

Slope planting shall generally consist of low ground cover to impede water flow on the surface. To provide greater slope protection against scour and erosion, the slope shall be covered with a jute mat or other suitable material to provide protection while the ground cover is being established;



Mitigation Measures (cont.)

An approved haul route for the export of earth material shall be used;

Contour grading techniques shall be used to reduce visual impact;

Contour landscaping techniques shall be used to restore ridge lines.

1. The proposed project is located in the unincorporated area of the County of San Diego, within the jurisdiction of the County of San Diego Planning and Zoning Department.

2. The proposed project is located in the unincorporated area of the County of San Diego, within the jurisdiction of the County of San Diego Planning and Zoning Department.

3. The proposed project is located in the unincorporated area of the County of San Diego, within the jurisdiction of the County of San Diego Planning and Zoning Department.

## SUMMARY CHART

## Geologic Hazards and Seismicity

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
<p>Geologic studies indicate no movement of any fault or fold for at least 11,000 to 15,000 years.</p> <p>These stable geologic conditions will not impact the project.</p> <p>Residents of project will be subject to ground shaking during seismic events.</p>	<p>See previous grading recommendations;</p> <p>Residential structures shall be designed to meet minimum seismic safety standards as set forth in the City of Los Angeles Building Code, subject to determination and approval of the Department of Building and Safety and other responsible agencies;</p> <p>Project development shall be in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and seismic safety requirements of the Department of Building and Safety;</p> <p>Slopes and/or structures shall be designed in accordance with seismic safety standards. Project cut and fill slopes shall be engineered for seismic stability, and structures shall be set back from steeper natural slopes.</p>	<p>Residents will not be subject to danger as a result of their proximity to these faults and due to ground shaking during seismic events.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-construction</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>1. Project construction</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p>

## SUMMARY CHART

## Water--Surface Water Runoff and Hydrology

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in coverage of six of the 15.70 acres (38%) of the project area with impervious surfaces. This increased coverage will increase the amount and speed of runoff during storms into the local storm drain system.	<p>The project site shall be developed in accordance with requirements of the City of Los Angeles' Flood Hazard Management Specific Plan (Ordinance No. 154,405). This Plan requires that the project be designed in such a manner as to prevent flood-related damage to the project and to existing downstream development both during and after construction;</p> <p>Permanent drainage facilities, as recommended by the project's geotechnical consultants, shall be constructed to control surface runoff and potential mudflows to the satisfaction of the City Engineer and the Superintendent of Building;</p> <p>Curbs and gutters shall be provided on all streets within the project area;</p> <p>All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device;</p>	Drainage patterns will be altered.	Project Applicant/ Developer	<p>1. Pre-grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering</p> <p>Advisory Agency: Department of City Planning.</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering</p>

Mitigation Measures (cont.)

Slopes shall be planted and a suitable watering system (in conformance with the Grading Code) installed upon completion of grading per the requirements of the Department of Building and Safety and the City Engineer;

Grading of streets being dedicated shall be required, subject to the approval of the City Engineer, Department of Building and Safety and other responsible agencies;

Subject to the recommendations and approval of the City Engineer, paved drainage terraces shall be provided along terraces, at the top of cuts and behind retaining walls;

Subdrains shall be installed in all natural drainage courses within which compacted fill is to be placed;

Two on-site debris basins shall be provided by the developers as required by the Bureau of Engineering;

Energy dissipators shall be installed at any outlet structure where the velocity is considered erosive;

The applicant shall reduce the amount of runoff from the site, including the use of permeable paving materials (which permit water penetration to a soil depth of 18 inches or more or provides a coefficient of runoff, as determined by the Rational Method, of 0.6 or less) and pervious concrete for pathways and other similar surfaces;

1. Monitoring Phase
2. Enforcement Agency
3. Monitoring Agency

1. Grading

2. Department of Building & Safety, Los Angeles

Department of Public Works, Bureau of Engineering.

3. Department of Building & Safety, Los Angeles

Department of Public Works, Bureau of Engineering

Mitigation Measures (cont.)

All applicable portions of the City's Landform Grading Manual shall be complied with;

Roof runoff shall be collected in a rain gutter and downspout system and directed to approved areas via non-erodible conductors;

Adjustments to these improvements may be necessary and shall be allowed, if deemed necessary by the City Engineer;

Also see measures listed under Grading.

1. Monitoring Phase
2. Enforcement Agency
3. Monitoring Agency

1. Construction

2. Department of Building & Safety, Los Angeles

Department of Public Works, Bureau of Engineering.

3. Department of Building & Safety, Los Angeles

Department of Public Works, Bureau of Engineering

## SUMMARY CHART

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## Water--Flood Hazard

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in coverage of six of the 15.70 acres (38%) of the project area with impervious surfaces. This increased coverage will increase the amount and speed of runoff during storms into the local storm drain system.	See measures listed in the Surface Water Runoff/Hydrology and Grading sections.	Drainage patterns will be altered.	Project Applicant/ Developer	See monitoring program under Surface Water Runoff/Hydrology

## SUMMARY CHART

## Right-of-Way and Access

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase</u> <u>2. Enforcement Agency</u> <u>3. Monitoring Agency</u>
<p>Completion of this project would increase traffic on neighborhood streets.</p> <p>Street construction in a hillside area would result in a rearranged topography and might contribute to the instability of surface soil.</p>	<p>All street alignments and grades shall be approved by the Department of Building and Safety, the Department of Public Works, and the Fire Department of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer and Fire Department to ensure street grade do not exceed maximum 15 percent.</p> <p>Dedication and improvement of Ringgold Drive and Corona Drive to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right-of-way). Unused existing right-of-way within the site boundary shall be vacated;</p> <p>Pulman Street shall be improved for two lanes of traffic between the proposed subdivision and Harriman Avenue to provide the main access to the site. Lathrop Street shall provide a secondary means of access.</p>	<p>Completion of this project and related projects would increase traffic on neighborhood streets.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering Fire Department Advisory Agency: Department of City Planning.</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering. Fire Department</p>

## SUMMARY CHART

## Transportation and Circulation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<ol style="list-style-type: none"> <li>1. Monitoring Phase</li> <li>2. Enforcement Agency</li> <li>3. Monitoring Agency</li> </ol>
<p>Completion of this project would increase traffic on neighborhood streets.</p> <p>The Westerly corridor of the Long Beach (710) Freeway would traverse the project site. Impacts could not be mitigated without prohibiting the construction of the proposed project. If another corridor were selected for the freeway, impacts would be limited to a small increase in background noise.</p>	<p>See measures listed under Right-of-Way and Access.</p> <p>Project traffic generation is nominal. No mitigation measures are necessary to reduce traffic volumes.</p> <p>If the Westerly corridor of the Long Beach Freeway were selected, the project could not be built as proposed. If any of the other alternative corridors were selected, double-paned glass would be installed to minimize the impact of the small increase in background noise levels.</p>	<p>Completion of this project and related projects would increase traffic on neighborhood streets.</p> <p>Impacts of the Route 710 extension on the Westerly corridor would be totally unmitigated. If another corridor is chosen, there would be no unmitigated adverse impacts.</p>	<p>Project Applicant/ Developer</p>	<ol style="list-style-type: none"> <li>1. Pre-construction, Construction</li> <li>2. Department of Public Works and City Engineer, Los Angeles</li> <li>Department of Transportation, State of California</li> <li>3. Department of Public Works and City Engineer, Los Angeles</li> <li>Department of Transportation, State of California</li> </ol>



## SUMMARY CHART

## Public Services--Fire Protection

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in an increase in demand for fire protection services.	<p>Prior to any construction, plot plans and drawings shall be submitted for Fire Department approvals;</p> <p>The project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles;</p> <p>Access for fire apparatus and fire personnel to all structures shall be required;</p> <p>Fire lanes, where required, and dead-ending streets shall terminate in a cul-de-sac or other approved turning area. If dead-ending streets or fire lanes will be greater than 700 feet in length, secondary access shall be provided;</p> <p>The project shall conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549;</p>	<p>Implementation of the recommended mitigation measures would reduce impacts to fire protection services and the fire hazard to which future residents would be exposed to acceptable levels.</p> <p>The project would, however, still result in increased demand for fire protection services.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works,</p> <p>Fire Department,</p> <p>Advisory Agency: Department of City Planning.</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works,</p> <p>Fire Department.</p>

Mitigation Measures (cont.)

Where access requires accomodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space shall be maintained beyond the outside radius to a vertical point 13 feet and 6 inches above the paved surface of the roadway;

Residences shall be placed no further than 150 feet from fire-access roadways;

Irrigated and managed greenbelts around the perimeter of all structures shall be considered as a buffer between the bush and the proposed project. The buffer shall be irrigated by a drip irrigation system, and all new landscaping shall use only fire-resistant plants and materials;

The brush in the area adjacent to the proposed development for a distance of 150 feet shall be cleared or thinned periodically under the supervision of the Los Angeles Fire Department in order to reduce the risk of brush fires spreading to the homes;

There shall be at least two means of ingress and egress to the project site that will accomodate major fire apparatus and permit major evacuation during emergency situations;

All necessary public and/or private fire hydrants shall be provided to the satisfaction of the Fire Department;

Mitigation Measures (cont.)

Private and/or public roadways constructed as a part of the proposed project shall not exceed a 15 percent grade;

The following additional measures shall also be included for dwellings constructed on the project site: boxed-in eaves, double-strength or wired glass, and non-combustible roofs and exterior finishes.

All structures shall be protected throughout with approved automatic fire sprinklers installed under permit and supervision of the Department of Building and Safety and the satisfaction of the Fire Department

The applicant shall contact the Water Services Section of the Department of Water and Power at (213)580-8411 for information regarding water main improvements. The water system shall provide 2,000 G.P.M. fire-flow. The cost of improving the water system shall be charged to the applicant.

## SUMMARY CHART

## Public Services--Police Protection

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in an increase in demand for police protection services.	<p>The following security measures shall be constructed in all residences:</p> <ul style="list-style-type: none"> <li>- A tamper-resistant burglar alarm system;</li> <li>- Visible and well-illuminated main entry doors;</li> <li>- Solid-core main entry doors containing "peep-viewer" and dead-bolt locks. No glass shall be located within 40 inches of any door.</li> <li>- Sliding glass doors shall have a secondary locking system.</li> </ul>	<p>Implementation of the recommended mitigation measures would reduce impacts on police protection services to acceptable levels.</p> <p>However, it would still result in a net increased need for police services.</p>	<p>Project Applicant/ Developer</p>	<p>1. Construction</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Police Department, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Police Department, Los Angeles</p>

## SUMMARY CHART

## Energy Conservation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
Projected annual energy consumption by the project includes 259,000 kwh of electricity and 2,592,000 cubic feet of natural gas. Project construction would consume 80,990 gallons of gasoline and/or diesel fuel.	<p>The Los Angeles Department of Water and Power and the Southern California Gas Company shall be consulted to determine feasible energy conservation measures that could be incorporated into the design of the proposed project.</p> <p>All the energy conservation standards of Title 24, established by the California Energy Commission, shall be complied with. These standards relate to insulation requirements, use of caulking, double-glazed windows and weather stripping. Title 24 requires certain levels of energy conservation performance achieved at a minimum through certain prescriptive and/or performance measures. These measures shall include, but are not limited to, thermal insulation that meets or exceeds standards established by the State of California and Department of Building and Safety, and tinted or solar reflective glass.</p> <p>The developer shall also:</p> <ul style="list-style-type: none"> <li>- Use flourescent lighting where appropriate;</li> <li>- Use natural gas for heating and</li> </ul>	Mitigation measures would reduce project impacts associated with the depletion of non-renewable resources, but the construction of the project would still result in increased consumption of non-renewable resources.	Project Applicant/ Developer	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>Southern California Gas Company</p> <p>3. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>Southern California Gas Company</p>

Mitigation Measures (cont.)

- Use solar energy to assist in hot water heating;
- Install attic fans or other devices to reduce attic temperatures;
- Install thermal insulation in walls and ceilings which meets or exceeds State and City standards;
- Use tinted or solar glass on appropriate exposures;
- Use double-paned glass on all windows;
- Plant deciduous trees to permit sunlight in the winter and provide shade in the summer;
- Insulate hot water pipes and ducts;
- Orient buildings so that window walls are not south facing.

## SUMMARY CHART

## Water Conservation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency
The project is estimated to consume 8,640 gallons of water per day.	<p>The applicant shall incorporate water-saving designs and techniques into the design of the proposed project as required by City of Los Angeles Ordinance No. 163,532. Water conservation measures described in the Ordinance include, but are not limited to, the installation of low-flow shower heads and toilet tank conservation devices.</p> <p>The applicant shall also comply with the City of Los Angeles xeriscape ordinance to further reduce water consumption, as well as the Sewer Allocation Ordinance (No. 165,615).</p>	Mitigation measures would reduce project impacts to an insignificant level, but would still result in increased water usage in the area.	Project Developer    Applicant/	1. Pre-construction, Construction and Post-occupancy  2. Department of Water & Power, City of Los Angeles  Department of Building & Safety, Los Angeles  3. Department of Water & Power, City of Los Angeles  Department of Building & Safety, Los Angeles

## SUMMARY CHART

## Sanitary Sewers

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project is estimated to generate 7,920 gallons of sewage per day.	<p>The applicant shall comply with the provisions of Ordinance No. 166,060 regarding sewer capacity allotment in the City of Los Angeles.</p> <p>The applicant shall incorporate water conservation measures required by City of Los Angeles Ordinance No. 163,532 into the proposed project.</p>	Mitigation measures would partially mitigate impacts on the City's sewer capacity.	Project Applicant/ Developer	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Public Works, Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Public Works, Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p>



## SUMMARY CHART

## Cultural Resources--Archeological

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	1. Monitoring Phase 2. Enforcement Agency 3. <u>Monitoring Agency</u>
Because the project site has been surveyed for archaeological sites, the potential that grading will unearth items of archaeological significance is small.	<p>If evidence of archaeological resources is encountered during project grading, all earth moving activities in the vicinity of such finds should cease, the City shall be notified and a qualified archaeologist should be consulted to assess the significance of the the finds and to recommend appropriate mitigation measures.</p> <p>A Native American observer shall be present during the grading phase of the project. According to the Public Resources Code (Section 5097.94(k)), the Native American Heritage Commission has the responsibility to protect cemetery and other burial sites. The Commission shall expedite the preservation and protection of any remains.</p>	Reduced to an insignificant level.	Project Applicant/ Developer	1. Pre-construction  2. Institute of Archaeology, University of California, Los Angeles  3. Institute of Archaeology, University of California, Los Angeles

## ALTERNATIVES

Four alternatives to the proposed project were studied. They include the no project alternative, a reduction in the intensity of the proposed development, a change in land use, and an alternate site for the project. There is a discussion of the environmentally superior alternative after these four alternatives have been discussed.

### 1. No Project Alternative

Under the no project alternative, the proposed project would not be implemented and the 15.7 gross acre site would remain vacant. No new environmental impacts would occur.

### 2. Change in Intensity of Development

A total of 18 lots would be developed under this alternative, compared to 24 under the proposed project.

An alternate grading plan would reduce net export of soil from the site from approximately 85,000 cubic yards to 35,000 cubic yards. Under this alternative, Ringgold Drive would not make a continuous loop from Corona Drive at the north end of the site back to Corona Drive on the southeast, but would instead follow the right-of-way Glidden Drive to the southern tip of the site.

Ridge line pad heights would be somewhat higher for this alternative (760-765 feet) than under the proposed project (758-760 feet). Retaining walls would be used to allow additional fill to be retained on the site. Retaining walls would be constructed at the intersection of Lathrop Street and Corona Drive (as high as 35-40 feet). Pads would be significantly larger than under the proposed project. Fill slopes would be similar to those of the proposed project, but modification of the peak at the south end of the site would be reduced.

The site would continue to have two points of access, at Pullman Street on the west and Lathrop Street on the east. The traffic generation would decrease by 25 percent--from 240 trips per day to 180 trips.

The impacts would be reduced approximately 25 percent for public services (fire and police protection), energy and water conservation, sewer generation, and archaeological impacts.

### 3. Change in Land Use

Under this alternative the subject property would be acquired for public use and allowed to remain substantially in its natural state. A primary advantage would be the provision of more accessible open space to the surrounding urban population and the avoidance of virtually all impacts projected to occur from the proposed project. Open space and/or recreation uses are the only other potential uses of the project site that would be compatible with surrounding land uses.

Except for limited parking and/or picnic areas, the site would remain in its natural state and the topography would not be altered.

The paper streets on the project site would be eliminated when the site is converted to a park, Pullman Street would not be extended as proposed in the proposed project. Pedestrian access through the site could be provided through a series of nature trails.

Traffic would be increased on weekends on Lathrop Street.

Impacts on fire protection would be reduced, but would create more demand for police services than the project.

### 4. Alternate Site

The alternate site for the proposed subdivision is located at 6200 Pinecrest Drive, approximately 0.8 miles west of the Lathrop Street site in the Monterey Hills. This alternate site has a total of 18.5 net acres, located east and south of Pinecrest Drive and west of Oak Hill Avenue. This site had been approved for subdivision and the construction of 81 single-family residences. However, project was never completed and the permit for the construction expired. This site is currently not owned by the applicant, nor is it available for purchase.

The site is located in a steep hillside terrain underlain by complicated geological formations which will present unusual grading and drainage problems. The grading report noted that landslide masses in the immediate area are considered to be active. There are four independently owned parcels in the center of the alternate site. The grading would raise the finished grade of the land surrounding these parcels, resulting in flooding and possible mudslides.

There have been several mud slides on the alternate site, and underlying soils in the immediate environs have also been shown to be unstable.

Fire Department concerns for adequate street widening, maximum 15 % grade and secondary ingress-egress would apply for this alternate site.

The other impacts would be same for traffic, public services (fire and police protection), energy and water conservation, sewer generation and archaeological impacts.

#### 5. Environmentally Superior Alternative

CEQA provides that when the no project alternative would be environmentally superior, another alternative be identified from those considered.

An environmentally superior alternative would be Change in Land Use to Open Space Alternative, which would leave the site in its natural state. The positive environmental aspect would be leaving the site largely undisturbed. In order to provide recreational uses for the public, however, improvements may have to be made, resulting in adverse effects on traffic, mobile air quality, noise, fire protection, and police services.

EIR NO. 172-84(SUB)(REC) SCH NO. 89062136  
Project Name Pueblo Avenue Subdivision

RECOMMENDATION FOR EIR CERTIFICATION

Pursuant to California Code of Regulations, Title 14, Section 15090, this EIR has been completed in compliance with the California Environmental Quality Act and current State and City Guidelines and based on information may be accepted and considered prior to making a final decision on the project. The decision-making body must certify that it has reviewed and considered the information contained in this Environmental Impact Report prior to making such decision.

Submitted by:

  
Sue J. Chang

Project Coordinator  
Environmental Review Section

  
Charles Raush

Supervising City Planner  
Environmental Review Section

  
Merryl Edelstein

Supervising Senior City Planner  
City Planning Department



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## II. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

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### 1. COVER PAGE

- a. The last line, November, 1991 should be changed to January, 1992.

### 2. SUMMARY CHART

- a. Page 19, mitigation measures for Right-of-Way and Access in the second column, the first mitigation measure should read as follows:

"All street alignments and grades shall be approved by the Department of Building and Safety, the Department of Public Works and Fire Department of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer and Fire Department to ensure street grade do not exceed maximum 15 percent."

- b. Page 19, mitigation measures for Right-of-Way and Access, the fifth column, add Fire Department for Enforcement and Monitoring Agency.

- c. Page 23, mitigation measures for Fire Protection in the second column, add the following.

"All structures shall be protected throughout with approved automatic fire sprinklers installed under permit and supervision of the Department of Building and Safety and the satisfaction of the Fire Department."

"The applicant shall contact the Water Services Section of the Department of Water and Power at (213) 580-8411 for information regarding water main improvements. The water system shall provide 2,000 G.P.M. fire-flow. The cost of improving the water system shall be charged to the applicant."

### 3. RIGHT OF WAY AND ACCESS

- a. Page 53, Mitigation Measures, the first mitigation measure should read as follows.

"All street alignments and grades shall be approved by the Department of Building and Safety, Department of Public Works, and Fire Department of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer and Fire Department to ensure street grade does not exceed maximum 15 percent."

#### 4. FIRE PROTECTION

- a. Environmental Impact, Page 60, the first paragraph to read as follows.

"However, response distance from existing fire stations into the farthest areas of the proposed development will be 1.8 miles for Fire Station 47 and 2.2 miles for Fire Station 12. Based on this criteria, fire protection would be considered inadequate. Limited access and steep, winding grades will additionally slow response time. In order to mitigate this inadequacy in travel distance, all structures shall be protected throughout with approved automatic fire sprinklers installed.

Improvements to the water system in this area may be required to provide 2,000 G.P.M. fire-flow."

- b. Mitigation Measures, Page 61, add the following.

"All structures shall be protected throughout with approved automatic fire sprinklers installed under permit and supervision of the Department of Building and Safety and the satisfaction of the Fire Department."

"The applicant shall contact the Water Services Section of the Department of Water and Power at (213)580-8411 for information regarding water main improvements. The water system shall provide 2,000 G.P.M. fire-flow. The cost of improving the water system shall be charged to the applicant"

#### 5. ALTERNATIVES

- a. Page 94, Right-of-Way and Access for Alternative Site, add the following at the end of the last paragraph.

"Fire Department concerns for adequate street widening, maximum 15 % grade and secondary ingress-egress would apply for this alternate site."

#### 6. SUMMARY SHEET

- a. Replace a Summary Sheet in the Draft EIR with the following page.



## SUMMARY SHEET

(Article IV — City CEQA Guidelines)

POSSIBLE IMPACTS (Check where a Yes is appropriate)		A	B	C
A—Significant Adverse Impact; B—Mitigation Measures Available; C—Unavoidable Adverse Impact				
1.	<b>EARTH</b>			
	a. Change in topography or ground surface relief features? .....	X	X	X
	b. Increase in wind or water erosion? .....			X
	c. Unstable or hazardous geologic or soil conditions? (Seismic) .....			X
2.	<b>AIR</b>			
	a. Increased mobile or stationary air emissions or air quality? .....			
	b. Creation of objectionable odors? .....			
3.	<b>WATER</b>			
	a. Change in absorption rates, drainage patterns, or surface runoff? .....	X	X	
	b. Alteration to direction of any water course? .....			
	c. Reduction in amount of water available for public water supplies? .....			
	d. Exposure to flood hazards? .....	X	X	
4.	<b>PLANT LIFE</b>			
	a. Reduction of the numbers of any unique or endangered species of plants? .....			
	b. Reduction of existing mature trees? .....			
	c. Change in diversity of species? .....			
5.	<b>ANIMAL LIFE</b>			
	a. Reduction of the numbers of any unique or endangered species of animals? .....			
	b. Introduction or increase of any new animals? .....			
	c. Impact on any existing animal habitat? .....			
6.	<b>NOISE</b>			
	a. Increase in existing noise levels? .....			
	b. Exposure of people to noise levels? .....			
7.	<b>LIGHT</b> Will proposal produce light or glare? .....			
8.	<b>LAND USE</b> Alteration of the present or planned land use of the area? .....			
9.	<b>NATURAL RESOURCES</b>			
	a. Increase in consumption of any natural resource? .....			
	b. Depletion of any non-renewable natural resource? .....			
10.	<b>POPULATION</b> Any increase or alteration of the distribution, density or growth rate of the population? .....			
11.	<b>HOUSING</b> Any increase in the demand for housing or reduction in existing housing? .....			
12.	<b>TRANSPORTATION/CIRCULATION</b>			
	a. Increase in traffic volume or change in circulation patterns? .....	X	X	X
	b. Increase in parking demand (not met by onsite parking provided by the project)? .....			
	c. Increased hazards to vehicles, bicyclists or pedestrians? .....	X	X	X
	d. Impact on existing transportation systems? .....	X	X	X
13.	<b>PUBLIC SERVICES</b>			
	a. Increase in demand for fire, police or other governmental services? .....	X	X	X
	b. Impact on school or recreational services? .....			
	c. Increase in maintenance of public facilities including roads? .....			
14.	<b>ENERGY</b>			
	a. Use of additional amounts of fuel or energy? .....	X	X	X
	b. Increase in demand upon existing sources of energy or required development of new sources of energy? .....			X
15.	<b>UTILITIES</b>			
	a. Demand on water, gas, power or communication systems? .....	X	X	X
	b. Impact on sewer or solid waste disposal? .....	X	X	X
	c. Impact on storm water drainage? .....	X	X	
16.	<b>SAFETY</b>			
	a. Creation of any health hazard? .....			
	b. Potential risk of explosion or release of chemicals or radiation in event of accident? .....			
17.	<b>AESTHETICS</b> Will this project result in a diminishment or obstruction of a publicly available scenic vista, or in the creation of an offensive site visible to the public? .....			
18.	<b>CULTURAL RESOURCES</b> Will this project impact or alter any archaeological, paleontological or historical site, structure, or object? .....			
19.	<b>OTHER</b>			

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III. RESPONSE TO COMMENTS FROM  
PERSONS AND ORGANIZATIONS CONSULTED

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Four (4) comment letters regarding the Draft EIR were received by the Department of City Planning, all of which are excerpted and responded to below.

CITY AGENCY

1. Dal L. Howard, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety  
Fire Department  
City Hall East Room 920  
200 N. Main Street  
Los Angeles, California 90012 - February 19, 1992

STATE AND OTHER JURISDICTIONS AND AGENCIES

2. David C. Nunenkamp, Deputy Director, Permit Assistance  
Governor's Office of Planning and Research  
1400 Tenth Street,  
Sacramento, California 95814 - March 2, 1992
3. Wilford Melton, IGR/CEQA Coordinator,  
Advance Planning Branch  
State Department of Transportation, District 7,  
120 S. Spring Street,  
Los Angeles, California 90012 - January 31, 1992
4. Elizabeth J. Harris, CEQA Officer  
Los Angeles Unified School District  
1425 S. San Pedro Street, Room 101,  
Los Angeles, California 90051 - March 2, 1992

RESIDENTS, TENANTS, OWNERS, AND HOMEOWNERS ASSOCIATION

No comments were received.

DEIR  
~~SUMMARY OF RESPONSES~~

Project PUEBLO AVENUE  
SUBDIVISION  
EIR 172-84(SUB)  
(REC)

[illegible]



STATE AND OTHER JURISDICTIONS AND AGENCIES

2. Commentor: David C. Nunenkamp, Deputy Director,  
Permit Assistance  
Governor's Office of Planning and Research  
State of California

Comment 2.a.: The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response: No response required.

3. Commentor: Wilford Melton, IGR/CEQA Coordinator,  
Advance Planning Branch,  
Department of Transportation, District 7,  
State of California

Comment 3.a.: The proposed site is located approximately one mile south-easterly of State Route 110, Pasadena Freeway at Avenue 60. The proposed development will have minimal impact on Route 110 and will have some impact on the future Route 710 extension.

Response: Comment acknowledged. The project impacts on an extension of Long Beach Freeway (I-710) were addressed and included proposed mitigation measures in Section IV.N, Page 54 - 58 of the Draft EIR.

Comment 3.b.: Consideration should be given to requiring developer contributions or fair-share funding for transportation improvements on State facilities.

Response: At this time the City of Los Angeles has no formal policy directly addressing the encumbrance of funds to be set aside on a "fair-share" basis for future improvements on the State's transportation facilities. Requiring developer contributions for future improvements on the State's transportation facilities would require a detailed regional study to identify the necessary improvements, the costs associated with the implementation of these improvements, the amount to be included in the fee, the amount of unit fee which developers will be charged, the method of assessing the fee, etc.

This should be developed by the responsible State agency in cooperation with the City of Los Angeles as a Citywide issue.

The Congestion Management Program (CMP) was enacted by the State Legislature with the passage of Assembly Bill 471 (July 10, 1989), and amended by Assembly Bill 1791 (February 11, 1990). The owner of any project or structure which contributes to the degradation of the regional highway and roadway system, based on standards adopted by the CMA, due to unmitigated trips, may be subject to additional trip mitigation measures to be imposed by the CMA, locally by the Los Angeles County Transportation Commission (LACTC).

4. Commentor: Elizabeth J. Harris, CEQA Officer  
Los Angeles Unified School District

Comment 4.a.: Thank you for providing us the opportunity to comment on the Draft Environmental Impact Report for the Pueblo Avenue project.

We note that it was determined by the Initial Study that the project's impact on schools was not significant. Though the project is small, it may have a significant impact on schools. The District currently has determined that if a project is to generate more than ten students to an overcrowded school, the impact is significant. Funds are not generally available to construct new school facilities, and costs are high to transport students to schools which have extra classroom seats.

Because both El Sereno and Sierra Vista elementary schools are at maximum density ("frozen") and, therefore, cannot accept additional students, it is possible this project will have a significant impact on schools. Student generation will depend on the size of the homes to be built.

If the size of homes is known, please contact this office for assistance in determining the number of students to be generated and, if necessary, to discuss mitigation. If the size of the homes is not yet known, please ensure that project impacts are mitigated by means of a tract map condition, as follows:

"That the subdivider provide mitigation satisfactory to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area."

Thank you for your consideration of our concerns. Please contact Joan Friedman at (213)742-7581 if we can provide you additional information.

Response: The School District was contacted and provided the student generation factors to be used for this project. The generation factors are based on the size of the homes and the income level for the area, e.g. lower, medium, or higher income areas. The staff requested the School District for the definition or thresholds to define the different income areas, but as of March 19, 1992, no response was received from the School District.

The 1990 U.S. Census data compiled by the Department of City Planning shows there is a wide price range of the homes in Census Tract 2011 in which this project is located. The median value of homes is \$151,100.00, and upper value homes are \$196,100.00. (24 homes for less than \$50,000.00, 116 homes for \$50,000.00 to \$99,000.00, 225 homes \$100,000.00 to \$149,999.00, 203 homes for \$150,000 to \$199,999.00, 147 homes for \$200,000.00 to \$299,999.00, 20 homes for \$300,000 to 499,999.00, and 5 homes for \$500,000.00 or more).

The median home price in the Northeast District Plan area is \$179,360.00 and the Citywide median home price is \$244,506.00. The price of the housing stock in the City of Los Angeles is comprised of the following: 23 % for home prices higher than \$400,000.00, 25 % for \$25,000.00 - \$399,999.00, 23 % for \$175,000.00 - \$249,999.00, and 28 % for \$175,000.00 or below. It should be noted that the L.A. County Median income is \$42,000.00, and if housing costs more than 30 % of the median income, the housing is considered high income housing and not affordable.\*

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\* 1990 U.S. Census STFIA contained in the Comprehensive Housing Affordability, November, 1991, Department of Housing Preservation and Production.

According to the applicant's statements regarding the types of homes to be built, each home will have an area of at least 2,500 square feet and will contain at least 4 bedrooms. The cost of the homes is expected to be a minimum of \$450,000.00 each. (The minimum lot area for each home will be 20,000 square feet.)

With the absense of a clear definition of the income levels from the School District, by using the information stated above, the project is regarded as a high income development. Therefore, based on the information provided by the applicant regarding the size of homes to be built and the proposed price range of the homes, and student generation factors provided by the L.A. Unified School District, this project would generate 9.6 students at full project buildout. It will be below the thresholds established by the School District, and be considered not significant.



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#### IV. ORGANIZATIONS AND PERSONS NOT RESPONDING TO THE DRAFT EIR

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##### CITY OF LOS ANGELES

- City Council District 14, Hon. Richard Alatorre
- Land Use Division, City Planning Department
- Chief, Building Bureau Coordinating Division,  
Department of Building and Safety
- Bureau of Engineering, Land Development, Mapping Division
- Wastewater Program Management Division, Bureau of Engineering
- Planning Section, Los Angeles Police Department
- EIR Reviewer, Recreation and Parks Department
- City Traffic Engineer, Department of Transportation
- Department of Water and Power
- Jane Blumenfeld, Mayor's Office
- Michael Bodaken, Mayor's Office
- Department of Cultural Affairs

##### CITY PLANNING COMMISSION

- William G. Luddy, City Planning Commission
- Suzette Neiman, City Planning Commission
- Theodore Stein, Jr., City Planning Commission
- Fernando Torres-Gil, City Planning Commission
- Lydia Kennard, City Planning Commission

##### COUNTY, STATE OR OTHER GOVERNMENTAL AGENCIES

- South Coast Air Quality Management District
- County of Los Angeles, Department of Regional Planning
- Planning Department, Rapid Transit District
- California Regional Water Quality Control Board

##### HOME OWNERS ASSOCIATIONS AND INTERESTED PARTIES

- Atwater Community Association
- Elysian Valley Property Owners Association
- Mrs. Ruby B. DeVera, President  
Glassell Park Improvement Association
- Kathy Schivone, Glassell Park Improvement Association
- Hillside Village Property Owners Association
- Lois Arkin, CRSP
- Mt. Washington Association

OTHER NEIGHBORING CITIES

- Director of Planning, City of South Pasadena
- Director of Planning, City of Alhambra
- Marc Porter Zasada, Managing Editor, Downtown News Group

PROPERTY OWNERS WITHIN 500 FEET

- Greenhills Investment Corp
- Consuelo Perez
- Clifford E. Florence and James J. Mcquaid
- Jose and Estela Hernandez
- Art and Priscilla Rosen
- Robert V. De Leon
- Octavio and Rosa Vaca
- Carlos and Sylvia Rivas
- William and Gail Hutto
- Ernesto Puente
- Linda K. Frye
- Phyllis Etal Kinney
- Pat Courvoisler
- Donald and Pearl Frye
- Pedro C. Carrasco
- Victor and maria De La Paz Curiel
- Lawrence G. and Rosario R. Lopez
- Juan and Sonia Santiago
- Severo De Anda
- Alfonso and Maria Guerrero
- Juan and Sonia Santiago
- Plutarco and Enedina Garcia
- Herbert and Amelia D. et al Gonzalez
- Jong-Tsong and Zuei-Hwa Chen
- Fernando C. Racedo
- Eric Jung Chi and Linda Lin Min Lien
- David J. and Mary Littlefield
- Plutarco and Enedina Garcia
- Robert and Amelia Clarillos
- Felipe Salazar
- Kenneth A. Steele
- Ellis K.S. and Marina N.K. Wong
- David H. and Frances M. Hunden
- Reven m. and Susan J. Remo
- Vasquez Reginalda
- Jaime and Sally M. Pasillas
- Shiu-Kwan and San-Yee Choi
- Joel Et Al Villarreal
- Murphy J. Donatto
- Frances C. Lopez

- Espiridion F. and Fandila Uriarte
- Yeuk Sze Et Al Wong
- Vuan and maria Blanco
- Joel Et Al Villareal
- Phong Kiet Et Al Lam
- Albert R. and Patricia J. Alcaez
- Alice Carson
- Ramon R. and Joan Nunez
- Armando and maria Del Socorro Garcia
- Billy and Cecelia Palone
- William A. and Alice Arriola
- Hector R. Vizuette
- Arel Ruiz Bendimez
- Albert and Juliette Guay
- Louis H. Santillan
- Ronald G. Anita Deforest
- Jerry and Olivia Cuevas
- Hellen Hall
- Tanios and Joumana Abboud
- Carlos H. Mejia
- Robert and Cecilia Sandoval
- Richard M. Ramirez
- Philip M. and Loi D. Tchen
- Mary T. Havarro
- Edmond Et Al Jensen
- George O. and Mildred C. Denny
- Ramon and Mary Belis
- Dora V. Chacon
- Guillermo E. and Marta E. Alfato
- Mario and Maria Hernandez
- Carolina R. Gonzalez
- Nancy L. Ybarra
- Earl and Lynn S. Valdez
- Sy Van Do
- Tony Et Al Wong
- Lucila Lopez
- Robert B. Jr. and Ruth Geiger
- Dana C. Poulsen
- Ruben and Digna Meza
- Da Jie Lin
- Abelardo Meraz
- Anthony and Rose Mattazaro
- Al and Josephine Alvarado
- Stanley E. Newton
- Duc Minh and Thai Bui
- Le Roy J. Frye
- Linda K. Frye
- Jose Guzman
- Robert D. Honeycott

- Jose J. and Gloria Cobos
- Marisol Diaz
- Viola Baca
- Sulimen A. Sulimen
- Efrain and Candida R. martinez
- Jesus G. and Rosalia A. Venegas
- Arthur Brown
- Frederick C. and Toshi M. Tse
- Chih Wen Tsai
- Issac S. Gabriel
- Herman Rassp Anna Schwartz Trust
- An Xuan Nguyen
- Lillie M. Butler
- W. H. T. Loh
- James R. and Lillian Hosler
- Lovell C. Moore
- Robert M. Hubert
- Clifford Chen-Sen Fan
- Calvin E. and Yu Chai Chiang
- John F. Jr. Melena
- Thomas L. Butler
- Che Tun and Shiao Wen Chung
- Feng Jui and Shu Tzu Lin Kao Et Al
- Sang Duk and Won Nam Yoon
- David H. Hunden Jr.
- Cheng Fu and Meei Lang Chen
- Pearl R. Kempton
- Liow Shiow Lee
- Calvin E. and Yu Chai Chaing
- Ming Che and Lee Wu Yuan Pan
- Lee A Li and Ben Yuan Lin
- Shlema Moyse
- Jose F. and Rosario Duran
- Henry and Delores Salcido
- Jia-Yuen and Shang-Chen Shen Chen
- Delores A. and Henry Salcido
- Rubin and Lillian Barasch
- Salvatore J. Porcu
- Luis J. and Maria B. Pever
- Elsie Cambrone
- CC and L Inv
- Park Y. and Margaret m. Leo
- Glenn T. and Linda C. Shimizu
- Henry and Delores Salcido
- Luis J. and Maria B. Perez Et Al
- Thomas and Francoise E. Anderson
- Gerald and Marjory Chadburn
- John C. Holtz Et Al
- Gregory D. Williams

- Jia-Yuen and Shang-Chen Shen Chen
- Albert C.Y. and Mary Hsia
- Marcia L. Trammell
- Joseph W. and Florence L. Brown
- Arthur J. Gillin
- Mitch M. and Mae K. Ogino
- William C. W. and Rita L. Wu
- M. H. Yazdani
- 'Che Tun and Shiao Wen
- George W. Woerner Jr.
- Stephen Hok-Mun Szeto Et Al
- Randall K. Quan
- Chao-Sheng Chang Et Al
- Clifford Chen-Sen and J. Chu Fran
- Walter and Arshea Jayasinghe
- Joseph Ayala Leon
- Lawrence I. Temple
- Thomas Cheung
- Ernesto Puente
- Stanley N. Sakamoto
- Carlos and Takako Delgado
- Daniel and Angie Pineda
- Marco A. Robles
- Jose A. and Amada Rojas
- Xiang Jun. and Xiao Zhao Kong
- Candelario and Luz M. Ortega
- City of So. Pasadena
- William A. Hill
- William and Lorraine Ashe
- Roger Dobkowitz
- Dee Dodge III and Ann Petlin
- David and Shirley Weber
- Ruth B. Imhoff
- Talal M. Jamjoom
- William and Steven E. O'reilly
- Ruth B. Imhoff
- Walter S. Brannan
- Glen and Sierra C. Phillips
- Edward L. and Anna M. Urteaga
- South Pasadena Prime Homes
- Marvin and Consuelo Smith
- Paul C. Rodriguez
- David Clark
- Harold J. and Lela B. Bissner
- John S. Algeo III
- Tommy and Lautenschleger Jue
- Pearl and Lautenschleger Jue
- Takeshi and Haruko Takeichi
- Michael C. Sullivan

- Adele L. Giordano / Giordano Family Trust
- Oscar Muro
- Kermit R. Walker and Manuel R. Porras
- Kai and Fong Hwang
- A. Ronald Berryman
- Mery K. Noguchi
- Marlene F. Rafter
- Chin and Pi Lien Chang
- Robert m. Hite
- Nancy L. Ten
- Warren K. and Sharon L. Quan
- Edward L. and Valerie Gast
- Nancy S. Granger
- Meredith S. Howell
- Theodore W. and Faye Yee
- Shu Te Chen
- Matt E. and Susan J. Burlando
- Francis Galligan V. Co - Trust  
James Galligan Trust
- Herman and Jeanne Wong
- Charlie M. and Rosie B. Eskridge
- Yao Ying and Lai Kam Wong
- Hector S. and Zenaida L. Solero
- Edward M. Diaz and Dorores m. Carrey

PROPERTY OCCUPANTS WITHIN 500 FEET

- No response received and the occupants list notified for DEIR comments are in file with the City Planning Department.

LATE COMMENTS

1. Dana W. Woodbury, Director of Planning  
Rapid Transit District  
425 S. Main Street,  
Los Angeles, California 90013
2. Fred Worthley, Regional Manager, Region 5  
Department of Fish and Game  
330 Golden Shore, Suite 50  
Long Beach, California 90802
3. Elizabeth J. Harris  
L.A. Unified School District  
Facilities Planning and Real Estate Branch  
P.O. Box 2298, Room 101,  
Los Angeles, California 90051

DEPARTMENT OF FISH AND GAME  
330 Golden Shore, Suite 50  
Long Beach, California 90802  
(310) 590-5113



March 6, 1992

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CITY OF LOS ANGELES

MAR 12 1992

ENVIRONMENTAL  
UNIT

Mr. Simon Pastucha  
City of Los Angeles  
200 North Spring Street, Room 655  
Los Angeles, California 90012

Dear Mr. Pastucha:

Draft Environmental Impact Report for Pueblo Avenue  
Subdivision, Los Angeles County. - SCH 89062136

The California Environmental Quality Act and the California Endangered Species Act require the lead agency to appropriately condition the project and fully implement the statutory mitigation and monitoring requirements to offset adverse impacts to the following resources which may be impacted by this project.

1. Endangered or threatened species of plant and animals. If the project would result in take, on or off project site, of any State-listed species or habitat essential to its continued existence, the applicant must obtain authorization from the Department of Fish and Game (DFG) pursuant to Fish and Game Code Section 2081.
2. Wetlands. Compliance with the DFG's Wetland Policy requires that there should be no net loss of wetland acreage or wetland habitat values, either on or off project site, due to project development. A mitigation and monitoring plan subject to DFG approval should be required for loss of sensitive habitats, including, but not necessarily limited to, freshwater marsh, riparian woodland, oak woodland, and riparian scrub vegetation.
3. Watercourses. The DFG opposes the elimination of watercourses and/or their conversion into subsurface drains. All watercourses, whether intermittent or perennial must be retained and provided with setback buffers appropriate to preserve the riparian and aquatic habitat values. Earthen channels should be interconnected with adjacent large open space areas to increase their effectiveness as wildlife corridors in urban surroundings. The DFG has direct jurisdiction under Fish and Game Code sections 1601-03 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any river, stream, or lake. We recommend early consultation since modification of the proposed project may be required to avoid impacts to fish and wildlife resources.



Mr. Simon Pastucha  
March 6, 1992  
Page Two

Formal notification (with fee) under Fish and Game Code Section 1603 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a streambed alteration agreement is executed.

4. User Fee. The project sponsor is subject to the user fee provided by Fish and Game Code Section 711.4, and the fee is payable to the County Clerk at the time of or prior to filing the Notice of Determination by the lead agency. If a Negative Declaration is filed, the user fee is \$1,250. If an Environmental Impact Report is filed, the fee is \$850. It is our assessment that this project will result in cumulative loss of fish and wildlife resources and is not exempt from the user fee.

In conclusion, if your analysis reveals that the above-mentioned concerns have been fully addressed throughout your decision-making process, we would not object to the project approval. However, we request that you provide us a copy of the final environmental document immediately upon approval and prior to filing the Notice of Determination. If you have any questions, please contact Ms. Kim McKee at the above address or by telephone at (310) 590-5137.

Sincerely,



Fred Worthley  
Regional Manager  
Region 5

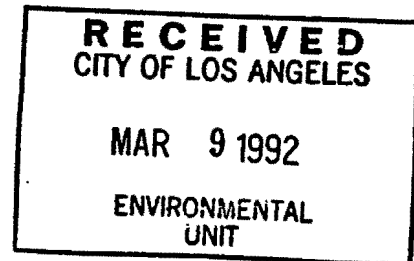
cc: Office of Planning and Research  
Environmental Services Division



Dana A. Woodbury  
Director of Planning

March 4, 1992

Mr. Simon Pastucha  
Project Coordinator  
Department of City Planning  
Room 655, City Hall  
200 North Spring Street  
Los Angeles, CA 90012



Dear Mr. Pastucha:

Re: EIR Case # 172-84-SUB --Pueblo Avenue Subdivision

The Southern California Rapid Transit District (SCRTD) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed Pueblo Avenue Subdivision and offers the following comments and concerns.

SCRTD subscribes to the idea of reducing public dependence on the personal automobile through land use planning, project design standards and traffic mitigation strategies which encourage the use of such transportation alternatives to the single-occupant automobile as transit, ridesharing, biking and walking. We also believe that the goal of traffic mitigation should be to achieve full mitigation, i.e. the project should not result in an increase in net vehicle trips.

The relatively low density in the area of the proposed development makes it very difficult to serve by alternative transportation modes. The project is in the general vicinity of locally dense developments, but overall density is low because of the hills. All of these developments are remote enough from shopping, jobs, etc., to eliminate walking access, and grades are too steep to be conducive to cycling. While there is a transit route (Line 256) within a half mile of the proposed development, the service is not frequent, nor is it likely to be with these densities. The steep grades, coupled with the long headways will probably inhibit any significant transit use. Thus, it appears that access to and from the proposed development will be highly dependent on the personal automobile, with potentially significant negative impacts on air quality, energy consumption and traffic congestion in the surrounding area.

Mr. Simon Pastucha  
March 4, 1992  
Page 2

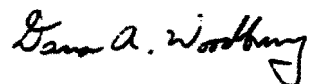
According to the "Holtzclaw relationship", an area that is half the density of another will tend to have 30 percent more vehicle miles traveled (VMT) per capita. This means that the people in this development will have about twice the VMT per capita as the Los Angeles average because of its very low density. Even if it were feasible to develop here at the average density of Los Angeles, the VMT per capita would not be less, because the mix of land uses normally associated with higher density would not exist. Therefore, to avoid the impact of the high level of VMT produced by the eventual occupants of this development, it would be much better to construct the same number of units as infill in another area that is already at a density that supports urban services.

Given the above-mentioned considerations and the high cost to the urban area (environmental costs external to the developer's accounts), as well as the developer's undoubtedly high costs of developing land which is inherently difficult to develop, SCRTD feels that the environmentally superior alternative to this project is the open space alternative discussed in Section VIII (C) (page 89) of the DEIR.

If the open space alternative is selected, consideration should be given to a condominium-like ownership arrangement in which the open space is owned and managed in common by people already living in the surrounding area. The advantages of this arrangement are that the values of their properties would increase, quite possibly by an amount equal to fair compensation for the current land owner, and the City would not have to become the owner of the open space.

We look forward to receiving the FEIR when it becomes available. If you need additional information, please contact Joel Woodhull, Planning Manager, at (213) 972-4850.

Sincerely,



Dana A. Woodbury

# Los Angeles Unified School District Facilities Planning & Real Estate Branch

**Office Address:**

1425 South San Pedro Street, Room 101  
Los Angeles, California 90015

**Mailing Address:**

P.O. Box 2298, Room 101  
Los Angeles, California 90051

**Telephone: (213) 742-7581****Fax: (213) 747-5443**

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MAR 20 1992

ENVIRONMENTAL  
UNIT

## FAX TRANSMITTAL FORM

TO: Sue Chang - Rm. 655 City Planning

ADDRESSEE'S FAX NUMBER: 237-6552

FROM: Elizabeth J. Harris

Number of pages sent (including this form): 2.

Description of document transmitted: Draft mitigation  
measure for Pueblo Ave. Project

Comments: Please review. I will call you  
after 2:00 P.M. to discuss it. Thanks.  
Elizabeth J. Harris

Ⓢ PLEASE ADVISE IMMEDIATELY IF YOU DO NOT RECEIVE ALL PAGES

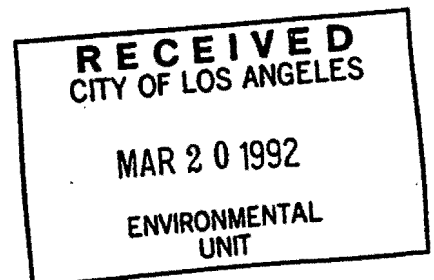
**DRAFT**

We ask that project impacts be mitigated by means of a tract map condition, as follows:

That the subdivider provide mitigation satisfactory to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. In no case shall this mitigation exceed the expected cost of an in-place portable classroom. (in 1992 dollars, the average in-place cost of a portable is \$104,000, but can be as high as \$245,000.)

The District's determination of mitigation will be made according to District guidelines and generation factors in use at the time of application for final tract map approval.

JG:pr





# **DRAFT ENVIRONMENTAL IMPACT REPORT**

**EIR NO. 172-84 SUB(REC)  
SCH NO. 89062136  
TENTATIVE TRACT NO. 35022**

## **PUEBLO AVENUE SUBDIVISION**

---

**Project:** A 24-lot, single-family subdivision on 11.56 net (15.70 gross) acre site located in the Northeast Los Angeles District, south of the southerly boundary line of the City of South Pasadena, between Pueblo Avenue to the west and Corona Drive to the east.

**City Actions Requested:** Approval of Tentative Tract No. 35022; the merger of the existing "paper" streets into the approved subdivision; and approval of a haul route.

**Applicant:** Greenhills Investment Corporation  
20279 Portside Drive  
Walnut, California 91789

**November 1991**

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\* Determined not significant by Initial Study

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

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

# SUMMARY SHEET

(Article IV — City CEQA Guidelines)

### POSSIBLE IMPACTS (Check where a Yes is appropriate)

A—Significant Adverse Impact; B—Mitigation Measures Available; C—Unavoidable Adverse Impact

	A	B	C
<b>1. EARTH</b>			
a. Change in topography or ground surface relief features? .....	X	X	
b. Increase in wind or water erosion? .....			
c. Unstable or hazardous geologic or soil conditions? .....			
<b>2. AIR</b>			
a. Increased mobile or stationary air emissions or air quality? .....			
b. Creation of objectionable odors? .....			
<b>3. WATER</b>			
a. Change in absorption rates, drainage patterns, or surface runoff? .....	X	X	
b. Alteration to direction of any water course? .....			
c. Reduction in amount of water available for public water supplies? .....			
d. Exposure to flood hazards? .....	X	X	
<b>4. PLANT LIFE</b>			
a. Reduction of the numbers of any unique or endangered species of plants? .....			
b. Reduction of existing mature trees? .....			
c. Change in diversity of species? .....			
<b>5. ANIMAL LIFE</b>			
a. Reduction of the numbers of any unique or endangered species of animals? .....			
b. Introduction or increase of any new animals? .....			
c. Impact on any existing animal habitat? .....			
<b>6. NOISE</b>			
a. Increase in existing noise levels? .....			
b. Exposure of people to noise levels? .....			
<b>7. LIGHT</b> Will proposal produce light or glare? .....			
<b>8. LAND USE</b> Alteration of the present or planned land use of the area? .....			
<b>9. NATURAL RESOURCES</b>			
a. Increase in consumption of any natural resource? .....			
b. Depletion of any non-renewable natural resource? .....			
<b>10. POPULATION</b> Any increase or alteration of the distribution, density or growth rate of the population? .....			
<b>11. HOUSING</b> Any increase in the demand for housing or reduction in existing housing? .....			
<b>12. TRANSPORTATION/CIRCULATION</b>			
a. Increase in traffic volume or change in circulation patterns? .....	X	X	
b. Increase in parking demand (not met by onsite parking provided by the project)? .....			
c. Increased hazards to vehicles, bicyclists or pedestrians? .....			
d. Impact on existing transportation systems? .....	X	X	
<b>13. PUBLIC SERVICES</b>			
a. Increase in demand for fire, police or other governmental services? .....	X	X	
b. Impact on school or recreational services? .....			
c. Increase in maintenance of public facilities including roads? .....			
<b>14. ENERGY</b>			
a. Use of additional amounts of fuel or energy? .....	X	X	
b. Increase in demand upon existing sources of energy or required development of new sources of energy? .....			
<b>15. UTILITIES</b>			
a. Demand on water, gas, power or communication systems? .....	X	X	
b. Impact on sewer or solid waste disposal? .....	X	X	
c. Impact on storm water drainage? .....	X	X	
<b>16. SAFETY</b>			
a. Creation of any health hazard? .....			
b. Potential risk of explosion or release of chemicals or radiation in event of accident? .....			
<b>17. AESTHETICS</b> Will this project result in a diminishment or obstruction of a publicly available scenic vista, or in the creation of an offensive site visible to the public? .....			
<b>18. CULTURAL RESOURCES</b> Will this project impact or alter any archaeological, paleontological or historical site, structure, or object? .....			
<b>19. OTHER</b>			

**I. SUMMARY**

**A. Summary of Proposed Actions**

The applicant seeks approval of a tentative tract. The project being evaluated includes the subdivision of the 15.70 gross acre (11.56 net acre) project site into 24 residential lots, as well as construction of roadways to serve the project area, extension of Pullman Street and possible construction of 24 single-family residences on the lots. All of the roadways will be constructed at one time. Construction of the single-family residences may be phased, depending on market conditions.

The applicant also seeks the elimination of the currently approved antiquated street system for this site through a merger of these existing "paper" streets with the subdivision being proposed. This resubdivision of the property is requested in order to provide for a street system which meets today's standards for adequate access, street widths and engineering design.

The approval of a haul route for 85,000 cubic yards of soil is also sought.

**B. Location**

The project site is on an irregularly shaped parcel. It is located in the Northeast Los Angeles Plan Area, south of the southerly boundary line of the City of South Pasadena between Pueblo Avenue to the west and Corona Drive to the east. There is approximately 337 feet of frontage on the northerly side of Pullman Street, with additional frontage on Pueblo Avenue, Ringgold Drive, Glidden Drive and Corona Drive. (See Figures 1, 2 and 3.)

All of the streets noted above are currently "paper" streets within and adjacent to the site boundaries. The parcel also fronts onto the end of Lathrop Street on its eastern border. This existing street, along with an extension of Pullman Street, will serve as the access points for the development.



**C. Background of Project**

This document discusses a revised project description for a 24-lot subdivision on approximately 15.7 gross acres. In 1984, the applicant originally sought approval from the Planning Department of TT35022 for 30 single-family lots on 18.67 gross acres.

The Environmental Review Committee (ERC) of the City of Los Angeles Planning Department considered the original development on May 16, 1984, and found that it might have a significant effect on the environment. The ERC required an Environmental Impact Report to address the following areas of potential impact:

- Major Land Forms (grading)
- Flood Hazard
- Right-of-Way and Access
- Fire Protection
- Cultural Resources (Archaeology)
- Energy Conservation.

The ERC required that an alternate grading plan be assessed for 30 or fewer single-family homes with a balanced cut and fill. (The proposed grading plan has been provided on Figure 4.) The ERC also required that the cumulative impact of the project, together with the vacant parcels surrounding the site, be assessed with relation to existing and proposed projects in the area. Since the time of the original application, a few new single-family homes have been constructed near the site. Several multi-family condominium buildings overlook the site from the west.

A second Initial Study was prepared for the revised project in June 1989. As a result, the ERC reconsidered the project, and recommended that the following additional impact areas be assessed:

- Service systems (sewers), and
- Water conservation.

Under the Zoning Consistency Program (AB 283) the zoning on the site was changed from R1 to RE20 in order to correspond to the Very Low Plan designation (see Figure 5). The project had to be redesigned to conform with the new zoning, thereby necessitating the reconsideration.

Although one of the three proposed corridors for the Long Beach Freeway (I-710) extension bisects the project site, the Meridian Street alternative route (which passes 0.8 miles east of the site) is favored by CalTrans. CalTrans has been authorized by the State Legislature to make a selection among the alternate routes for this extension. (See Figures 7 and 8.)

#### **D. Pre-circulation Issues**

During the initial pre-circulation period in 1984, responses were received indicating environmental concerns about the proposed 30 single-family homes. These letters are on file with the Department of City Planning, Environmental Review Section, Room 655, Los Angeles City Hall. Issues raised by public agencies included access, the alignment of the extension of Interstate Route 710 and the preservation of archaeological resources.

The project was reduced from a 30- to a 24-lot single-family subdivision, and therefore required another pre-circulation. During this pre-draft circulation period, four responses were received by the Planning Department. Additional issues raised focused on sewer capacities and water conservation measures.

#### **E. Areas of Controversy**

There are three proposed corridors for the extension of the Long Beach Freeway (I-710). (See Figures 8 and 9.) Construction of the I-710 Freeway extension along the Westerly corridor, which bisects the project area, would create an area of controversy by producing a significant land use incompatibility.

If the subdivision were constructed first, the State of California would later need to purchase land on which homes had just been built. The freeway would also cut through the center of the subdivision, creating major circulation problems and possibly requiring purchase of the remaining homes by the State. If the freeway were constructed first, the proposed project would be impossible to build and would need to be redesigned.

However, it should be emphasized that the California Transportation Commission has indicated a preference for the Meridian corridor alternative, which parallels Meridian Avenue approximately 0.8 miles east of the project site. It is not likely that the Westerly corridor will be selected, as it is not favored by the City of South Pasadena nor Caltrans.

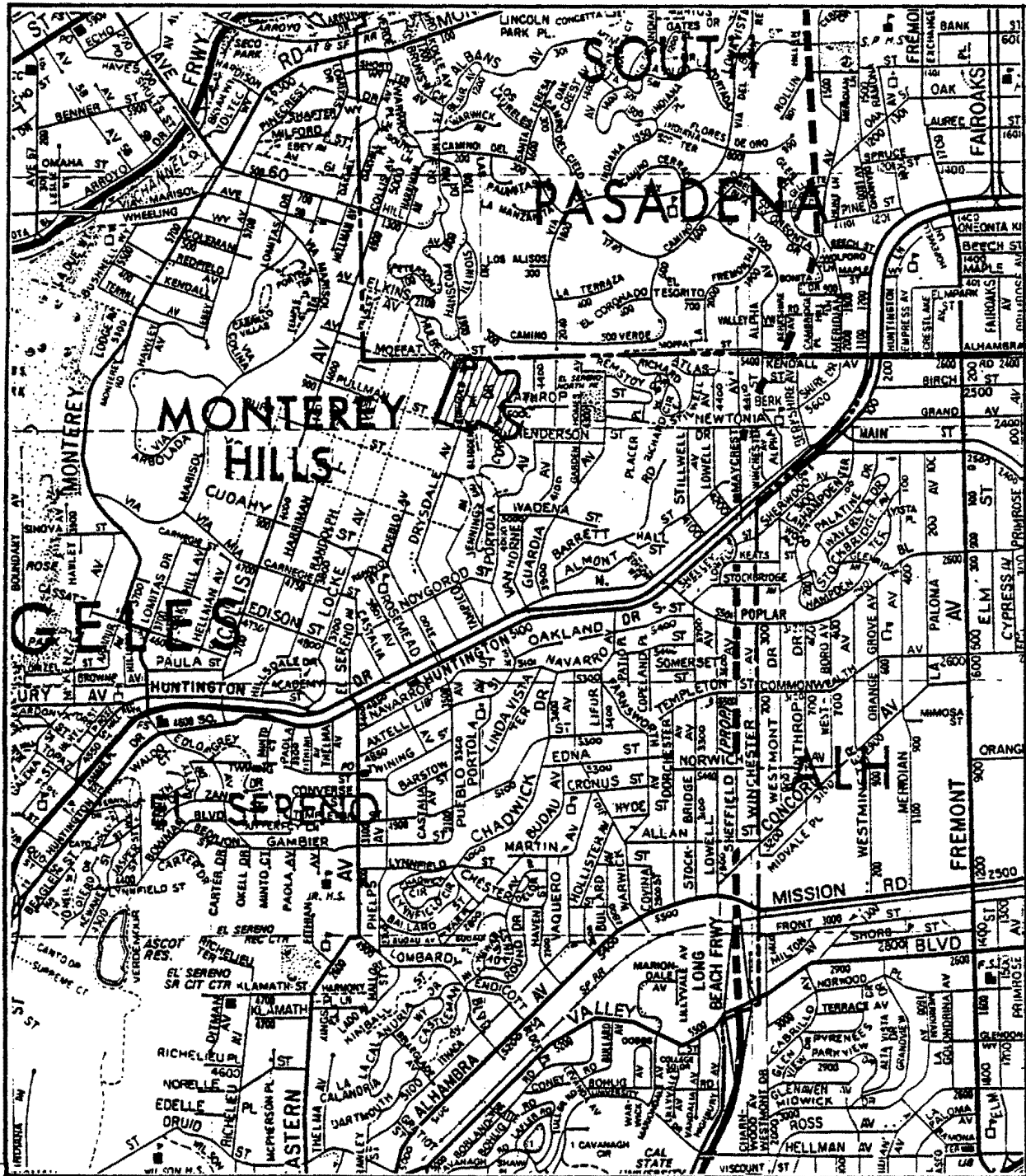
Two other areas of possible controversy associated with this project are soil instability and grading of the ridge. There is soil instability in one location on the site where fill was improperly placed prior to the current owner's purchase of the property. This pre-existing condition would be corrected during the grading process. As always, topsoils would need to be recompacted. Grading would also reduce the height of the ridge line approximately 15 feet.

**F. Identification of Alternatives**

Alternatives to this proposed project include no project, change in intensity of development, change in land use and construction of the project on an alternate site. These alternatives are discussed in greater detail in Section VII (Alternatives to the Proposed Action). According to CEQA, an environmentally superior alternative must be discussed if the no-project alternative is determined to be environmentally superior.

1. No Project - Under this alternative, the project site would remain vacant and all construction impacts would be avoided.
2. Change in Intensity of Development - An alternate grading plan providing 18 lots was considered as a reduced intensity alternative. This alternative would reduce anticipated grading from a net export of 85,000 cubic yards to a net export of 35,000 cubic yards.
3. Change in Land Use - Under this alternative, the subject property would be acquired for public use and allowed to remain substantially in its natural state as an open space/recreation area.
4. Alternate Site - Under this alternative, the proposed project would be relocated to an alternate location at 6200 Pinecrest Drive in Monterey Hills.

Figure 1  
REGIONAL MAP



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA

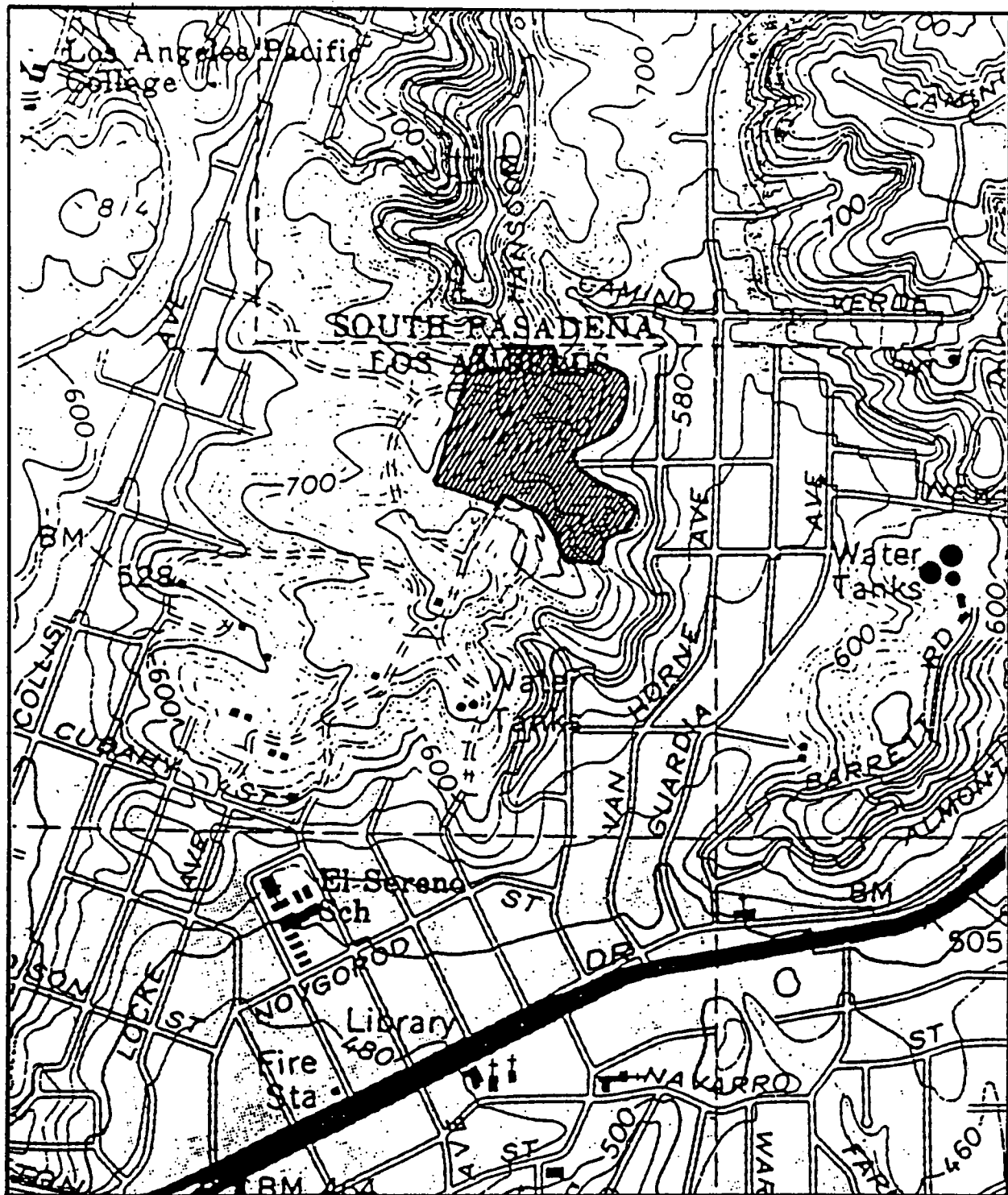


0 1/4 1/2 3/4 1 MILE



PROJECT SITE

Figure 2  
VICINITY MAP



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



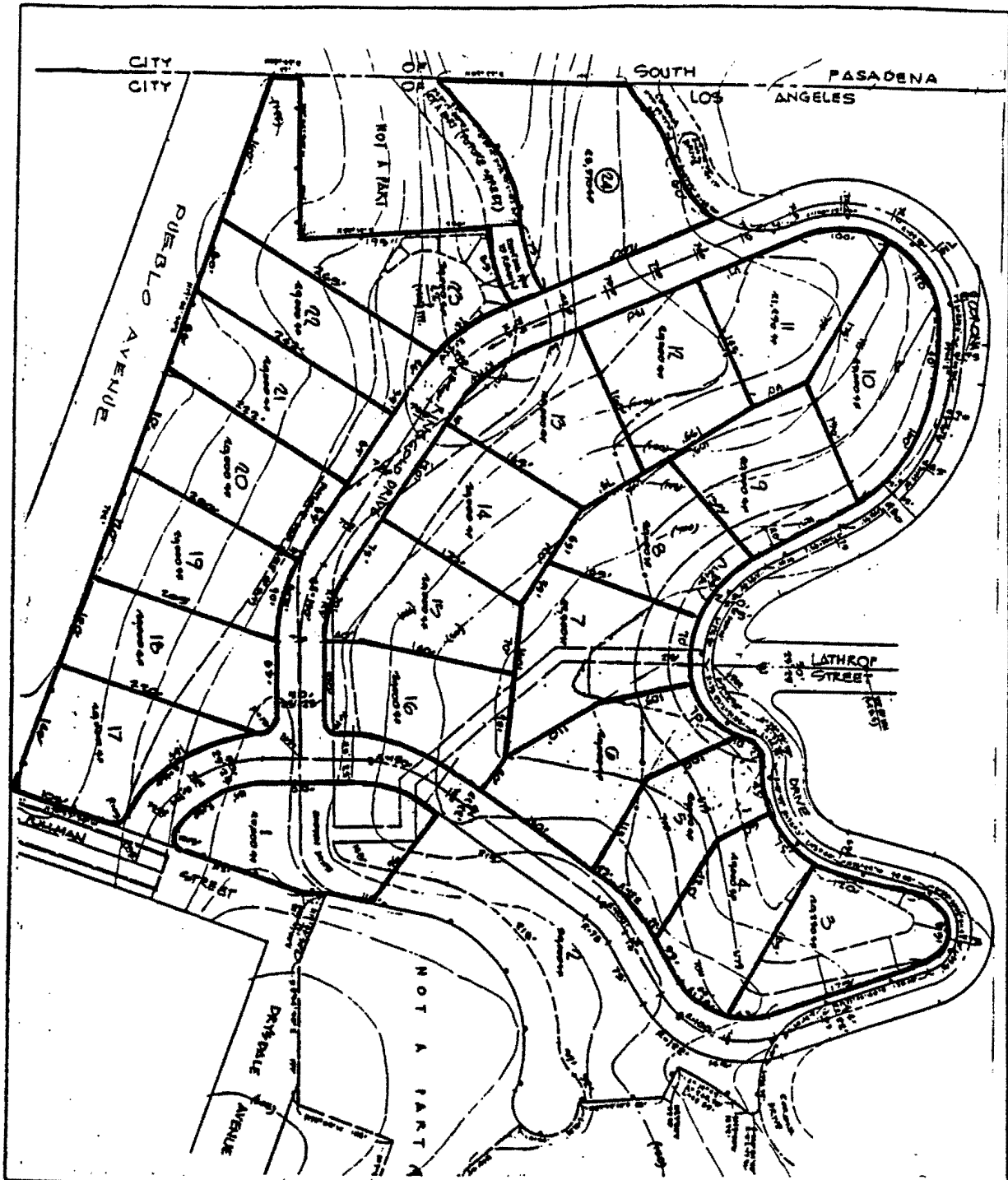
0 1,000 2,000 FEET



PROJECT SITE

Figure 3

SITE PLAN



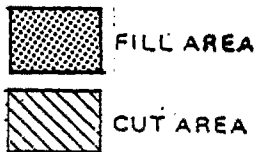
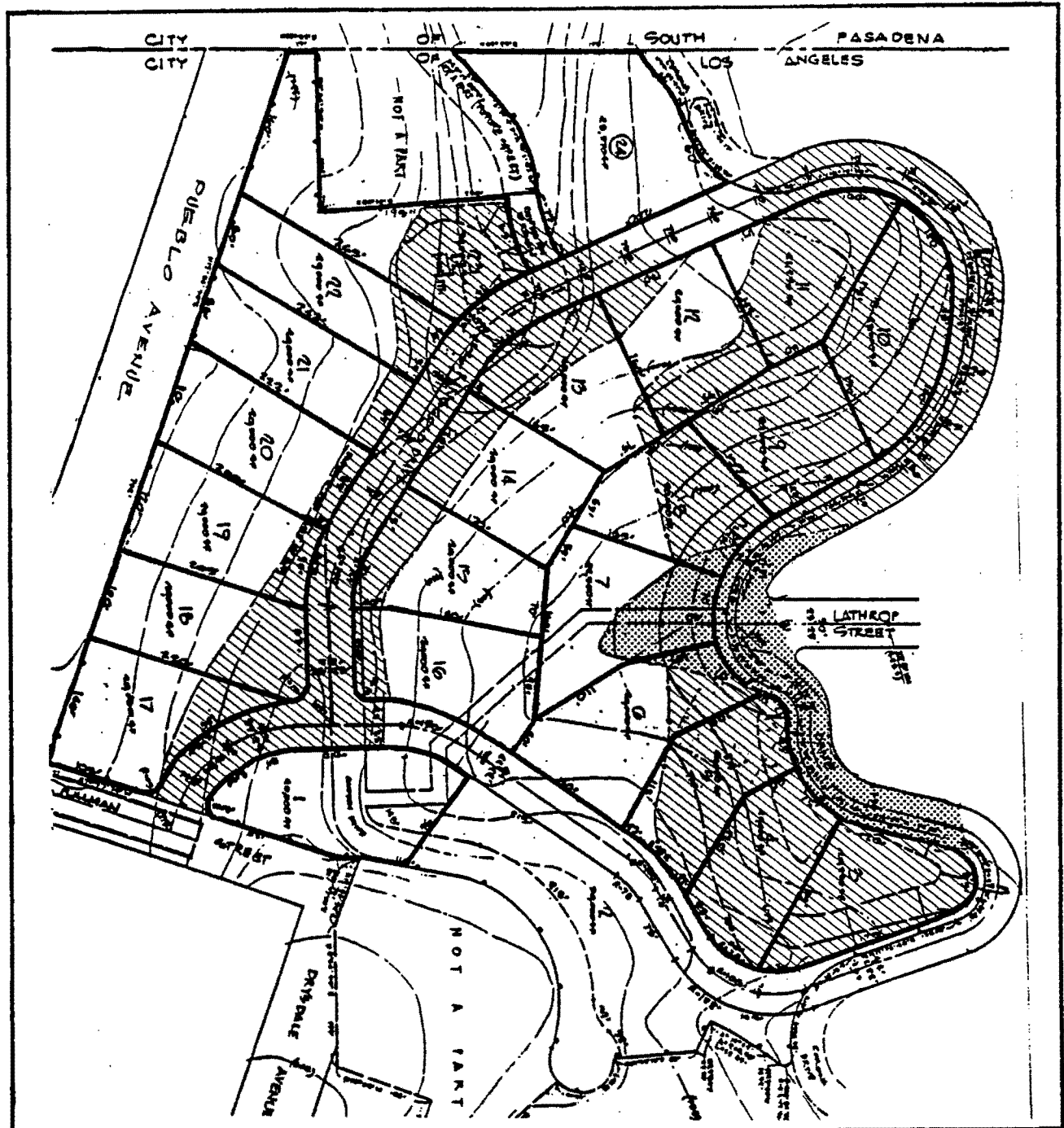
Note: No mature trees are being removed, relocated or preserved.

PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 125 250 375 500 600 FEET

Figure 4  
PRELIMINARY GRADING PLAN



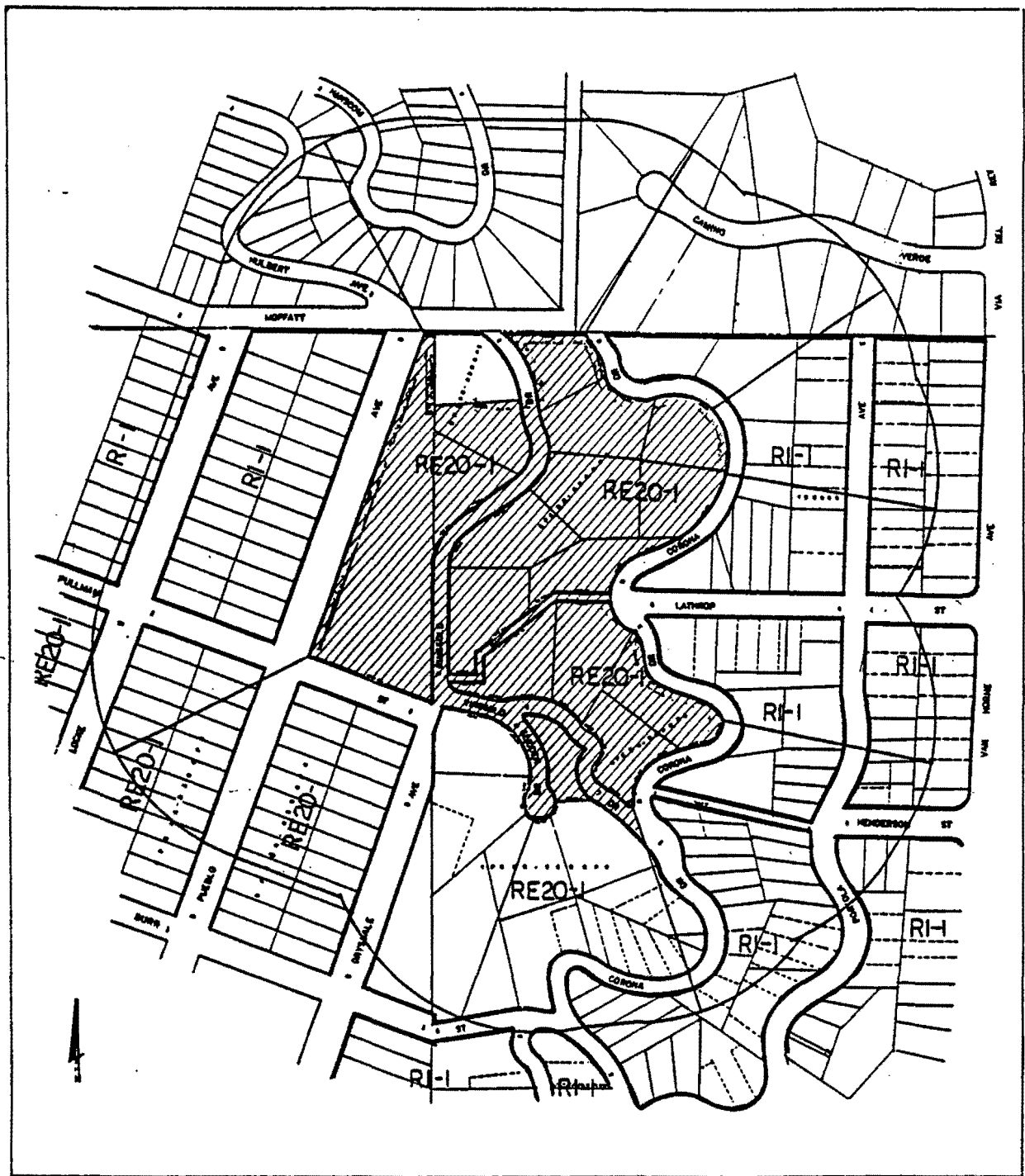
NET EXPORT OF FILL = 85,000 CUBIC YARDS (APPROX)  
MAXIMUM DEPTH OF CUT = APPROX 15 FEET, LOT 23  
MAXIMUM DEPTH OF FILL = APPROX 25 FEET, LOT 7


PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 125 250 375 500 FEET

Figure 5  
RADIUS Map



 PROJECT SITE

PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 125 250 375 500 FEET



# SUMMARY CHART

## Earth Grading

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
<p>The project will result in extensive grading for preparation of building sites. Ridgeline will be lowered and approximately 85,000 cubic yards of earth will be exported from site.</p> <p>Aesthetic impact of hillside grading and reduction of ridge line.</p> <p>Landform alteration will also occur in conjunction with other related projects.</p>	<p>All grading shall be performed under supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code and the recommendations of the City Engineer and the Superintendent of Building;</p> <p>Implementation of the recommendations of geotechnical reports prepared specifically for the proposed project shall be adopted, including slope stability, excavation, shoring and foundation design and any necessary subdrain systems;</p> <p>The geologist and soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading;</p> <p>All recommendations of the Geological and Soils Engineering Report prepared by Triad Foundation Engineering which are in addition to, or more restrictive than, Department requirements shall be incorporated into the plans;</p>	<p>There will be an unmitigated alteration of the ridge lines on the property.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>1. Grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p>

Mitigation Measures (cont.)

Satisfactory arrangements shall be made with the Department of Building and Safety with respect to grading in conformance with the Grading Ordinance of the Los Angeles Building Code prior to recordation of the final map;

Ground wetting using only reclaimed water shall be done during grading and before landscaping for dust control and soil compaction;

Both the geologist and the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill. Both consultants shall include in their final reports a certification of the adequacy of the foundation material to support the fill without undue settlement and/or consolidation;

Prior to the placing of compacted fill, a representative of the consulting Soils Engineer shall inspect and approve the bottom excavations. He/she shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the City Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be filed with the Department upon completion of the work. A report shall be submitted to the Department upon completion of the compaction;

Mitigation Measures (cont.)

All man-made fill shall be compacted to a minimum of 90 percent relative compaction as required by Code Section 91.7006(d);

All residences shall be supported on footings founded entirely within either bedrock, compacted fill or alluvium;

Bench drains shall be designed so as to minimize their visual impact. This shall include soil-colored concrete, landscaping or curvilinear construction if necessary to conform with surrounding graded surfaces;

Retaining walls shall be constructed with materials which are architecturally attractive and/or permit the planting of vegetation to reduce their visual impact;

All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties recommended by a landscape architect. Suitable arrangements shall be made with the Department of Building and Safety with respect to continued maintenance of the recommended plant varieties until they are established as an effective ground cover;

Slope planting shall generally consist of low ground cover to impede water flow on the surface. To provide greater slope protection against scour and erosion, the slope shall be covered with a jute mat or other suitable material to provide protection while the ground cover is being established;

Mitigation Measures (cont.)

An approved haul route for the export of earth material shall be used;

Contour grading techniques shall be used to reduce visual impact;

Contour landscaping techniques shall be used to restore ridge lines.

# SUMMARY CHART

## Geologic Hazards and Seismicity

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<ol style="list-style-type: none"> <li>1. Monitoring Phase</li> <li>2. Enforcement Agency</li> <li>3. <u>Monitoring Agency</u></li> </ol>
<p>Geologic studies indicate no movement of any fault or fold for at least 11,000 to 15,000 years.</p> <p>These stable geologic conditions will not impact the project.</p> <p>Residents of project will be subject to ground shaking during seismic events.</p>	<p>See previous grading recommendations;</p> <p>Residential structures shall be designed to meet minimum seismic safety standards as set forth in the City of Los Angeles Building Code, subject to determination and approval of the Department of Building and Safety and other responsible agencies;</p> <p>Project development shall be in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and seismic safety requirements of the Department of Building and Safety;</p> <p>Slopes and/or structures shall be designed in accordance with seismic safety standards. Project cut and fill slopes shall be engineered for seismic stability, and structures shall be set back from steeper natural slopes.</p>	<p>Residents will not be subject to danger as a result of their proximity to these faults and due to ground shaking during seismic events.</p>	<p>Project Applicant/ Developer</p>	<ol style="list-style-type: none"> <li>1. Pre-construction</li> <li>2. Department of Building &amp; Safety, Los Angeles</li> <li>3. Department of Building &amp; Safety, Los Angeles</li> </ol> <ol style="list-style-type: none"> <li>1. Project construction</li> <li>2. Department of Building &amp; Safety, Los Angeles</li> <li>3. Department of Building &amp; Safety, Los Angeles</li> </ol>

# SUMMARY CHART

## Water--Surface Water Runoff and Hydrology

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in coverage of six of the 15.70 acres (38%) of the project area with impervious surfaces. This increased coverage will increase the amount and speed of runoff during storms into the local storm drain system.	<p>The project site shall be developed in accordance with requirements of the City of Los Angeles' Flood Hazard Management Specific Plan (Ordinance No. 154,405). This Plan requires that the project be designed in such a manner as to prevent flood-related damage to the project and to existing downstream development both during and after construction;</p> <p>Permanent drainage facilities, as recommended by the project's geotechnical consultants, shall be constructed to control surface runoff and potential mudflows to the satisfaction of the City Engineer and the Superintendent of Building;</p> <p>Curbs and gutters shall be provided on all streets within the project area;</p> <p>All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device;</p>	Drainage patterns will be altered.	Project Applicant/ Developer	<p>1. Pre-grading</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering</p> <p>Advisory Agency: Department of City Planning.</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works, Bureau of Engineering</p>

### Mitigation Measures (cont.)

Slopes shall be planted and a suitable watering system (in conformance with the Grading Code) installed upon completion of grading per the requirements of the Department of Building and Safety and the City Engineer;

Grading of streets being dedicated shall be required, subject to the approval of the City Engineer, Department of Building and Safety and other responsible agencies;

Subject to the recommendations and approval of the City Engineer, paved drainage terraces shall be provided along terraces, at the top of cuts and behind retaining walls;

Subdrains shall be installed in all natural drainage courses within which compacted fill is to be placed;

Two on-site debris basins shall be provided by the developers as required by the Bureau of Engineering;

Energy dissipators shall be installed at any outlet structure where the velocity is considered erosive;

The applicant shall reduce the amount of runoff from the site, including the use of permeable paving materials (which permit water penetration to a soil depth of 18 inches or more or provides a coefficient of runoff, as determined by the Rational Method, of 0.6 or less) and pervious concrete for pathways and other similar surfaces;

1. Monitoring Phase
2. Enforcement Agency
3. Monitoring Agency

1. Grading

2. Department of  
Building & Safety,  
Los Angeles

Department of  
Public Works,  
Bureau of  
Engineering.

3. Department of  
Building & Safety,  
Los Angeles

Department of  
Public Works,  
Bureau of  
Engineering

Mitigation Measures (cont.)

All applicable portions of the City's Landform Grading Manual shall be complied with;

Roof runoff shall be collected in a rain gutter and downspout system and directed to approved areas via non-erodible conductors;

Adjustments to these improvements may be necessary and shall be allowed, if deemed necessary by the City Engineer;

Also see measures listed under Grading.

1. Monitoring Phase
2. Enforcement Agency
3. Monitoring Agency

1. Construction

2. Department of  
Building & Safety,  
Los Angeles

Department of  
Public Works,  
Bureau of  
Engineering.

3. Department of  
Building & Safety,  
Los Angeles

Department of  
Public Works,  
Bureau of  
Engineering



# SUMMARY CHART

## Water--Flood Hazard

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in coverage of six of the 15.70 acres (38%) of the project area with impervious surfaces. This increased coverage will increase the amount and speed of runoff during storms into the local storm drain system.	See measures listed in the Surface Water Runoff/Hydrology and Grading sections.	Drainage patterns will be altered.	Project Applicant/ Developer	See monitoring program under Surface Water Runoff/Hydrology

# SUMMARY CHART

## Right-of-Way and Access

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
Completion of this project would increase traffic on neighborhood streets.	All street alignments and grades shall be approved by the Department of Building and Safety and the Department of Public Works of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer;	Completion of this project and related projects would increase traffic on neighborhood streets.	Project Applicant/ Developer	1. Pre-construction, Construction and Post-occupancy
Street construction in a hillside area would result in a rearranged topography and might contribute to the instability of surface soil.	Dedication and improvement of Ringgold Drive and Corona Drive to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right-of-way). Unused existing right-of-way within the site boundary shall be vacated;			2. Department of Building & Safety, Los Angeles
	Pullman Street shall be improved for two lanes of traffic between the proposed subdivision and Harriman Avenue to provide the main access to the site. Lathrop Street shall provide a secondary means of access.			Department of Public Works, Bureau of Engineering
				Advisory Agency: Department of City Planning.
				3. Department of Building & Safety, Los Angeles
				Department of Public Works, Bureau of Engineering.

# SUMMARY CHART

## Transportation and Circulation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
Completion of this project would increase traffic on neighborhood streets.	See measures listed under Right-of-Way and Access.	Completion of this project and related projects would increase traffic on neighborhood streets.	Project Applicant/ Developer	1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency
The Westerly corridor of the Long Beach (710) Freeway would traverse the project site. Impacts could not be mitigated without prohibiting the construction of the proposed project. If another corridor were selected for the freeway, impacts would be limited to a small increase in background noise.	Project traffic generation is nominal. No mitigation measures are necessary to reduce traffic volumes.	Impacts of the Route 710 extension on the Westerly corridor would be totally unmitigated. If another corridor is chosen, there would be no unmitigated adverse impacts.		1. Pre-construction, Construction  2. Department of Public Works and City Engineer, Los Angeles  Department of Transportation, State of California
	If the Westerly corridor of the Long Beach Freeway were selected, the project could not be built as proposed. If any of the other alternative corridors were selected, double-paned glass would be installed to minimize the impact of the small increase in background noise levels.			3. Department of Public Works and City Engineer, Los Angeles  Department of Transportation, State of California

# SUMMARY CHART

## Public Services--Fire Protection

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in an increase in demand for fire protection services.	<p>Prior to any construction, plot plans and drawings shall be submitted for Fire Department approvals;</p> <p>The project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles;</p> <p>Access for fire apparatus and fire personnel to all structures shall be required;</p> <p>Fire lanes, where required, and dead-ending streets shall terminate in a cul-de-sac or other approved turning area. If dead-ending streets or fire lanes will be greater than 700 feet in length, secondary access shall be provided;</p> <p>The project shall conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549;</p>	<p>Implementation of the recommended mitigation measures would reduce impacts to fire protection services and the fire hazard to which future residents would be exposed to acceptable levels.</p> <p>The project would, however, still result in increased demand for fire protection services.</p>	<p>Project Applicant/ Developer</p>	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works,</p> <p>Fire Department,</p> <p>Advisory Agency: Department of City Planning.</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Department of Public Works,</p> <p>Fire Department.</p>

Mitigation Measures (cont.)

Where access requires accomodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space shall be maintained beyond the outside radius to a vertical point 13 feet and 6 inches above the paved surface of the roadway;

Residences shall be placed no further than 150 feet from fire-access roadways;

Irrigated and managed greenbelts around the perimeter of all structures shall be considered as a buffer between the bush and the proposed project. The buffer shall be irrigated by a drip irrigation system, and all new landscaping shall use only fire-resistant plants and materials;

The brush in the area adjacent to the proposed development for a distance of 150 feet shall be cleared or thinned periodically under the supervision of the Los Angeles Fire Department in order to reduce the risk of brush fires spreading to the homes;

There shall be at least two means of ingress and egress to the project site that will accomodate major fire apparatus and permit major evacuation during emergency situations;

All necessary public and/or private fire hydrants shall be provided to the satisfaction of the Fire Department;

Mitigation Measures (cont.)

Private and/or public roadways constructed as a part of the proposed project shall not exceed a 15 percent grade;

The following additional measures shall also be included for dwellings constructed on the project site: boxed-in eaves, double-strength or wired glass, and non-combustible roofs and exterior finishes.

# SUMMARY CHART

## Public Services--Police Protection

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project will result in an increase in demand for police protection services.	<p>The following security measures shall be constructed in all residences:</p> <ul style="list-style-type: none"> <li>- A tamper-resistant burglar alarm system;</li> <li>- Visible and well-illuminated main entry doors;</li> <li>- Solid-core main entry doors containing "peep-viewer" and dead-bolt locks. No glass shall be located within 40 inches of any door.</li> <li>- Sliding glass doors shall have a secondary locking system.</li> </ul>	<p>Implementation of the recommended mitigation measures would reduce impacts on police protection services to acceptable levels.</p> <p>However, it would still result in a net increased need for police services.</p>	<p>Project Applicant/ Developer</p>	<p>1. Construction</p> <p>2. Department of Building &amp; Safety, Los Angeles</p> <p>Police Department, Los Angeles</p> <p>3. Department of Building &amp; Safety, Los Angeles</p> <p>Police Department, Los Angeles</p>

# SUMMARY CHART

## Energy Conservation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
Projected annual energy consumption by the project includes 259,000 kwh of electricity and 2,592,000 cubic feet of natural gas. Project construction would consume 80,990 gallons of gasoline and/or diesel fuel.	<p>The Los Angeles Department of Water and Power and the Southern California Gas Company shall be consulted to determine feasible energy conservation measures that could be incorporated into the design of the proposed project.</p> <p>All the energy conservation standards of Title 24, established by the California Energy Commission, shall be complied with. These standards relate to insulation requirements, use of caulking, double-glazed windows and weather stripping. Title 24 requires certain levels of energy conservation performance achieved at a minimum through certain prescriptive and/or performance measures. These measures shall include, but are not limited to, thermal insulation that meets or exceeds standards established by the State of California and Department of Building and Safety, and tinted or solar reflective glass.</p> <p>The developer shall also:</p> <ul style="list-style-type: none"> <li>- Use flourescent lighting where appropriate;</li> <li>- Use natural gas for heating and</li> </ul>	Mitigation measures would reduce project impacts associated with the depletion of non-renewable resources, but the construction of the project would still result in increased consumption of non-renewable resources.	Project Applicant/ Developer	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>Southern California Gas Company</p> <p>3. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>Southern California Gas Company</p>



Mitigation Measures (cont.)

- Use solar energy to assist in hot water heating;
- Install attic fans or other devices to reduce attic temperatures;
- Install thermal insulation in walls and ceilings which meets or exceeds State and City standards;
- Use tinted or solar glass on appropriate exposures;
- Use double-paned glass on all windows;
- Plant deciduous trees to permit sunlight in the winter and provide shade in the summer;
- Insulate hot water pipes and ducts;
- Orient buildings so that window walls are not south facing.

# SUMMARY CHART

## Water Conservation

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
The project is estimated to consume 8,640 gallons of water per day.	<p>The applicant shall incorporate water-saving designs and techniques into the design of the proposed project as required by City of Los Angeles Ordinance No. 163,532. Water conservation measures described in the Ordinance include, but are not limited to, the installation of low-flow shower heads and toilet tank conservation devices.</p> <p>The applicant shall also comply with the City of Los Angeles xeriscape ordinance to further reduce water consumption, as well as the Sewer Allocation Ordinance (No. 165,615).</p>	Mitigation measures would reduce project impacts to an insignificant level, but would still result in increased water usage in the area.	Project Applicant/ Developer	<p>1. Pre-construction, Construction and Post-occupancy</p> <p>2. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p> <p>3. Department of Water &amp; Power, City of Los Angeles</p> <p>Department of Building &amp; Safety, Los Angeles</p>

# SUMMARY CHART

## Sanitary Sewers

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<ol style="list-style-type: none"> <li>1. Monitoring Phase</li> <li>2. Enforcement Agency</li> <li>3. Monitoring Agency</li> </ol>
The project is estimated to generate 7,920 gallons of sewage per day.	<p>The applicant shall comply with the provisions of Ordinance No. 166,060 regarding sewer capacity allotment in the City of Los Angeles.</p> <p>The applicant shall incorporate water conservation measures required by City of Los Angeles Ordinance No. 163,532 into the proposed project.</p>	Mitigation measures would partially mitigate impacts on the City's sewer capacity.	Project Applicant/ Developer	<ol style="list-style-type: none"> <li>1. Pre-construction, Construction and Post-occupancy</li> <li>2. Department of Public Works, Los Angeles  Department of Building &amp; Safety, Los Angeles</li> <li>3. Department of Public Works, Los Angeles  Department of Building &amp; Safety, Los Angeles</li> </ol>

# SUMMARY CHART

## Cultural Resources--Archeological

<u>Adverse Impacts</u>	<u>Mitigation Measures</u>	<u>Net Unmitigated Adverse Impacts</u>	<u>Responsible Implementation Agency</u>	<u>1. Monitoring Phase 2. Enforcement Agency 3. Monitoring Agency</u>
Because the project site has been surveyed for archaeological sites, the potential that grading will unearth items of archaeological significance is small.	<p>If evidence of archaeological resources is encountered during project grading, all earth moving activities in the vicinity of such finds should cease, the City shall be notified and a qualified archaeologist should be consulted to assess the significance of the the finds and to recommend appropriate mitigation measures.</p> <p>A Native American observer shall be present during the grading phase of the project. According to the Public Resources Code (Section 5097.94(k)), the Native American Heritage Commission has the responsibility to protect cemetery and other burial sites. The Commission shall expedite the preservation and protection of any remains.</p>	Reduced to an insignificant level.	Project Applicant/ Developer	<p>1. Pre-construction</p> <p>2. Institute of Archaeology, University of California, Los Angeles</p> <p>3. Institute of Archaeology, University of California, Los Angeles</p>

## **II. PROJECT DESCRIPTION**

### **A. Statement of Objectives**

The applicant seeks approval of a tentative tract for the subdivision of the 15.7 gross acre project site for a 24-lot single-family residential development. The Project also includes the construction of roadways to serve the project area and the extension of Pullman Street. The site is zoned RE20 and has a Community Plan designation of Very Low Density Residential. (See Figure 5.)

The applicant also seeks the elimination of the currently approved antiquated street system for this site through a merger of these existing "paper" streets with the subdivision being proposed. This resubdivision of the property is requested in order to provide for a street system which meets today's standards for adequate access, street widths and engineering design.

### **B. Location and Boundaries**

The project site is on an irregularly shaped parcel. It is located in the Northeast Los Angeles Plan Area, south of the southerly boundary line of the City of South Pasadena between Pueblo Avenue to the west and Corona Drive to the east. There is approximately 337 feet of frontage on the northerly side of Pullman Street, with additional frontage on Pueblo Avenue, Ringgold Drive, Glidden Drive and Corona Drive. (See Figures 1, 2 and 3.)

All of the streets noted above are currently "paper" streets within and adjacent to the site boundaries. The parcel also fronts onto the end of Lathrop Street on its eastern border. This existing street, along with an extension of Pullman Street, will serve as the access points for the development.

### **C. Project Characteristics**

The 15.70 gross acre project area will be subdivided into 24 single-family lots. The site plan shown in Figure 3 shows the location of the proposed lots in the project area. At an estimated 2.5 persons per unit, the proposed project is expected to bring approximately 60 residents to the project site.

The project site is located on a vacant hillside. It has been used as an off-road vehicle recreational area, although legal permission has never been granted by the owners for this purpose. The site is part of a larger (110-acre) undeveloped site adjacent to a residential area of single- and multi-family homes. No through streets enter the site from the City of South Pasadena to the north. With the exception of Lathrop Street, all other streets adjacent to the site are "paper" streets.

Proposed streets are also shown on the site plan. Eighty percent of the area will be landscaped. Another 10 percent will be for roadways and only 10 percent will be built upon. No recreational facilities will be provided. On-site sewers will be constructed to connect with the existing sewer under Lathrop Street.

The project site is characterized by steep topography and is subject to all applicable hillside ordinances. The preliminary grading plan for the project is shown in Figure 4. Cut and fill areas are indicated on the map. The project will result in the export of approximately 85,000 cubic yards of soil.

### **III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING**

#### **A. Overview of Environmental Setting**

The project site is located in a currently vacant hillside area, approximately one-half mile north of Huntington Drive (a major east-west thoroughfare), and approximately one mile east of Monterey Road (a major north-south thoroughfare). The City of South Pasadena borders the project area to the north.

Major freeways surrounding the project site are the Pasadena Freeway (Interstate 110) to the north and west, the Golden State Freeway (Interstate 5) to the southwest, and the San Bernardino Freeway (Interstate 10) to the south.

Major public facilities near the project area include California State University at Los Angeles and the Los Angeles/USC County Medical Center, both of which lie south of the project area.

Surrounding land use is predominantly residential, including single- and multi-family residences. There are also vacant parcels, particularly to the west of the site. A radius map showing land use and zoning on the project site and all properties within 500 feet of the boundaries of the total project is shown in Figure 5.

The entire project site is designated Very Low Density Housing on the Northeast Los Angeles District Plan. Corresponding zones for Very Low Density Housing include RE20, RA, RE15 and RE11. The zoning of RE20 is consistent with the Northeast Los Angeles District Plan designation. Allowable densities under this designation are from 1 to 3 dwelling units per gross acre. The project proposes 24 units on the 15.7 gross net acre site, or a density of only 1.5 units per gross acre.

#### **B. Related Projects**

Following is a list of related projects and their status as of March 15, 1991. These projects are on record with the City of Los Angeles Departments of City Planning, Transportation, and Building and Safety. The locations of these related projects are shown in Figure 6.

*General Description of Environmental Setting*

The environmental documentation for these City of Los Angeles projects is available for review by the public at the City Planning Department Environmental Review Section, Room 655 City Hall, 200 N. Spring Street. The council districts shown are those in existence in January 1991.

1. Case No. 89-341-DB

Located at 4968 Figueroa Street in the Northeast Plan Area, Council District 1.

A density bonus was granted to allow the construction of two apartment buildings, consisting of a 54-unit building and a 42-unit building on 1.32 net acres. Parcel zoned R4-1. Twenty-four units are reserved for persons of low to moderate income.

Construction Status: Not yet begun.

2. Case No. 89-1192-PM

Located at 6420 Monterey Road east of Lomitas Drive in the Northeast Plan Area, Council District 14.

Preliminary Parcel Map No. 6544 was approved for three single-family residences on 0.47 net acres. The area is zoned R1-1 and R4-1.

Construction Status: Not yet begun.

3. Case No. 90-0442-SUB

Located at 4100-4102 Abner Street in the Northeast Plan Area, Council District 14.

Tentative Tract Map. No. 49389 was approved to allow the construction of a 9-unit condominium project on 0.39 net acres. The area is zoned R3-1.

Construction Status: Completed.



*General Description of Environmental Setting*

4. Case No. 90-0313-CUZ (DB)

Located at 3707-3711 Baldwin Street east of Lincoln Avenue in the Northeast Plan Area, Council District 14.

A conditional use and density bonus was approved to allow the construction of a 111-unit apartment building on 4.94 net acres. Parcel is zoned R3-1 and designated Medium Density Residential.

Construction Status: Not yet begun.

Figure 6  
RELATED PROJECTS



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 5000'



PROJECT SITE



RELATED PROJECT

#### **IV. ENVIRONMENTAL IMPACT ANALYSIS**

##### **A. Earth**

##### **1. Grading**

###### **Environmental Setting**

The site is situated along the top of a north-south trending ridge. Two moderately broad east trending ridges extend from the central ridge. Natural slopes on the flanks of these ridges range from 1½:1 to 3:1 (horizontal to vertical). The site ranges in elevation from approximately 650 feet at the end of Lathrop Street to approximately 840 feet near the southern end of the site.

The site straddles a small local ridge line and does not include any canyons. Earth materials consist of two bedrock formations, colluvium, alluvium, top soils and artificial fill soils.

A soils and geological investigation was performed by Triad Foundation Engineering, Inc. (See Appendix B.) This report found that the topsoils "are considered to be compressible under increased loads and are unsuitable for structural support in their natural condition." The report further found that, in one small portion of the site which had been previously filled, "contact between the hill and the alluvial soils appears to be sloping, indicating that proper grading techniques were not used when the fill was placed." The soils report recommends that this fill area be removed and the underlying soils recontoured to properly support the proposed subdivision.

The soils and geology report indicated that two major faults cross the subject site, as well as several other smaller faults. All of these faults are inactive. The project area is not located in a seismic special study zone as identified by the California Division of Mines and Geology, and is therefore not expected to be subject to surface rupture on any known fault.

The report also concluded that no landslides or adverse geologic conditions were encountered at the test pits that would prohibit development or require correctional grading, with the exception of the above mentioned improperly filled area.

**Environmental Impact**

The project would result in the grading of approximately 11.56 net acres (85 percent) of the site for preparation of building sites with cuts and fills on the order of 15 feet in depth. Significant soil movement is anticipated--approximately 100,000 cubic yards would be moved with approximately 85,000 cubic yards of dirt exported and 15,000 cubic yards remaining on site as fill. There are no trees currently on the site and, as a result, none would need to be removed. It cannot be determined at this time to where and by what route the exported material would be transported. It is estimated, however, in the Energy Conservation section of this report that there will be a total of 5,670 trips required to haul the exported dirt at 15 cubic yards per trip.

The preliminary grading plan for the project site is shown in Figure 4. After grading, the site would retain essentially the same basic form. Grading would provide roads and building sites. In order to reduce grading and emphasize an architectural solution in hillside development, building pads would not be provided. The center of the ridge line on the site would be lowered approximately 15 feet. Maximum fill depth would be approximately 25 feet.

There would be two retaining walls placed on the property. The first would be surrounding the southeast corner of Lathrop Street and Corona Drive. This wall would have a length of 100 feet and a maximum height of 5 feet at the intersection of these two streets.

The second retaining wall would border the project site for part of its northern boundary. This wall would begin on the northern side of Corona Drive at the point where Corona Drive begins to veer to the west. The wall would continue in a westerly direction until that point where the right-of-way for Ringgold Drive deviates from the right-of-way of the currently existing "paper" street named Corona Drive. The length of this retaining wall would be 350 feet and the maximum height of the wall would be 15 feet. This maximum height would be achieved throughout the middle 60 percent of the wall's linear distance.

The ERC also required that an alternate grading plan for less than 24 homes be assessed. Discussion of this alternative is included in Section VII: Alternatives to the Proposed Action. Further, the Site Plan Review Committee by letter dated April 26, 1989 recommended mitigation measures to reduce the impact of hillside grading and the alteration of the ridge line.

Off-site grading will be required for the construction of Pueblo Avenue.

The grading plan indicates that the maximum grade of cut and fill slopes is 2:1. There would be permanent alteration of ridge lines.

#### Mitigation Measures

- All grading shall be performed under supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code and the recommendations of the City Engineer and the Superintendent of Building;
- Implementation of the recommendations of geotechnical reports prepared specifically for the proposed project shall be adopted, including slope stability, excavation, shoring and foundation design and any necessary subdrain systems;
- The geologist and soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading;
- All recommendations of the Geological and Soils Engineering Report prepared by Triad Foundation Engineering which are in addition to, or more restrictive than, Department requirements shall be incorporated into the plans;
- Satisfactory arrangements shall be made with the Department of Building and Safety with respect to grading in conformance with the Grading Ordinance of

the Los Angeles Building Code prior to the recordation of the final map;

- Ground wetting using only reclaimed water shall be done during grading and before landscaping for dust control and soil compaction;
- Both the geologist and the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill. Both consultants shall include in their final reports a certification of the adequacy of the foundation material to support the fill without undue settlement and/or consolidation;
- Prior to the placing of compacted fill, a representative of the consulting Soils Engineer shall inspect and approve the bottom excavations. He/she shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the City Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be filed upon completion of the work. A report shall be submitted to the Department upon completion of the compaction;
- All man-made fill shall be compacted to a minimum of 90 percent relative compaction as required by Code Section 91.7006(d);
- All residences shall be supported on footings founded entirely within either bedrock, compacted fill or alluvium;
- Bench drains shall be designed so as to minimize their visual impact. This shall include soil-colored concrete, landscaping or curvilinear construction if necessary to conform with surrounding graded surfaces;
- Retaining walls shall be constructed with materials which are architecturally attractive and/or permit the planting of vegetation to reduce their visual impact;

- All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties recommended by a landscape architect. Suitable arrangements shall be made with the Department of Building and Safety with respect to continued maintenance of the recommended plant varieties until they are established as an effective ground cover;
- Slope planting shall generally consist of low ground cover to impede water flow on the surface. To provide greater slope protection against scour and erosion, the slope shall be covered with a jute mat or other suitable material to provide protection while the ground cover is being established;
- An approved haul route for the export of graded earth material shall be used;
- Contour grading techniques shall be used to reduce visual impact;
- Contour landscaping techniques shall be used to restore ridge lines.

#### Adverse Effects

The alteration of ridge lines and transportation of 85,000 cubic yards of soil off the site.

#### Cumulative Impacts

Landform alteration will occur in conjunction with other related projects.

## 2. Geologic Hazards and Seismicity

#### Environmental Setting

The project site is located in an area which is geologically stable. The earth materials mapped on the site consist of two bedrock formations, colluvium, alluvium, topsoils and artificial fill soils.

The bedrock mapped on the site consists of the Topanga Formation of middle Miocene age and the Puente Formation of upper Miocene age. (See Figure 7.) The two formations are separated by Fault B, the principal fault on the project site.

The Topanga Formation was mapped generally over all but the southeast corner of the site. Locally, it consists of gray and orange brown soft shale with occasional units of chert (a rock made of silica) and sandstone. This rock unit is in a dense and stable condition. Shale planes are generally of thin to medium thickness with occasional sandstone beds up to approximately six inches thick. The top 18 to 36 inches of rock is moderately weathered and has many fractures with a moderate to heavy caliche (crushed calcium carbonate) coating on most surfaces.

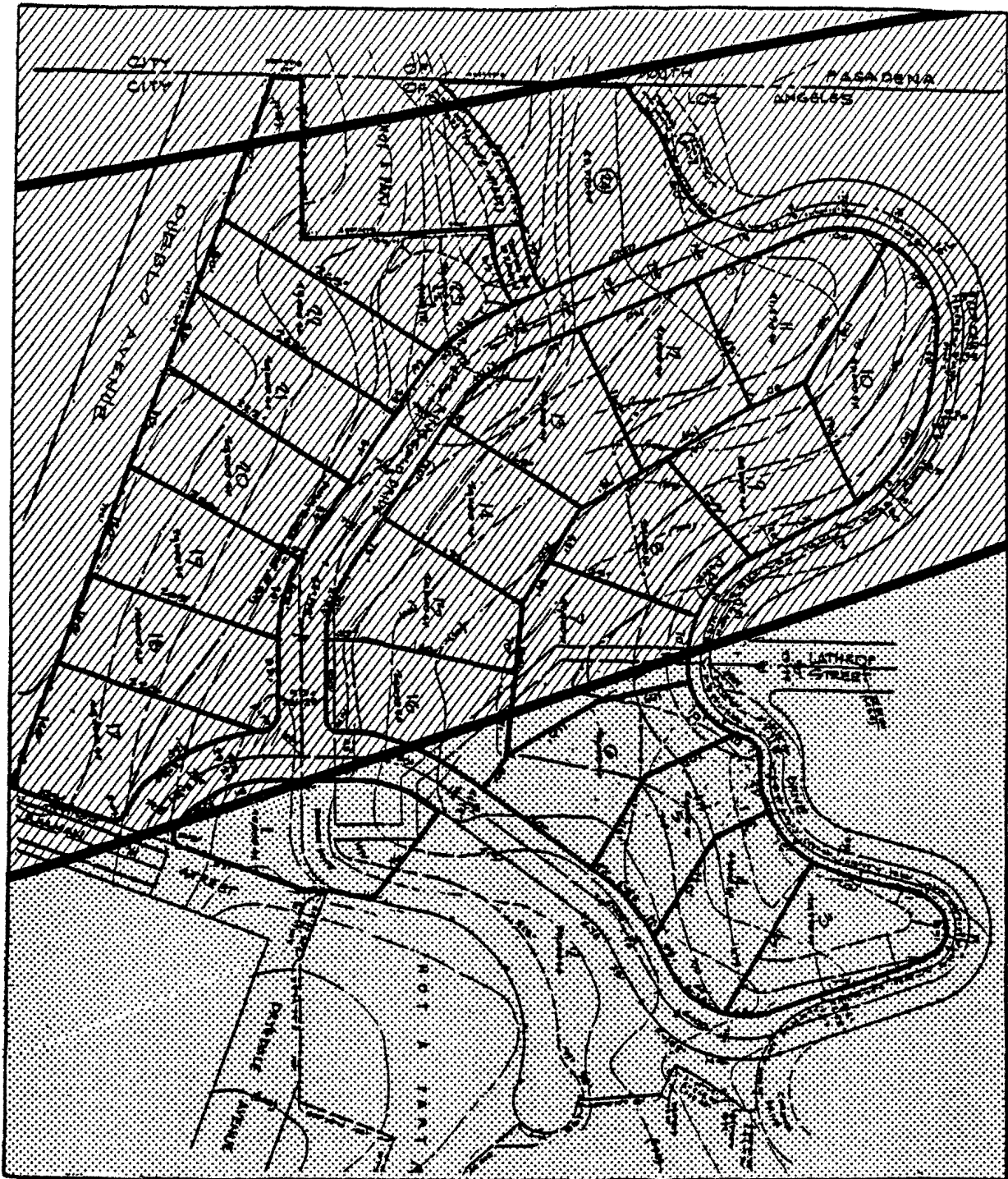
The Puente Formation was mapped on a ridge in the southeast corner of the site south of Fault B. Locally, it consists of a light brown siltstone with occasional units of chert. The rock is moderately hard and is difficult to excavate with light equipment below five to six feet. Bedding planes are generally moderately thick to very thick with occasional massive sections. The more massive or thickly bedded sections are well jointed with a near rectangular pattern. Surface weathering has affected approximately the top 12 to 18 inches. This is noted by discoloration and loosening along jointed and bedding surfaces.

There is also a small amount of colluvial and alluvial soils on the project site. Colluvial soils are those found on steep slopes or at the bottom of cliffs, while alluvial soils have been carried by water from their original locations. These soils consist of clayey silts in a moist and slightly firm to firm condition. The depth of the soils is estimated at approximately 12 feet near the limits of the tract development. They become thinner rapidly in the up slope directions.

Natural topsoils covering the bedrock vary from one to 2.5 feet over most of the site area. The soils consist of clayey silts with some rock fragments. They are in a moist to very moist, slightly firm and very porous condition. These soils are considered to be compressible under increased loads and are therefore unsuitable for structural support in their natural condition. Because of this, all topsoils must be excavated during grading and recompacted prior to use. (Please see Grading section.)



Figure 7  
GEOLOGIC FORMATIONS



Note: No mature trees are being removed, relocated or preserved.

PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA

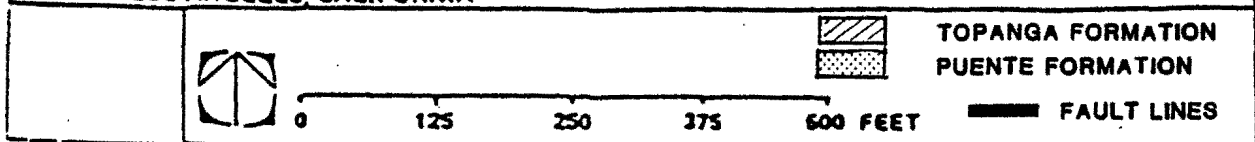


Figure 7 indicates the geologic structure mapped on the site. There are two major strike slip faults (A and B) and several east/west trending fold axes.

The two major faults trend in a northeast to southwest direction, with estimated dips to the northwest of 51 degrees to 59 degrees. Each fault has relative movements in a left lateral direction. Disturbed zones along Fault A vary from approximately 12 to 18 inches, while disturbed zones as long as 20 feet were observed on Fault B. However, the gouge material excavated along Fault B appears to be in a firm condition below the overlying topsoils. There are also several other smaller faults or shears on the site. They have random strike orientations and dips of 57 to 90 degrees toward the north.

The age of the faults mapped on the site are estimated to be pre-Holocene in age. Natural topsoils overlying the faults have not been truncated or fractured by the faults, indicating no movement in at least the last 11,000 to 15,000 years. All the faults and shears on the site are therefore considered to be inactive.

A number of folds were observed on the proposed project site. These undulations or warpings consist of a series of anticlinal folds (raised in the middle) and synclinal folds (depressed in the middle) with near parallel axes in a general east/west direction. Plunges on the folds appear to be slight.

Within the Topanga Formation the folds appear to be small with very limited extent on the axis. Bedding planes and existing outcrops have dips ranging from 22 to 90 degrees to the north.

Within the Puente Formation a single overturned synclinal fold of a larger scale was mapped having an east/west axis. The upper portion of the fold is overturned, and has dips trending nearly due north and ranging from 40 to 90 degrees. The lower portion of the fold has dips of 90 degrees to 29 degrees toward the south.

The site is also located approximately 1.5 miles south of the Raymond Hills fault zone, which is a potentially active fault zone. Potentially active fault zones are those fault zones considered to have been seismically active during the last

3,000,000 years. The potential maximum earthquake magnitude along this fault is estimated to be 7.5.

**Environmental Impact**

Geologic studies performed on the project site indicate that there has been no movement in any of its faults or folds for at least the last 11,000 to 15,000 years. This indicates that the faults have not moved for the entire Holocene period.

These stable geologic conditions will therefore not impact the proposed project in any way. Future residents will not be subject to danger as a result of their proximity to the faults. Standard grading procedures for hillside areas can also be used.

The site is located approximately 1.5 miles south of the Raymond Hills fault zone. Movement along this fault would periodically cause moderate to high intensity ground shaking on the site. The principal seismic hazard to the proposed development is strong ground shaking. Such ground shaking could have the potential to cause significant damage to project structures during the lifetime of the project.

**Mitigation Measures**

- See previous grading recommendations;
- Residential structures shall be designed to meet minimum seismic safety standards as set forth in the City of Los Angeles Building Code, subject to determination and approval of the Department of Building and Safety and other responsible agencies;
- Project development shall be in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and seismic safety requirements of the Department of Building and Safety;
- Slopes and/or structures shall be designed in accordance with seismic safety standards. Project cut and fill slopes shall be engineered for seismic stability, and structures shall be set back from steeper natural slopes.

**Adverse Effects**

Residents of the proposed project will be subject to ground shaking and other seismic risks periodically experienced in the Los Angeles basin.

**Cumulative Impacts**

Implementation of the proposed project, other projects on the related project list and the construction of single-family homes on existing vacant lots in the area will increase the number of structures and residents exposed to earthquake-related hazards. However, adherence to proper engineering practices and to the requirements of the Municipal Code can be expected to reduce hazards to an acceptable level, although this will not eliminate them.

**B. Air**

Determined not significant by Initial Study.

**C. Water**

**1. Surface Water Runoff/Hydrology**

**Environmental Setting**

There are a total of 15.7 acres on the proposed site. A north-south trending ridge divides the property into eastern and western portions. Prior to development, the eastern portion of the site contains 9.0 acres, while the western portion is 6.7 acres in size.

In accordance with the City of Los Angeles Storm Design Manual, the isohyetal is 1.33 inches per hour for a 50-year frequency. Using a minimum time of concentration of 5.0 minutes, the base peak runoff rate (BPRR) is 3.40 cubic feet per second (cfs) per acre.

Assuming 100 percent imperviousness (a worst case hypothesis), the total runoff (Q) from the eastern portion of the site is 40.70 cfs. The Q from the western portion is 30.30 cfs.

There are existing storm drains located east of the site boundary on Lathrop Street just west of Van Horne Avenue. On the north side of Lathrop there is a 15 foot catch basin located 735 feet east of the proposed site. On the south side of Lathrop there is a 30 foot catch basin starting 717 feet from the site boundary. At the easternmost portion of this catch basin is a 42 x 54 inch grated storm drain. Twelve feet east of this grated drain is another drain, followed by another 12 feet of curb and another grated drain.

These storm drains are more than adequate for the existing developments they serve.

#### Environmental Impact

A Hydrology Study was conducted by M & C Associates, Consulting Engineers on January 16, 1990, and is included in this report as Section XI: Appendix A.

When the site is graded for development there would be modifications to the size of the eastern and western portions. This is due to the modification of the ridge line and the installation of streets, which would change the direction and relative volumes of water flows.

After development the eastern portion of the site would increase to 13.0 acres. The total runoff from this portion (Q) would rise to 58.80 cfs. Of this amount, 12.28 cfs would flow down Corona Drive and Ringgold Drive, leaving the site on Lathrop Street. The other 46.52 cfs would flow down the remaining surface area of this portion.

The runoff capacity of Lathrop Street for the existing 2% street grade in the proximity of the proposed site is 67.4 cfs. The 12.28 cfs that would drain onto Lathrop Street as a result of this subdivision would be only 18.2 percent of this capacity. The drainage flow would therefore be confined within the street right-of-way, eliminating the flood hazard.

The western portion of the site would decrease in size to 2.7 acres. The total runoff (Q) would therefore drop to 12.21 cfs. Of this amount, 1.62 cfs would travel down Pullman Street, exiting the site on the proposed extension of Pullman Street west to Harriman. The other 10.59 cfs would flow down the natural surface area of the western portion.

As a result, a total runoff of 13.90 cfs would drain down the streets of the subdivision. The other 57.11 cfs would flow on the remaining surface of the proposed site.

#### Mitigation Measures

- The project site shall be developed in accordance with requirements of the City of Los Angeles' Flood Hazard Management Specific Plan (Ordinance No. 154,405). This Plan requires that the project be designed in such a manner as to prevent flood-related damage to the project and to existing downstream development both during and after construction;
- Permanent drainage facilities, as recommended by the project's geotechnical consultants, shall be constructed to control surface runoff and potential mudflows to the satisfaction of the City Engineer and the Superintendent of Building;
- Curbs and gutters shall be provided on all streets within the project area;
- All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device;
- Slopes shall be planted and a suitable watering system (in conformance with the Grading Code) installed upon completion of grading per the requirements of the Department of Building and Safety and the City Engineer;

- Grading of streets being dedicated shall be required, subject to the approval of the City Engineer, Department of Building and Safety and other responsible agencies;
- Subject to the recommendations and approval of the City Engineer, paved drainage terraces shall be provided along terraces, at the top of cuts and behind retaining walls;
- Subdrains shall be installed in all natural drainage courses within which compacted fill is to be placed;
- Two on-site debris basins shall be provided by the developers as required by the Bureau of Engineering;
- Energy dissipators shall be installed at any outlet structure where the velocity is considered erosive;
- The applicant shall reduce the amount of runoff from the site, including the use of permeable paving materials (which permit water penetration to a soil depth of 18 inches or more or provides a coefficient of runoff, as determined by the Rational Method, of 0.6 or less) and pervious concrete for pathways and other similar surfaces;
- All applicable portions of the City's Landform Grading Manual shall be complied with;
- Roof runoff shall be collected in a rain gutter and downspout system and directed to approved areas via non-erodible conductors;
- Adjustments to these improvements may be necessary and shall be allowed, if deemed necessary by the City Engineer;
- Also see measures listed under Grading.

Adverse Effects

The project will result in coverage of six of the 15.70 acres (38%) of the project with impervious surfaces. This increased coverage will increase the amount and speed of runoff during storms into the local storm drain system.

Cumulative Impacts

Implementation of the proposed project, other projects on the related project list and the construction of single-family homes on existing vacant lots in the area will increase the amount and speed of runoff into the local storm drain system. Drainage patterns will also be altered.

2. Ground Water

Determined not significant by Initial Study.

3. Flood Hazard

Environmental Setting

The 15.7 acre project site is located in a hillside area and is subject to the Flood Hazard Specific Plan Ordinance. The site is situated along the top of a north-south trending ridge, with two moderately broad east-trending ridges extending from the central ridge. Natural slopes on the flanks of these ridges range from 1½:1 to 3:1 (horizontal to vertical).

While there are no perennial natural surface waters on the project site, a major drainage course passes two miles to the west.

The existing tributary drainage area is 9 acres for the eastern portion of the site (east of the north-south trending ridge). West of the ridge the drainage area is 6.7 acres in size. There are no existing drainage facilities on the project site. The area surrounding the project boundary is protected by a storm drain system.



Existing peak runoff on the project site is 40.70 cfs (cubic feet per second) on the easterly side and 30.30 cfs along the westerly side, assuming 100 percent imperviousness.

A Hydrology Study was conducted by M & C Associates, Consulting Engineers on January 16, 1990, and is included in this report as Section XI: Appendix A.

### Environmental Impact

After development, the on-site existing easterly tributary area will increase to 13 acres (a 44% increase). Assuming 100% imperviousness, this increase in the size of the tributary drainage area will result in an increase of the amount and speed of runoff during storms. As calculated, development will increase the total runoff along the easterly side to 58.8 cfs--an increase of 44 percent. On the other hand, the existing 30.30 cfs total peak runoff along the westerly side of the project area will decrease to 12.21 cfs--a 60 percent decrease.

The westerly street runoff (1.62 cfs) will be directed down to Pullman Street to drainage facilities on Collis Avenue. The easterly street runoff (12.28 cfs) will be directed down to Ringgold Drive and Corona Drive to Lathrop Street. These flows can be handled within typical street sections. Increases will not be significant. Development would be expected to reduce debris flows from the site.

### Mitigation Measures

- See measures listed in the Surface Water Runoff/Hydrology and Grading sections.

### Adverse Effects

The proposed development may result in exposure of project area residents to flood and drainage hazards. Implementation of the above mitigation measures will reduce existing and potential hydrological hazards to an acceptable level.

**Cumulative Impacts**

The amount of impervious surface area will be increased, and drainage patterns will be altered. Together with the development of other vacant single-family lots in the area, this will increase the amount of runoff into the storm drain system.

**D. Plant Life**

Determined not significant by Initial Study.

**E. Animal Life**

Determined not significant by Initial Study.

**F. Noise**

Determined not significant by Initial Study.

**G. Light and Glare**

Determined not significant by Initial Study.

**H. Land Use**

Determined not significant by Initial Study.

**I. Natural Resources**

Determined not significant by Initial Study.

**J. Risk of Upset**

Determined not significant by Initial Study.

**K. Population**

Determined not significant by Initial Study.

**L. Housing**

Determined not significant by Initial Study.

**M. Right-of-Way and Access**

**Environmental Setting**

The site has a sloping hillside topography. Primary local access to the site will be provided by Pullman Street and Lathrop Street. Huntington Drive (which runs both south and east of the project area) and Monterey Avenue (which runs both north and west of the project area) are the two major arterials that serve the project area.

There are several dedicated "paper" streets which currently exist on the project site, including Glidden Drive, Ringgold Drive, Corona Drive and an alley. The applicant is seeking the elimination of this currently approved antiquated street system through a merger of these existing "paper" streets with the subdivision being proposed. This resubdivision of the property is requested in order to provide for a street system which meets today's standards for adequate access, street widths and engineering design.

The "paper" streets of Pueblo Avenue, Drysdale Avenue and Corona Drive are adjacent to the project site. No action is requested for these streets. Pullman Avenue, also adjacent to the site, will be improved by the applicant to provide a second access for project residents and emergency vehicles.

There are several major freeways which provide regional access to the project area. These freeways are: the Pasadena Freeway (State Route 110) on the northern and western side of the project area; Interstate 5, which runs southwest of the project area; and the Long Beach Freeway (State Route 710), which currently begins south of the project area.

### Environmental Impact

The proposed project will result in the construction of Ringgold Drive and Corona Drive, which together will circle the project. Corona Drive is proposed to be realigned from an existing right-of-way which runs to the city limits of the City of South Pasadena. There is no connecting street at the City of South Pasadena to create a potential problem from this realignment.

Two access points will be provided to the project in accordance with access requirements of the Los Angeles City Fire Department. Lathrop Street, on the eastern boundary of the project area, will be extended to Corona Drive. Pullman Street, on the western boundary of the project area, will be extended westerly from the project area to the intersection of Harriman Avenue, where the pavement currently ends. Roadways to be constructed as part of the project are shown in Figure 3.

The City of Los Angeles Department of Transportation has determined that this project would have an insignificant environmental impact and therefore did not require a traffic study.

### Mitigation Measures

- All street alignments and grades shall be approved by the Department of Building and Safety and the Department of Public Works of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer;
- Dedication and improvement of Ringgold Drive and Corona Drive to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right-of-way). Unused existing right-of-way within the site boundary should be vacated;
- Pullman Street shall be improved for two lanes of traffic between the proposed subdivision and Harriman Avenue to provide the main access to the site. Lathrop Street shall provide a secondary means of access.

### Adverse Effects

Street construction in a hillside area would result in a rearranged topography and might contribute to the instability of surface soil.

### Cumulative Impacts

Completion of this project and related projects would increase traffic on area streets, but street improvements should provide better access and traffic flow.

## **N. Transportation/Circulation**

### Environmental Setting

The proposed site is currently a vacant hillside parcel. As a result, there is no traffic generation at this time. The access routes to the site were discussed in the preceeding section of this report.

The project area also falls within, and adjacent to, one of the three proposed corridors for the proposed Long Beach Freeway (Interstate Route 710). See Figures 8 and 9.

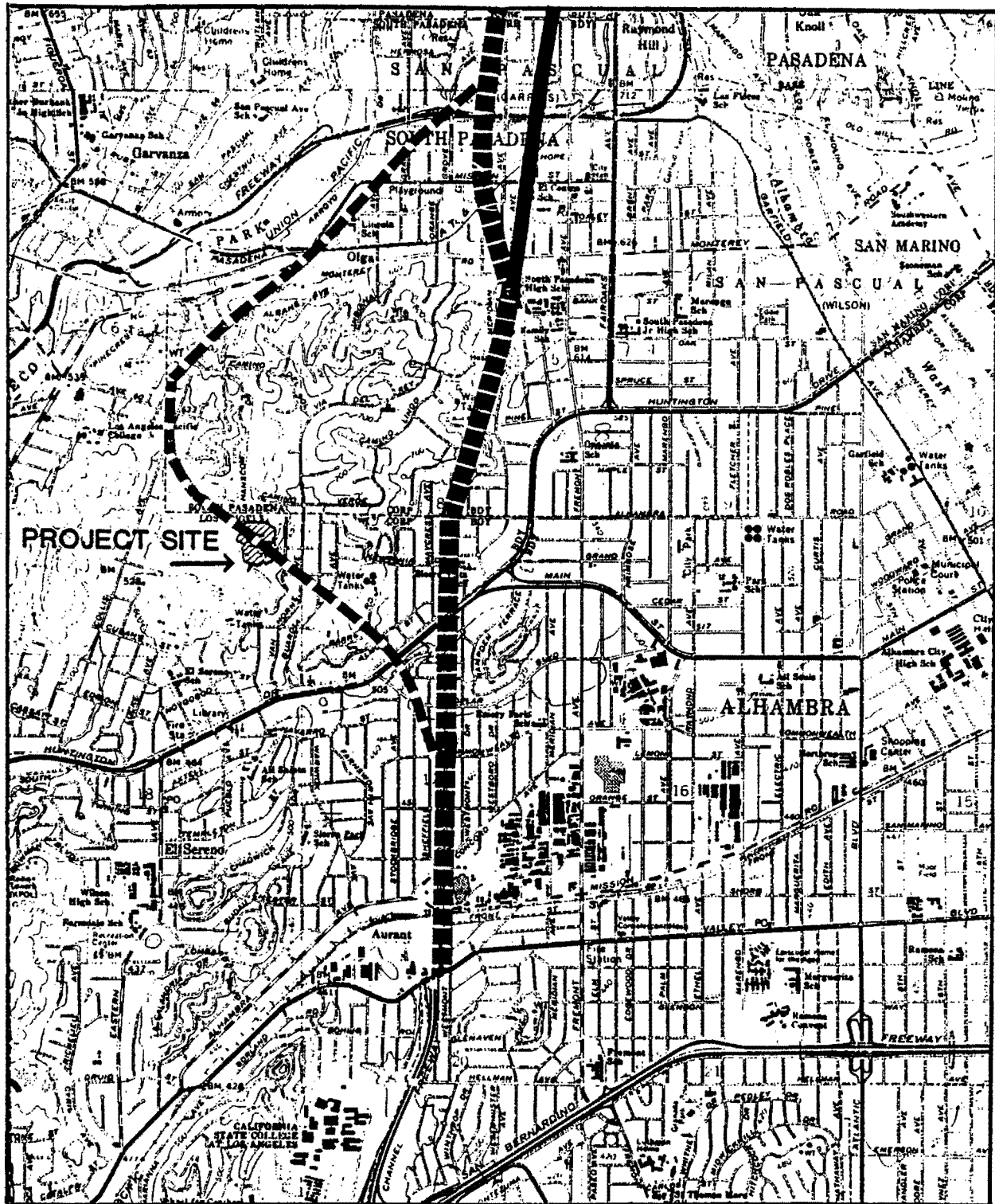
### Environmental Impact

The proposed 24-unit development will generate a total of 240 trips per day (10 per day per single-family residence). It is also expected to generate 24 PM peak-hour trips (one per residence). These totals were calculated using Planning Department trip generation figures.

It is anticipated that 60 percent of the generated trips (144 daily, 14 peak) will enter and exit the subdivision from the west via Pullman Street. This is due to the western entrance's greater proximity to the regional transportation system and to centers of employment. Residents will be able to reach the Pasadena Freeway (Route 110) by taking Pullman Street to Collis Avenue, then going north to Avenue 60 and west to the freeway. Residents will also be able to reach Huntington Drive by exiting the site on Pullman and turning left onto Collis. These westerly routes will place residents closer to Downtown Los Angeles and other centers of employment than would be possible by leaving the site via the Lathrop Street exit.

It has been estimated that 75 percent of the vehicles leaving the site on Pullman will turn right on Collis Avenue in order to reach the Pasadena Freeway. This equates to 108 daily trips and 11 peak-hour trips. The remaining 36 daily and 3 peak-hour trips will turn left on Collis to reach Huntington Drive.

ALTERNATE CORRIDORS FOR ROUTE 710 FWY



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA

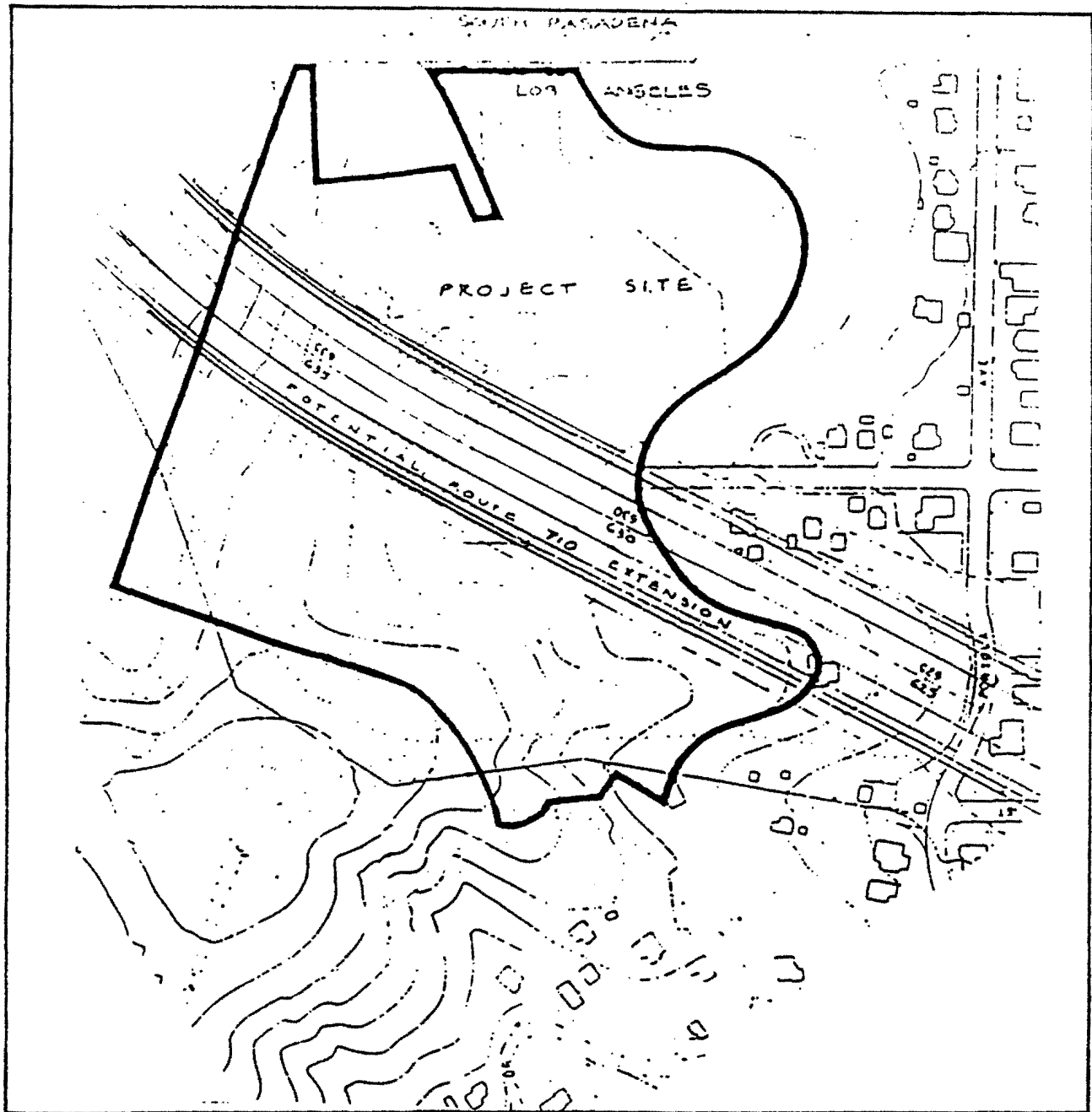


0 5000 FT

- WESTERLY CORRIDOR
- MERIDIAN VARIATION
- MERIDIAN ALTERNATIVE

Figure 9

IMPACT OF WESTERLY CORRIDOR ON SITE



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 100 200 300 FEET

The remaining 40 percent of the total generated trips (96 daily, 10 peak) are expected to leave the site via the Lathrop Street exit/entrance, which provides easier access to Huntington Drive eastbound, the cities of South Pasadena and Alhambra, and the Long Beach and San Bernadino Freeways.

Since Portola and Van Horne streets are cul-de-sacs at the South Pasadena border, all of the estimated trips will turn right when they reach these streets. Since there is a crossing in the median strip on Huntington Drive at Van Horne Street (allowing residents to go east and west on Huntington), it is anticipated that 80 percent of these trips (77 daily, 8 peak-hour) will drive on Lathrop Street to Van Horne before turning right. The other 20 percent (19 daily, 2 peak) will turn right on Portola Street.

The project may also be impacted by the proposed extension of Route 710 freeway. The Westerly corridor for this freeway passes through the project site, and would make it impossible to construct the subdivision as currently proposed. The California Transportation Commission, however, has stated a preference for the Meridian corridor alternative, which would parallel Meridian Avenue through the City of South Pasadena approximately 0.8 miles east of the project site. The California Transportation Commission is waiting for concurrence from the Federal Highway Administration on its preferred alternative.

The location of the Westerly corridor of the Route 710 extension as it would relate to the project area is shown in Figure 9.

If the proposed subdivision were constructed first and the State of California later decided to construct the Westerly alignment, the State would need to purchase the land on which these homes had just been built. The freeway would also cut through the center of the subdivision, creating major circulation problems and possibly requiring purchase of the remaining homes by the State.

If any of the other alternative corridors were selected, double-paned glass would be installed to minimize the impact of the small increase in background noise levels.

The Monterey Hills area, in which the project is located, has been identified during the Route 710 environmental studies as a potential site for the placement of excess excavated material and for the



construction of replacement dwelling units. The property could be used in this capacity for all of the freeway corridor alternatives.

Mitigation Measures

- All street alignments and grades shall be approved by the Department of Building and Safety and the Department of Public Works of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer;
- Dedication and improvement of Ringgold Drive and Corona Drive to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right-of-way). Unused existing right-of-way within the site boundary shall be vacated;
- Pullman Street provides the main access to the tract. It shall be improved for two lanes of traffic between the proposed subdivision and Harriman Avenue. Lathrop Street shall provide a second access.
- Project traffic generation is nominal. No mitigation measures are necessary to reduce traffic volumes.
- If the Westerly corridor of the Long Beach Freeway were selected, the project could not be built as proposed. If any of the other alternative corridors were selected, double-paned glass would be installed to minimize the impact of the small increase in background noise levels.

Adverse Effects

The project site could no longer be used for the placement of excess excavated material from Long Beach Freeway construction, nor could it be used for the construction of replacement dwelling units.

Cumulative Impacts

Depending on which which freeway alignment is selected, certain residential areas would need to be demolished to make way for the freeway.

**O. Public Services**

**1. Fire Protection**

**Environmental Setting**

Fire protection adequacy for a particular land use is determined by the amount of fire-flow, that is, by the quantity of water necessary for fire protection. According to the Fire Department, the required fire flow for this project is 2,000 gallons per minute.

Fire protection adequacy is also determined by the distance to the nearest fire station. The Fire Protection and Prevention Plan, a part of the General Plan, establishes that the first-due Engine Company should be within 1.5 miles of the project site, while the first-due Truck Company should be within 2 miles.

The following fire stations serve the project site:

- Fire Station 12 (Task Force Station)  
5921 North Figueroa Street, 1.6 miles
- Fire Station 47 (Task Force Station)  
4575 Huntington Drive, 1.25 miles from the intersection of Pullman and Pueblo, and 1.43 miles from the farthest portion of the project site
- Fire Station 16 (Single Engine Station)  
2011 North Eastern Avenue, 2.5 miles

The project is not located within a mountain fire district or a buffer zone.

**Environmental Impact**

Project implementation would increase the need for fire protection and emergency medical services in this area. However, adequate fire-flow is available to the site and a fire station is located within 1.43 miles in conformance with Fire Department standards for response time. A second fire station is only 1.6 miles from the project site.

According to the Fire Department, improvements to the water system may be required. However, since all houses would be less than 1.5 miles from the fire station based on the new street alignment, homes would not have to be sprinklered.

Mitigation Measures

- Prior to any construction, plot plans and drawings shall be submitted for Fire Department approvals;
- The project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles;
- Access for fire apparatus and fire personnel to all structures shall be required;
- Fire lanes, where required, and dead-ending streets shall terminate in a cul-de-sac or other approved turning area. If dead-ending streets or fire lanes will be greater than 700 feet in length, secondary access shall be provided;
- The project shall conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549;
- Where access requires accomodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space shall be maintained beyond the outside radius to a vertical point 13 feet and 6 inches above the paved surface of the roadway;
- Residences shall be placed no further than 150 feet from fire-access roadways;
- Irrigated and managed greenbelts around the perimeter of all structures shall be considered as a buffer between the bush and the proposed project. The buffer shall be irrigated by a drip irrigation system, and all new landscaping shall use only fire-resistant plants and

materials;

- The brush in the area adjacent to the proposed development for a distance of 150 feet shall be cleared or thinned periodically under the supervision of the Los Angeles Fire Department in order to reduce the risk of brush fires spreading to the homes;
- There shall be at least two means of ingress and egress to the project site that will accomodate major fire apparatus and permit major evacuation during emergency situations;
- All necessary public and/or private fire hydrants shall be provided to the satisfaction of the Fire Department;
- Private and/or public roadways constructed as a part of the proposed project shall not exceed a 15 percent grade;
- The following additional measures shall also be included for dwellings constructed on the project site: boxed-in eaves, double-strength or wired glass, and non-combustible roofs and exterior finishes.

#### Adverse Effects

Project development would expose residents to fire hazards. Implementation of the above mitigation measures would reduce the fire hazard.

#### Cumulative Impacts

The cumulative impact of the proposed and related projects in the area may result in the need for: 1) increased staffing for existing facilities; 2) additional fire protection facilities; and/or 3) relocation of existing fire protection facilities.

2. Police Protection

Environmental Setting

The proposed residential project is in the Los Angeles Police Department's Hollenbeck Area Reporting District (RD) 409, which has an above average crime rate. The Hollenbeck Area has 202 sworn officers and the average response time is 7.9 minutes (slightly above average).

Environmental Impact

The estimated 60 new residents for this project would likely have a minimal impact on police services.

Mitigation Measures

The following security measures are recommended by the Los Angeles Police Department for all residences:

- A tamper-resistant burglar alarm system;
- Visible and well-illuminated main entry doors;
- Solid-core main entry doors containing "peep-viewer" and dead-bolt locks. No glass shall be located within 40 inches of any door.
- Sliding glass doors shall have a secondary locking system.

Adverse Impacts

No adverse impact is anticipated. However, implementation of the above mitigation measures will serve to reduce the need for police services and simultaneously protect private property.

Cumulative Impacts

This residential development will have a small, though cumulative, impact on the demand for police services.

3. Schools

Determined not significant by Initial Study.

4. Parks/Recreational Facilities

Determined not significant by Initial Study.

5. Libraries

Determined not significant by Initial Study.

**P. Energy Conservation**

Environmental Setting

Currently, no electrical energy or natural gas are consumed at the project site.

The importance of energy conservation has been made clear to the public in recent years as a result of increases in the price of energy. There has been greater recognition that it is in the national interest to reduce dependence on foreign energy sources. There has also been increasing concern about the environmental impact of coal and nuclear sources on which the U.S. will depend to a large degree for expansion of generating capacity.

Environmental Impact

During site preparation, energy would be consumed through grading and construction activities. This energy consumption is indicated on Table 1. The removal of approximately 85,000 cubic yards of fill material from the project site and required grading is expected to require some 16 working weeks to complete. This will result in a total grading phase gasoline/diesel consumption of 69,500 gallons. (See Table 1.)

TABLE 1  
CONSTRUCTION ENERGY CONSUMPTION

<u>Grading Phase</u>	<u>Usage</u>	<u>Usage Factor, Gallon/unit</u>	<u>Total Gas/Diesel Consumption, gal.</u>
Tracklaying Tractor	80 days (640 hrs)	5 gal/hour	3,200
Wheeled Loader	80 days (640 hrs)	6 gal/hour	3,840
Large Scraper	60 days (480 hrs)	12 gal/hour	5,760
Haul Truck*	113,400 miles	2 mi/gal	56,700
<b>TOTAL CONSUMPTION</b>			<b>69,500</b>
<u>Construction Phase</u>			
Tracklaying Tractor	60 days (480 hrs)	5 gal/hour	2,400
Light Truck**	54,000 miles	8 mi/gal	6,750
Automobile***	162,000 miles	15 mi/gal	10,800
<b>TOTAL CONSUMPTION</b>			<b>19,950</b>
<b>TOTAL SITE DEVELOPMENT ENERGY CONSUMPTION</b>			<b>89,450</b>

\* Assuming 5,670 trips carrying 15 cu.yds. at 20 miles per trip.

\*\* Assuming a 90-day working day period for 30 trucks and an average trip length of 20 miles per day per truck.

\*\*\* Assuming a 90-day working day period for 30 automobiles, each making 3 worker trips per day with an average trip length of 20 miles.

Source of consumption factors: U.S. Environmental Protection Agency, "Compilation of Air Pollutant Emission Factors", Third edition, 1977.

The estimated five pieces of construction equipment would consume approximately 9,150 gallons of diesel fuel during the construction period. Materials delivery and construction worker travel would consume an additional 10,800 gallons of gasoline and diesel fuel. Total construction phase energy consumption would therefore be 19,950 gallons. Total site development energy consumption is estimated at 89,450 gallons. (See Table 1.)

Once the subdivision is occupied, residents would consume additional energy. Based on an assumed travel volume of 10 trips per home X 10 miles per trip, it is estimated that the project would generate 2,400 vehicle miles of travel per day. Provided that resident vehicles get an average rate of 15 miles per gallon, this would result in a daily gasoline/diesel fuel consumption of 160 gallons.

Table 2 shows that the anticipated annual electrical energy consumption for the project when completed would be 259,000 kilowatt-hours. Table 2 also shows that the total anticipated annual electrical consumption for the proposed project and the four related projects identified in Section IIB would be 1,457,000 kilowatt-hours.

Table 3 indicates that the proposed project would also consume 2,611,200 cubic feet of natural gas per year. When the four related projects are included, this total rises to 15,897,600 cubic feet per year.

The growth anticipated as a result of this project is a small proportion of regional growth and does not represent a significantly different energy use compared to growth in other locations in the region. The impact of this growth increment on regional energy resources is therefore not expected to be significant. However, all excess energy use is of concern and mitigation measures should be considered to reduce energy consumption.

#### Mitigation Measures

Energy consumption can be reduced by the utilization of the following mitigation measures, which shall be instituted:

- Consultation with the Los Angeles Department of Water and Power and the Southern California Gas Company to determine feasible energy conservation measures that could be incorporated into the design of the proposed project.



**TABLE 2**  
**ELECTRICAL ENERGY USE FACTORS AND PROJECT ENERGY CONSUMPTION**

RELATED PROJECTS	ANNUAL USE FACTOR (kwh/unit/yr)	TOTAL GENERATION (mwh/yr)
96 Apartment Units	5,400/du	518
3 Single-Family Units	10,800/du	32
9 Condominium Units	5,400/du	49
111 Apartment Units	5,400/du	599
TOTAL RELATED PROJECTS		1,198
PROPOSED PROJECT	10,800/du	259
CUMULATIVE TOTAL		1,457

Abbreviations:    du    =    dwelling unit  
                           kwh   =    Kilowatt-hours  
                           mwh   =    Megawatt-hours

Source of usage factors: The Arroyo Group, modified from the City of Los Angeles Environmental Impact Report Manual for Private Development Projects, 1978.

TABLE 3  
NATURAL GAS FACTORS AND PROJECT ENERGY CONSUMPTION

RELATED PROJECTS	ANNUAL USE FACTOR (cf/unit/yr)	ANNUAL CONSUMPTION (cf/yr)
96 Apartment Units	60,000	5,760,000
3 Single-Family Units	108,800	326,400
9 Condominium Units	60,000	540,000
111 Apartment Units	60,000	6,660,000
TOTAL RELATED PROJECTS		13,286,400
PROPOSED PROJECT	108,800	2,611,200
CUMULATIVE TOTAL		15,897,600

Abbreviations:    cf    =    cubic feet  
                           yr    =    year

Source of usage factors: The Arroyo Group, modified from the City of Los Angeles Environmental Impact Report Manual for Private Development Projects, 1978.

- Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. The standards relate to insulation requirements, use of caulking, double-glazed windows and weather stripping. Title 24 requires certain levels of energy conservation performance achieved at a minimum through certain prescriptive and/or performance measures. Possible measures should include, but are not limited to thermal insulation that meets or exceeds standards established by the State of California and Department of Building and Safety, and tinted or solar reflective glass on west-facing exposures.

The developer shall also:

- Use fluorescent lighting where appropriate;
- Use natural gas for heating and cooking;
- Use solar energy to assist in hot water heating;
- Install attic fans or other devices to reduce attic temperatures;
- Install thermal insulation in walls and ceilings which meets or exceeds State and City standards;
- Use tinted or solar glass on appropriate exposures;
- Use double-paned glass on all windows;
- Plant deciduous trees to permit sunlight in the winter and provide shade in the summer;
- Insulate hot water pipes and ducts;
- Orient buildings so that window walls are not south facing.

#### Adverse Effects

Project implementation will result in an increase in energy consumption. Mitigation measures such as those identified above would reduce project consumption of energy and help reduce impacts associated with the depletion of non-renewable resources.

Cumulative Impact

As discussed in Section II B, there are several other projects which are proposed or which have been developed on vacant parcels within the project vicinity. These projects will also consume energy in the form of electricity, natural gas and gasoline/diesel fuel. Tables 2 and 3 present the estimated annual electrical energy and natural gas consumption by these other projects and the proposed project. The cumulative effect of the related projects would be an increase in the usage of fuel from non-renewable sources.

**Q. Water Conservation**

Environmental Setting

The project site is currently vacant. An existing 6-inch water line under Lathrop Street will serve the project area. Water service to the area is provided by the City of Los Angeles Department of Water and Power.

The City of Los Angeles is currently subject to a mandatory water conservation program (Ordinance No. 163,532). This program was developed as a result of recent drought conditions as well as capacity problems with the City's sewage treatment system. Specific requirements of the program include the retrofitting of existing industrial, commercial and multi-family residential structures with low-flow showerheads and toilet tank conservation devices.

Similar water-conserving devices are required to be installed in all single-family homes. These structures cannot be sold until they have been inspected by certified installers to determine compliance. The program also requires residents to repair leaking faucets and toilets and to voluntarily reduce water consumption by 10 percent. The hosing of sidewalks and driveways by residents is prohibited. The program requires a substantial reduction in the amount of water used for landscaping purposes through the planting of drought-tolerant species and the installation of water conserving devices on all large turf areas. The use of recycled water for irrigation purposes is being explored, and recycled water for dust emission control during the grading and construction phases of the project is also available from the Department of Water and Power.

**Environmental Impact**

The proposed project of 24 single-family residences would consume an estimated 8,640 gallons of water per day. The existing six-inch line along Lathrop Street can accommodate the anticipated domestic water requirements for the proposed project.

Although the proposed project represents increased water consumption, the following mitigation measures shall serve to reduce the environmental impact.

**Mitigation Measures**

The applicant shall incorporate water-saving designs and techniques into the design of the proposed project as required by City of Los Angeles Ordinance No. 163,532. Water conservation measures described in the Ordinance include, but are not limited to, the installation of low-flow shower heads and toilet tank conservation devices.

The applicant shall also comply with the City of Los Angeles xeriscape ordinance to further reduce water consumption, as well as the Sewer Allocation Ordinance (No. 165,615).

**Adverse Effects**

The estimated use of 8,640 gallons per day represents an adverse impact. The adverse impacts of water consumption by this project shall be mitigated through the implementation of the recommended mitigation measures.

**Cumulative Impacts**

Related projects are estimated to consume 48,600 gallons of water per day, as shown in Table 4. The proposed and related projects are estimated to consume a total of 57,240 gallons of water per day.

**TABLE 4**  
**WATER CONSUMPTION**

<b>RELATED PROJECTS</b>	<b>CONSUMPTION RATE</b>	<b>TOTAL CONSUMPTION</b> (gallons/day)
96 Apartment Units	220 gal/unit	21,120
3 Single-Family Units	360 gal/unit	1,080
9 Condominium Units	220 gal/unit	1,980
111 Apartment Units	220 gal/unit	24,420
<b>TOTAL RELATED PROJECTS</b>		<hr/> 48,600
<b>PROPOSED PROJECT</b>	360 gal/unit	8,640
<b>CUMULATIVE TOTAL</b>		<hr/> 57,240

NOTE: Consumption rates assume an average of two bedrooms per unit and a worst-case consumption rate of 110 percent of sewage generation.

Source of generation factors: City of Los Angeles , Wastewater Program Management Sewer Facilities Charge Guide and Generation Rates, August 1988.

**R. Sanitary Sewers**

**Environmental Setting**

The project site is vacant and currently generates no sewage. An eight-inch sewage pipe line located in the center line of Lathrop Street serves the area in which the proposed project is located.

Wastewater from the site is currently treated at the Hyperion Treatment Plant (HTP) located in Playa Del Rey, directly west of the Los Angeles International Airport. The HTP treats wastewater from virtually the entire City of Los Angeles as well as seven contract cities including Santa Monica, Beverly Hills, Burbank, Culver City, El Segundo, Glendale and San Fernando. Portions of Los Angeles County and 29 contract agencies are also served by HTP.

The HTP currently has a nominal capacity of 420 MGD (million gallons per day). All flows receive primary treatment and 100 MGD receives secondary treatment through the activated sludge process. The treated liquids (effluent) from the primary and secondary processes are mixed together and discharged into the ocean through two outfalls into Santa Monica Bay. The solids (sludge) captured by the primary and secondary processes are biologically digested, and since December 31, 1987 the sludge has been dewatered and processed to recover energy, hauled to a sanitary landfill, used for soil amendment purposes, or chemically modified to produce a soil-like material used for landfill cover. The digestion process produces methane gas used to power electrical generator and air compressor equipment at the plant.

Within the past four years the available surplus capacity at HTP has been significantly reduced due to increased development in the City of Los Angeles. It was anticipated that the Hyperion Treatment Plant would reach capacity in another four years, assuming that growth continued at the rate it had in past years.

The City of Los Angeles responded to the sewage capacity problem by limiting growth in the system from projects in the City to five MGD. Effective May 12, 1988, the City Council's adopted an interim ordinance which temporarily limited the future issuance of sewer connection permits, and hence building permits in the Hyperion Service Area of the City of Los Angeles. This interim ordinance was extended 180 days to July 27, 1989, and a new interim ordinance (No.

164,964) providing the same regulation until treatment plant facilities are upgraded was adopted on June 16, 1989. This ordinance was in place for 180 days from the effective date, at which time the City Council extended the ordinance for an additional 90 days. The City Council then adopted Ordinance No. 165,615, which extended the limitation to July 17, 1990.

Ordinance 165,615 limits available sewerage in the City of Los Angeles to a monthly allotment of 416,667 gallons per day. Five percent of the total monthly allotment can be utilized for priority projects approved by the City Council. Of the remaining 95 percent, approximately 65 percent of the monthly allotment is for use by residential projects and 35 percent is for use by all other non-residential projects. Priority is given for low and moderate income housing, shelters for the homeless and other special residential projects.

Under the ordinance, sewer availability for individual projects is determined on a first come-first served basis, unless the project is otherwise exempted or prioritized by the ordinance. The Department of Public Works will determine if sewer capacity is available during the plan check phase of a project. If capacity is available and the applicable sewer fees have been paid, the Department of Building and Safety will process the applicant's building permit. If sewer capacity is not available, the applicant is placed on a waiting list for the next available allotment. A building permit will not be issued until sewer capacity is available and applicable fees have been paid.

A second ordinance was also adopted that would place restrictions on other contract cities and agencies that utilize the HTP. It is anticipated that these ordinances will remain in effect until the TWRP improvements are operational in 1992, at which time sufficient capacity could be provided.

Many projects are underway at HTP to provide a significant improvement in the quality of discharges into Santa Monica Bay. Recently completed and in the start-up/operational stages as of late 1987 is the Hyperion Energy Recovery System (HERS). HERS was designed to stop the discharging of sludge into Santa Monica Bay. By the HERS process, the sludge is dehydrated and combusted into ash which is then trucked off-site for reuse as a copperflux replacement. One important usable by-product of the HERS process is steam which is harnessed to generate additional electricity for the plant.



The next major series of projects at HTP will provide full secondary treatment by December 31, 1998. Accomplishing full secondary treatment requires new facilities, refurbishing or modernizing others, as well as removing and replacing a number of facilities that have exceeded their useful life. When the projects become operational, only secondary effluent will continue to be discharged into the ocean. Although other uses might be available for the effluent, it is likely that ocean discharge will continue via the two outfalls.

Other improvement projects now in the planning, design or construction stage are being implemented within the Hyperion Treatment System. These improvements include additions, repairs, and replacements of sewer lines and pumping stations that make up a large part of the collection system. The improvement projects are being implemented to mitigate the impacts from new development and the additional wastewater generation in order to prevent overflows and reliably transport wastewater to the treatment plants.

#### Environmental Impact

This 24-unit single-family residential development is estimated to generate 7,920 gallons of sewage per day (330 gallons per dwelling per day). Project sewage generation would represent .0018% of the 440 million gallons per day currently carried by the HTP system, and .0198% of the remaining system capacity of 40 million gallons per day.

According to the City's Bureau of Engineering the existing eight-inch sewer line on Lathrop Street has adequate capacity to service the proposed project. This sewer has a high flow capacity due to the 10 percent slope in the line as it travels east to Portola Street. Moreover, all of the sewers in this neighborhood of the city have low flow characteristics since the sewage system begins at the South Pasadena municipal border, just to the north of the project site and the surrounding area.

The Bureau of Engineering has not conducted any measurements of the sewage flows in the immediate vicinity of the project. Engineering staff indicated that this is not necessary due to the residential nature of the area, the proximity of the South Pasadena border, and the size of the lines in the neighborhood.

The Lathrop Street sewer flows east to Van Horne Avenue, then proceeds south to Huntington Drive. There the sewer flows southwest to Eastern Avenue, where the size increases to 10 inches. It goes south on Eastern to Lombardy Blvd., where the sewer's dimension increases to 15 inches. It then continues southwest under Eastern Avenue to Klamath. Here the sewer's size rises to 18 inches.

The closest gauging station to the project site is at Eastern Avenue and Klamath Place. At this location the sewer has a design capacity of 3.65 cubic feet per second (cfs). The current flow is 2.1 cfs. It should be noted that by this point the sewer collects sewage from the entire eastern portion of the Monterey Hills and much of El Sereno as well.

New development and growth in the HTP service area is constrained by existing sewage treatment capacity limits. Eventually, treatment capacity for future growth within the areas served by the HTP system will be provided through construction of additional facilities at other locations. Nevertheless, the impact of any sewage generation increase within the system may be considered adverse because of the ongoing plans to redesign the HTP system and the concurrent reduction in available sewage treatment capacity.

#### Mitigation Measures

- The applicant shall comply with the provisions of Ordinance No. 166,060 regarding sewer capacity allotment in the City of Los Angeles.
- The applicant shall incorporate water conservation measures required by City of Los Angeles Ordinance No. 163,532 into the proposed project.

#### Adverse Effects

The proposed project would add 7,920 net gallons of sewage per day to the HTP catchment area. The impact of any sewage generation increase within the system may be considered adverse until the new sewage treatment plant comes on-line in 1992. These impacts will be partially mitigated by the implementation of the recommended mitigation measures.

**TABLE 5**  
**SEWAGE GENERATION**

RELATED PROJECTS	GENERATION RATE	TOTAL GENERATION (gallons/day)
96 Apartment Units	200 gal/unit	19,200
3 Single-Family Units	330 gal/unit	990
9 Condominium Units	200 gal/unit	1,800
111 Apartment Units	200 gal/unit	22,200
<b>TOTAL RELATED PROJECTS</b>		<hr/> 44,190
<b>PROPOSED PROJECT</b>	330 gal/unit	7,920
<b>CUMULATIVE TOTAL</b>		<hr/> 52,110

NOTE: Generation rates assume an average of two bedrooms per unit.

Source of generation factors: City of Los Angeles , Wastewater Program Management  
Sewer Facilities Charge Guide and Generation Rates, August 1988.

Cumulative Impact

Related projects are estimated to generate 44,190 additional gallons of sewage per day, as shown in Table 5. This related project sewage generation would account for .0132 percent of the daily sewage flow currently carried by the HTP System and .145 percent of the remaining system capacity.

Until additional treatment facilities become available, sewage generated by any new project--including the related and proposed projects--can be considered cumulatively adverse.

**S. Safety**

Determined not significant by Initial Study.

**T. Aesthetics/View**

Determined not significant by Initial Study.

**U. Cultural Resources**

**1. Archaeological**

Environmental Setting

A records search of archaeological resources was completed in December of 1984 by the Institute of Archaeology at the University of California in Los Angeles. (A copy of this records search is available for review in Room 655 of the Los Angeles Department of City Planning in City Hall, 200 North Spring Street.)

Nearly the entire project area has been surveyed. One survey included the northeast section of the project area and was completed in 1974. A 1983 survey covered the entire southwest portion of the project and included the 1974 area as well. Neither survey discovered any indication that archaeological sites exist on the project site. Nearby surveys have also failed to locate archaeological sites in the vicinity. The nearest

recorded sites to the project area are in downtown Los Angeles, about five and one-half miles from the project area.

Environmental Impact

Because the project site has been surveyed for archaeological sites, and nearby surveys have also failed to locate archaeological sites in the area, the probability that grading will unearth items of archaeological interest is small.

Mitigation Measures

If evidence of archaeological resources is encountered during project grading, all earth moving activities in the vicinity of such finds shall cease, the City shall be notified and a qualified archaeologist shall be consulted to assess the significance of the finds and to recommend appropriate mitigation measures.

A Native American observer shall be present during the grading phase of the project. According to the Public Resources Code (Section 5097.94(k)), the Native American Heritage Commission has the responsibility to protect cemetery and other burial sites. The Commission shall expedite the preservation and protection of any remains.

Adverse Effects

None are anticipated.

Cumulative Impacts

None are anticipated.

2. Paleontological

Determined not significant by Initial Study.

3. Historical

Determined not significant by Initial Study.

**V. LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT**

**A. Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity**

The project site is located within an intensely urbanized zone which has been part of the Los Angeles metropolitan area for many decades. As a result, the environment of this site and its environs has been extensively altered. No additional change is expected as a consequence of this development as relates to native species or plants which may have existed in the past. The project, however, would involve a long-term loss of vacant open space land.

This 15.7 gross acre site is too small to support a unique environment. Therefore, retention of the site as open space would not result in the enhancement of the surrounding environment's long-term productivity.

**B. Irreversible Environmental Changes Which Would Be Involved in the Proposed Action Should It Be Implemented**

Some non-renewable resources would be irreversibly committed in the construction and operation of the proposed project. Resources committed during project construction would include materials and fossil fuels consumed during construction. Commitment of resources during operation of the project would include electric power and natural gas used to operate the residences and a commitment of the project area to residential uses. Grading of the previously little modified site would be an irreversible environmental change to the topography.

Commitment of the project site to residential uses would likely restrict future generations to the same use for the life of the project, or approximately 40 to 50 years.

## **VI. GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT**

### **A. How Project Could Foster Growth**

This project would have a direct impact on population growth by providing additional residential units on the project site. A total of 24 residential units might be constructed, with an estimated 60 people ultimately living on the project site.

The construction of Pullman Street would eliminate an obstacle to development of adjacent parcels. As can be seen on the radius map (Figure 5), a number of existing "paper" lots, which are undevelopable today because of terrain limitations, are potentially served by Pullman Street. As can be seen on the project Vicinity Map (Figure 2), the proposed project represents approximately 20 percent of the currently undeveloped land area between Collis Avenue, Van Horne Avenue, Huntington Drive and the City of South Pasadena. The number of dwelling units which might ultimately be constructed in this area depends on the zoning in place when these units are built.

### **B. Cumulative Impacts of Related Projects**

Construction of the four related projects would have cumulative impacts in a number of areas. Population would increase, resulting in a rise in water and energy consumption. There would also be an increase in sewage generation, as well as growth in air pollution and traffic volumes. The demand for public services would be affected too. Quantitative measurement of many of these impacts is discussed under the individual impact sections of this report.

## **VII. MITIGATION MONITORING PROGRAM OVERVIEW**

Effective January 1, 1989, the California Environmental Quality Act (CEQA) was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180.

As part of CEQA (state-mandated) environmental review procedures, AB 3180 requires a public agency to adopt a monitoring and reporting program for assessing and ensuring the efficacy of any required mitigation measures applied to proposed developments. As stated in Section 21081.6 of the Public Resources Code,

" . . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment."

AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the project proposal by the responsible decision maker(s). In response to established CEQA requirements and those of AB 3180 (Public Resources Code Section 21000 et seq.), the proposed mitigation monitoring program shall be submitted to the Planning Department for consideration prior to completion of the environmental review process to enable the decision-maker's appropriate response to the proposals.

The proposed program should be included in the Draft Environmental Impact Report (DEIR) to allow public circulation of the proposal. A mitigation monitoring program must be provided in the Final EIR.

The proposed monitoring program for the Pueblo Avenue Subdivision is included as Section XIII: Appendix B of this Environmental Impact Report. Specific elements of the program are defined within the appendix.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision maker coincidental to certification of the Environmental Impact Report. The following language shall be incorporated as part of the decision-maker's



*Mitigation Monitoring Program Overview*

Findings of Fact in response to AB 3180, and in compliance with requirements of the Public Resources Code:

"In accordance with Section requirements of Section 21081(a) and 21081.6 of the Public Resource Code, the Advisory Agency has made the following additional findings:

- a) That a mitigation reporting and monitoring program shall be implemented as specified in the final decision relative to the subject project;
- b) That through covenant and agreement, prior to the recordation of the final map, certificate of occupancy, and/or building permit, the applicant shall identify an appropriate licensed professional to provide certification that compliance with the required mitigation measures has been effected;
- c) Site plans and/or building plans, submitted for approval by the responsible monitoring agency, have included required mitigation measures/conditions; and,
- d) That an accountable enforcement agency and monitoring agency shall be identified for mitigation measures/conditions adopted as part of the decision-maker's final determination

## **VIII. ALTERNATIVES TO THE PROPOSED PROJECT**

Four alternatives to the proposed project were studied. They include the no-project alternative, a reduction in the intensity of the proposed development, a change in land use, and an alternate site for the project. There is a discussion of the environmentally superior alternative after these four alternatives have been described.

### **A. No Project**

Under the no-project alternative, the proposed project would not be implemented and the 15.7 gross acre site would be allowed to remain in its present condition.

#### **Earth--Grading**

The site would remain in its natural state and the topography would not be altered. There would be no grading under the no-project alternative. The one existing area of unstable fill would remain.

#### **Earth--Geologic Hazards and Seismicity**

There would be no change in the existence or visibility of the faults on the site.

#### **Surface Water Runoff/Hydrology**

Current natural water flows would remain. There would be no change to the ridge line, and therefore no modification in the relative flows on each side of the trending ridge.

#### **Flood Hazard**

Existing flood hazards to the surrounding areas would continue unabated by the construction of streets and channeling of flows into the City's storm drain system.

#### **Right-of-Way and Access**

The substandard "paper" streets on the project site would continue to exist. Pullman Street would not be extended,

denying a second means of access for fire vehicles to those areas east or west of the site.

Transportation and Circulation

There would be no traffic generation from the still-vacant site.

Public Services--Fire Protection

Since there would be no development on the site, there would be no demand for fire protection services.

Public Services--Police Protection

The still-vacant site would not generate a demand for police protection services.

Energy Conservation

There would be no demand for energy under the no-project alternative.

Water Conservation

There would be no demand for water under this alternative, either.

Sanitary Sewers

No sewage would be generated on the still-vacant site.

Archaeological

The site would remain unaffected by development. The remote possibility that archaeological artifacts might be disturbed by grading operations would therefore be eliminated.

Other Considerations

Under this alternative, opportunities for short-term construction employment, an expanded housing stock and an increased tax base would be lost. Further, the option to develop the site at a later date under the site's existing or planned

zoning would remain open and unaffected. Given the site's value, location and proximity to utilities and services, plus the areawide demand for housing, proposals to develop the site would likely arise in the future.

**B. Reduction in Intensity of Project Development**

A total of 18 lots would be developed under this alternative, compared to 24 under the proposed project.

An alternate grading plan which would reduce net export of soil from the site from approximately 85,000 cubic yards to 35,000 cubic yards is illustrated in Figure 10. Under this alternative, Ringgold Drive would not make a continuous loop from Corona Drive at the north end of the site back to Corona Drive on the southeast, but would instead follow the right-of-way of Glidden Drive to the southern tip of the site.

Ridge line pad heights would be somewhat higher for this alternative (760-765 feet) than under the proposed project (758-760 feet). Retaining walls would be used to allow additional fill to be retained on the site. Retaining walls would be constructed at the intersection of Lathrop Street and Corona Drive (as high as 35-40 feet) and at the north end of the project site along Ringgold Drive (15-20 feet). Pads would be significantly larger than under the proposed project. Fill slopes would be similar to those of the proposed project, but modification of the peak at the south end of the site would be reduced.

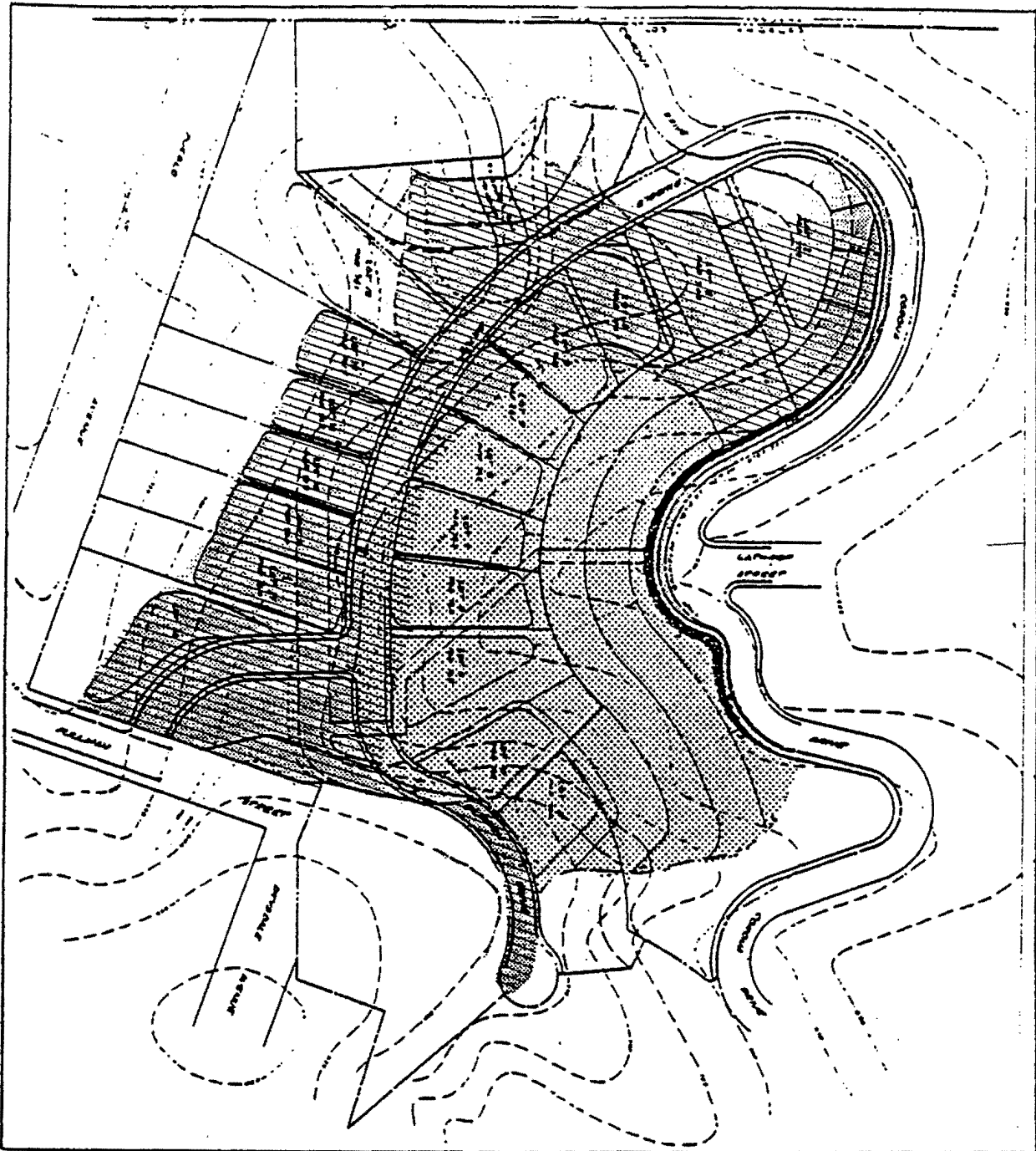
Because of the steep slopes on the project site, the applicant's engineer determined that a balanced cut/fill grading plan for the site could not be implemented. In order to maintain the City-required street gradients, the height of the ridge lines must be reduced, resulting in net export of fill from the project site.

**Earth--Grading**

Grading impacts would be substantially reduced by the alternate road alignment shown in the alternate grading plan in Figure 10. The net export of soil from the site would be reduced from approximately 85,000 cubic yards to 35,000 cubic yards. Grading would still occur over 70 percent of the site.

Figure 10

ALTERNATE GRADING PLAN



 FILL AREA

 CUT AREA

PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 125 250 375 500 FEET

### Earth--Geologic Hazards and Seismicity

Surface evidence of the two faults on the site would be eliminated. However, since these faults have not moved for at least 11,000 to 15,000 years, this is not considered to have any significance.

### Surface Water Runoff/Hydrology

Under the alternate grading plan, Ringgold Drive would be constructed east of the location shown on the site plan for the proposed project. This more closely corresponds to the existing ridge line for the north-south trending ridge on the site. As a result, the hydrological characteristics of the site under this alternative approximate the existing conditions on the site.

For example, the eastern tributary area would remain around 9.0 acres, while the western tributary area would contain the remaining 6.7 acres on the site. There would be a modest increase in the amount of surface water leaving the site due to the rise in impervious surface area resulting from construction of the project's streets. This increase, however, would be less than that caused by the proposed project.

### Flood Hazard

Existing flood hazards to the surrounding areas would be reduced due to construction of the proposed streets and the channeling of flood waters into the City's storm drain system.

### Right-of-Way and Access

This alternative would result in the construction of fewer streets within the project site. Instead of Ringgold Drive being a circular street connecting with Corona Drive at two points, there would only be one point of intersection in the northern portion of the site. A cul-de-sac called Glidden Drive would be constructed in the southern part of the site, following largely the right-of-way of the existing "paper" street with this name. Street widths would remain the same.

The site would continue to have two points of access--at Pullman Street on the west and Lathrop Street on the east.

Transportation and Circulation

Since traffic generation is directly proportional to the number of single-family residences, total traffic generation would decrease by 25 percent--from 240 trips per day to 180 trips. All trip destination and turn characteristics would remain the same. Therefore, the actual number of vehicles leaving/entering by each point of access and their turn movements would be 25 percent below that of the proposed 24-unit development.

Public Services--Fire Protection

Demand for fire protection services would similarly be reduced by 25 percent. Fire flow requirements would remain the same.

Public Services--Police Protection

Demand for police protection services would decline by 25 percent.

Energy Conservation

Energy consumption would decline due to the reduced amount of grading during project construction and the 25 percent reduction in residential units to be developed.

Anticipated fuel consumption during the grading phase of the project would drop 58 percent due to the reduction in the net export of soil from 85,000 cubic yards to 35,000 cubic yards. There would be a 25% reduction of the anticipated fuel consumption in the construction phase of the project because of the reduction of the number of the dwelling units from 24 to 18.

There would also be a 25 percent reduction in the anticipated electricity and natural gas consumption of the project when completed because of the reduction of the number of dwelling units. Electrical demand would drop to 194 mwh/yr, while natural gas consumption would decline to 1,958,400 cf/yr.

Water Conservation

Water consumption would diminish 25% to 6,480 gallons per day.

Sanitary Sewers

Sewage generation would similarly drop to 5,940 gallons per day.

Archaeological

Archaeological surveys indicate that the probability of finding remains or artifacts on the site is remote. However, as with the proposed project, an observer would be retained to assure that there was no dislocation of archaeological objects.

C. Change in Land Use

Under this alternative the subject property would be acquired for public use and allowed to remain substantially in its natural state. A primary advantage would be the provision of more accessible open space to the surrounding urban population and the avoidance of virtually all impacts projected to occur from the proposed project. Open space and/or recreation uses are the only other potential uses of the project site that would be compatible with surrounding land uses.

Earth--Grading

Except for limited parking and/or picnic areas, the site would remain in its natural state and the topography would not be altered. The one existing area of unstable fill would remain.

Earth--Geologic Hazards and Seismicity

There would be no change in the existence or visibility of the faults on the site.



**Surface Water Runoff/Hydrology**

Current natural water flows would remain. There would be no change to the ridge line, and therefore no modification in the relative flows on each side of the trending ridge.

**Flood Hazard**

Existing flood hazards to the surrounding areas would continue unabated by the construction of streets and channeling of flows into the City's storm drain system.

**Right-of-Way and Access**

The substandard "paper" streets on the project site would be eliminated when the site was converted to a park. Pullman Street would not be extended, denying a second means of access for fire vehicles to those areas east or west of the site.

Pedestrian access through the site could be provided, however, through a series of nature trails.

**Transportation and Circulation**

The site would become a popular recreational destination, especially on weekends. This would create increased traffic flows on Lathrop Street--the only feasible means of vehicular access to the park. The precise volume of traffic would depend on the amenities provided.

**Public Services--Fire Protection**

Since there would be virtually no development on the site, there would be fewer demands for fire protection services than with the proposed project. However, visitors could build bonfires or improperly extinguish barbeques, leading to conflagrations on the hillsides of the site.

**Public Services--Police Protection**

The public park would likely create even more demand for police services than the proposed subdivision--especially on

weekends and holidays. Again, service requirements would depend on the amenities provided.

Energy Conservation

Except for possible lighting of parking lots, there would be no demand for energy under this alternative.

Water Conservation

Except for possible drinking fountains and restrooms, there would be no demand for water under this alternative.

Sanitary Sewers

Unless restrooms were provided in the park, there would be no sewage generation on this nearly vacant site.

Archaeological

The site would remain largely unaffected by development. The remote possibility that archaeological artifacts might be disturbed by grading operations would therefore be eliminated.

**D. Alternate Site**

The alternate site for the proposed subdivision is located at 6200 Pinecrest Drive, approximately 0.8 miles west of the Lathrop Street site in the Monterey Hills. This location is indicated on Figure 11.

This alternate site has a total of 18.5 net acres, located east and south of Pinecrest Drive and west of Oak Hill Avenue. The southern property line of this site is the northern boundary of properties fronting onto the north side of Avenue 60. The western and northern property line of the parcel is one block east and south of Monterey Road, respectively. The site is zoned R1-1 and has a Community Plan designation of Low Density Residential. It is located in Council District 14.

This site is 2.8 net acres larger than the Lathrop Street site, and at one time had been approved for subdivision and the construction of 81 single-family residences. However, due to financing difficulties, the

Figure 11

ALTERNATE SITE



PUEBLO AVENUE SUBDIVISION EIR NO. 172-84-SUB  
CITY OF LOS ANGELES, CALIFORNIA



0 5000'



PROJECT SITE



ALTERNATE SITE

project was never completed and the permit for the construction expired.

It should also be noted that this alternate site is currently not owned by Greenhills Investment, nor is it available for purchase at this time.

#### Earth--Grading

Grading of the alternate site could be problematical. In a report included in the file for the previously approved subdivision the Los Angeles Grading Division indicated that the site is located "in a steep hillside terrain underlain by complicated geological formations which will present unusual grading and drainage problems." The report also noted that landslide masses in the immediate area are "considered to be active."

Another complication is that four independently-owned parcels exist in the center of the alternate site. This creates potential negative ramifications, since necessary grading would raise the finished grade of the land surrounding these parcels, resulting in flooding and possible mudslides.

#### Earth--Geologic Hazards and Seismicity

As indicated in the previous section, the site has proven geological hazards. There have been several mud slides on the alternate site. This has required the city to send work crews to the site to clear Pinecrest Drive for traffic circulation.

Underlying soils in the immediate environs of this project have also been shown to be unstable.

#### Surface Water Runoff/Hydrology

The alternate site has deficiencies in drainage and ground stability. The site is located just north of the Community Redevelopment Agency's Monterey Hills project, where drainage problems and soil instability led to multi-million dollar lawsuits and hardships for residents. While part of the problems in the redevelopment project were caused by poor engineering and construction practices, hydrological problems also played a major role.

### Flood Hazard

Flood hazards would increase dramatically for the four isolated parcels located inside the boundaries of the alternate site. The exact extent of post-development flood hazards would depend on the approved street layout and the extent of required off-site improvements.

### Right-of-Way and Access

The Pinecrest Drive site have the advantage of being closer to the Pasadena Freeway, which serves as the regional transportation link for this section of the city. It is also closer to a major arterial street. The alternate site is 0.1 miles east of Monterey Road, while the Lathrop Street site is 0.6 miles north of Huntington Drive. This proximity to the highway network would minimize the transportation impact on local streets in the areas surrounding these sites. There is also bus service on Monterey Road (Line 256) and on Huntington Drive (Line 48).

However, most of the streets in the area of the alternate site are substandard in width. The principal access road to the site (Pinecrest Drive) is a narrow road with only 20 feet of pavement from curb-to-curb. It therefore is unable to handle the increased traffic that the development would bring.

Although there is a 40 foot right-of-way on this street, buildings have been constructed right up to the property lines, making widening of this roadway problematical and environmentally negative. Pinecrest can therefore only be widened within the limits of the subdivision. However, since the street has been built into the slope of the hillside, widening it would mean cutting even more deeply into the hill--producing additional land slippage.

The other access roads to the subdivision are just as bad. Lomitas between Pinecrest and Monterey is also only 20 feet curb-to-curb, with shallow setbacks and slopes ranging up to 20 percent. Oak Hill is even narrower, with portions only 15 feet in width. Grades have been estimated at 15 to 18 percent. There is also a blind curve, which could cause serious safety problems and perils to children, pedestrians and bicyclists. The intersection of Oak Hill and Avenue 60 is virtually a blind

corner, producing additional safety problems.

#### Transportation and Circulation

Since the development would have 24 units in both locations, the traffic generation would be the same (240 trips per day).

However, due to the alternate site's proximity to the Pasadena Freeway and Monterey Road, traffic flows from the site would be more unbalanced than with the proposed site. Some 90 percent of the generated traffic would be expected to exit to the west of the site. Seventy percent of this traffic would travel south on Pinecrest Drive to Avenue 60, then continue on this avenue until reaching Monterey Road southbound or the Pasadena Freeway. The remaining 30 percent of this traffic would travel north on Pinecrest and Lomitas in a "shortcut" through a residential neighborhood to reach Monterey Road northbound. Only 10 percent of total traffic would exist to the east of the site, which accesses a low-density area residential area of adjoining South Pasadena.

#### Public Services--Fire Protection

Since the development would have 24 units in both locations, demands for fire protection would be the same. There is a fire station located 1.0 mile west of the alternate site near the intersection of Figueroa Street and Avenue 59. This distance is measured from the furthest point in the alternate subdivision.

#### Public Services--Police Protection

Since the development would have 24 units in both locations, demands for police protection would be the same. The alternate development would also be served by the Hollenbeck Police Station.

#### Energy Conservation

The development would utilize 259 mwh/yr of electricity and 2,611,200 cf/yr of natural gas at either the alternate or the proposed site.

**IX. ORGANIZATIONS AND PERSONS CONSULTED/LEAD AGENCY**

**A. Agencies, Organizations and Private Individuals Consulted**

**City of Los Angeles Agencies**

**Department of City Planning**

Environmental Review Section  
Merryl Edelstein, Senior City Planner  
Charles Rausch, Jr., Unit Head  
Lynn Wyatt, Former Unit Head  
Simon Pastucha, Project Coordinator  
Cheryl Rogers, Former Project Coordinator  
Evelyn Garfinkle, Former Project Coordinator  
Room 655, City Hall  
200 North Spring Street  
Los Angeles, CA 90012  
(213) 485-3443

**Fire Department**

Bob Collins, Former Fire Inspector  
Bureau of Fire Prevention  
City Hall East  
200 North Main Street  
Los Angeles, CA 90012  
(213) 485-5969

**Public Works Department Bureau of Engineering**

Art Almeraz, Civil Engineer  
Room 700, City Hall East  
200 North Main Street  
Los Angeles, CA 90012  
(213) 485-2418

State of California Agencies

Department of Transportation

W.B. Ballantine, Chief  
Environmental Planning Branch  
District 7  
P.O. Box 2304  
Los Angeles, CA 90051  
(213) 620-3550

Division of Mines and Geology

Venice Huffman, Regional Administrative Officer  
107 South Broadway  
Room 1065  
Los Angeles, CA 90012  
(213) 620-3560

Native American Heritage Commission

John D. Smith, Executive Assistant  
Native American Heritage Commission  
915 Capitol Mall  
Room 288  
Sacramento, CA 95814  
(916) 653-4082

University of California, Los Angeles

Susan Colby, Survey Archaeologist  
The Institute of Archaeology  
Los Angeles, CA 90024  
(213) 825-1980

Consultants

EIR Management

Dave Tuttle, President  
Urban Development Consultants  
650 Venice Boulevard  
Venice, CA 90291  
(213) 821-7909



*Persons and Organizations Consulted*

Grading, Hydrology and Site Planning

G.F. Montemayor, Professional Engineer  
Montemayor and Associates Civil Engineers  
1617 South Waverly Glen Way  
Hacienda Heights, CA 91745  
(818) 964-6800

Soils and Seismic

Frank C. Stillman, Project Engineer  
Triad Foundation Engineering  
17231 East Railroad Street  
City of Industry, CA 91748  
(818) 964-2313

Alternate Grading Plan

J.E. Nelson, President  
Nelson Consultants Inc.  
2500 East Colorado Blvd.  
Suite 300  
Pasadena, CA 91107  
(818) 795-1844

**B. Lead Agency**

City of Los Angeles  
Department of City Planning  
Environmental Review Section  
Room 655, City Hall  
200 North Spring Street  
Los Angeles, CA 90012  
(213) 485-3443

**SECTION X. PLANNING DEPARTMENT DOCUMENTATION**

- A. ENVIRONMENTAL DATA REQUIREMENT**
- B. INITIAL STUDIES AND CHECKLISTS**
- C. WORK SHEET**
- D. INITIAL STUDY TRAFFIC ANALYSIS**

CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL DATA REQUIREMENT

EIR NO. 172-84-SUB

PROJECT DESCRIPTION: Tentative Tract 35022 for 30 single-family residential lots on 13 net acres, zoned R1-1.

PROJECT LOCATION/ADDRESS: 4400-98 Pueblo Ave., 1401-99 Pullman Ave., 4302-4498 Ringgold Dr., 4329-48 Glidden Dr. & 4301-4499 Corona Dr.; Northeast.

In accordance with the provisions of Article 3, Sections 65940 through 65944 of the Government Code and the California Environmental Quality Act of 1970 and adopted City Guidelines, this Department has reviewed the Environmental Assessment Form for the above-described project and hereby finds that the proposed project may have a significant effect on the environment and the following data necessary to properly evaluate said effects are required to be submitted to this Department in an acceptable form prior to the acceptance of the application as complete:

1. Grading - Project will require grading of approximately 250,000 cubic yards of dirt which will be exported.
2. Flood Hazard - Project site is located in the hillside area and subject to the Flood Hazard Management Ordinance.
3. Access - Due to existing paper streets; realignment of streets: substandard streets.
4. Fire - Fire Department concerns relating to Fire Safety should be addressed.

(continued on page 2)

Pertinent data should be prepared and submitted addressing these impacts as well as project alternatives; appropriate mitigation measures; energy conservation measures and economic data, where necessary to evaluate the feasibility of a mitigation measure or alternative in order that the Planning Department may prepare the necessary Environmental Impact Report (EIR) as required by the Environmental Review Committee. Questions regarding this matter may be directed to Alta Shigeta at 485-3443.

APPROVED BY: Bob Rogers, Chairman ERC Date: 05-16-84  
Environmental Review Committee

APPLICANT OR REPRESENTATIVE NOTIFIED: MAY 23 1984

CP-1256 (6/83)

5. Archaeological - Site is located in an area likely to yield unrecorded sites.
6. Energy Conservation - Discussion required by CEQA. See Appendix F of the City's Guidelines to implement CEQA.

An alternate grading plan for 30 or less single-family homes is required which should show a balanced cut & fill schematic.

The cumulative impact of the project together with the vacant parcels surrounding the site should be assessed in addition to proposed projects in the area.

OFFICE OF THE CITY CLERK  
ROOM 308, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**INITIAL STUDY  
AND CHECKLIST**  
(Article IV — City CEQA Guidelines)

LEAD CITY AGENCY <i>City Planning Department</i>	COUNCIL DISTRICT <i>14</i>	DATE <i>5-10-84</i>
PROJECT TITLE/NO. <i>Subdivision</i>	CASE NO. <i>172-84-Sub</i>	

PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions.	<input type="checkbox"/> DOES NOT have significant changes from previous actions.
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PROJECT DESCRIPTION:  
*Test. Tract #35022 for 30 single family residential lots on 13 net acres, zoned R1-1.*

PROJECT LOCATION  
*4400-4498 Pueblo Ave, 1401-1499 Billman Ave., 4302-4498 Riggold Dr., 4329-4348 Glidden Dr. and 4301-4499 Corona Dr.*

PLANNING DISTRICT <i>Northeast</i>	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED <i>7-3-79</i>
---------------------------------------	---

EXISTING ZONING <i>R1-1</i>	MAX. DENSITY ZONING <i>113 du/s</i>	PROJECT DENSITY
PLANNED LAND USE & ZONE <i>Very low density</i>	MAX. DENSITY PLAN <i>51 du/s</i>	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN W. <input type="checkbox"/> NO DISTRICT PLAN
PLAN DENSITY RANGE <i>1 to 3</i>	PROJECT DENSITY <i>30 du/s</i>	

**DETERMINATION** (to be completed by Lead City Agency)

On the basis of the attached initial study checklist and evaluation:

NEGATIVE DECLARATION	<input type="checkbox"/> I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
CONDITIONAL NEGATIVE DECLARATION	<input type="checkbox"/> 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 the mitigation measures described on an attached sheet have been added to the project. A CONDITIONAL NEGATIVE DECLARATION WILL BE PREPARED. (See attached condition(s))
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

<i>Alta Shogts</i> SIGNATURE	<i>City Planner</i> TITLE
---------------------------------	------------------------------

**BACKGROUND**

PROPOSER NAME

PHONE

PROPOSER ADDRESS

AGENCY REQUIRING CHECKLIST

DATE SUBMITTED

PROPOSAL NAME (if applicable)

**ENVIRONMENTAL IMPACTS**

(Explanations of all "yes" and "maybe" answers are required to be attached on separate sheets.)

**1. EARTH. Will the proposal result in:**

YES MAYBE NO

- a. Unstable earth conditions or in changes in geologic substructures? ☐ ☐ ☒
- b. Disruptions, displacements, compaction or overcovering of the soil? ☐ ☐ ☒
- c. Change in topography or ground surface relief features? ☒ ☐ ☐
- d. The destruction, covering or modification of any unique geologic or physical features? ☐ ☐ ☒
- e. Any increase in wind or water erosion of soils, either on or off the site? ☐ ☐ ☒
- f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? ☐ ☐ ☒
- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? ☐ ☐ ☒

**2. AIR. Will the proposal result in:**

- a. Air emissions or deterioration of ambient air quality? ☐ ☐ ☒
- b. The creation of objectionable odors? ☐ ☐ ☒
- c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? ☐ ☐ ☒
- d. Expose the project residents to severe air pollution conditions? ☐ ☐ ☒

**3. WATER. Will the proposal result in:**

- a. changes in currents, or the course or direction of water movements, in either marine or fresh waters? ☐ ☐ ☒
- b. Changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff? ☒ ☐ ☐
- c. Alterations to the course or flow of flood waters? ☐ ☐ ☒
- d. Change in the amount of surface water in any water body? ☐ ☐ ☒
- e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? ☐ ☐ ☒
- f. Alteration of the direction or rate of flow of ground waters? ☐ ☐ ☒
- g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? ☐ ☐ ☒
- h. Reduction in the amount of water otherwise available for public water supplies? ☐ ☐ ☒
- i. Exposure of people or property to water related hazards such as flooding or tidal waves? ☐ ☐ ☒
- j. Changes in the temperature, flow, or chemical content of surface thermal springs. ☐ ☐ ☒

**4. PLANT LIFE. Will the proposal result in:**

- a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)? ☐ ☐ ☒
- b. Reduction of the numbers of any unique, rare or endangered species of plants? ☐ ☐ ☒
- c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species? ☐ ☐ ☒
- d. Reduction in acreage of any agricultural crop? ☐ ☐ ☒

	YES	MAYBE	NO
5. <b>ANIMAL LIFE.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?.....			✓
b. Reduction of the numbers of any unique, rare or endangered species of animals?.....			✓
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?.....			✓
d. Deterioration to existing fish or wildlife habitat?.....			✓
6. <b>NOISE.</b> Will the proposal result in:			
a. Increases in existing noise levels? .....			✓
b. Exposure of people to severe noise levels?.....			✓
7. <b>LIGHT AND GLARE.</b> Will the proposal			
a. Produce new light or glare from street lights or other sources? ....			✓
b. Reduce access to sunlight of adjacent properties due to shade and shadow .....			✓
8. <b>LAND USE.</b> Will the proposal result in an alteration of the present or planned land use of an area?			✓
9. <b>NATURAL RESOURCES.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?.....			✓
b. Depletion of any non-renewable natural resource?.....			✓
10. <b>RISK OF UPSET.</b> Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			✓
b. Possible interference with an emergency response plan or an emergency evacuation plan.			✓
11. <b>POPULATION.</b> Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?			✓
b. Change in the distribution, density or growth rate of the human population of an area?			✓
12. <b>HOUSING.</b> Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?			✓
b. Have an impact on the available rental housing in the community?			✓
c. Result in demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?			✓
13. <b>Transportation/Circulation.</b> Will the proposal result in:			
a. Generation of additional vehicular movement? .....			✓
b. Effects on existing parking facilities, or demand for new parking?..			✓
c. Impact upon existing transportation systems?.....	✓		
d. Alterations to present patterns of circulation or movement of people and/or goods? .....	✓		
e. Alterations to waterborne, rail or air traffic?.....			✓
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? .....			✓
14. <b>PUBLIC SERVICES.</b> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection? .....	✓		✓
b. Police protection?.....			✓
c. Schools? .....			✓
d. Parks or other recreational facilities?.....			✓
e. Maintenance of public facilities, including roads?.....			✓
f. Other governmental services?.....			✓
15. <b>ENERGY.</b> Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy? .....			✓
b. Increase in demand upon existing sources of energy, or require the development of new sources of energy? .....			✓

16. **ENERGY.** Will the proposal result in:
- a. Use of exceptional amounts of fuel or energy? ..... ☐ ☐ ☒
  - b. Significant increase in demand upon existing sources of energy, or require the development of new sources of energy? ..... ☐ ☐ ☒
17. **UTILITIES.** Will the proposal result in a need for new systems, or alterations to the following utilities:
- a. Power or natural gas? ..... ☐ ☐ ☒
  - b. Communications systems? ..... ☐ ☐ ☒
  - c. Water? ..... ☐ ☐ ☒
  - d. Sewer or septic tanks? ..... ☐ ☐ ☒
  - e. Storm water drainage? ..... ☐ ☐ ☒
  - f. Solid waste and disposal? ..... ☐ ☐ ☒
18. **HUMAN HEALTH.** Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? ..... ☐ ☐ ☒
  - b. Exposure of people to potential health hazards? ..... ☐ ☐ ☒
19. **AESTHETICS.** Will the proposed project result in:
- a. The obstruction of any scenic vista or view open to the public? ..... ☐ ☐ ☒
  - b. The creation of an aesthetically offensive site open to public view? ..... ☐ ☐ ☒
  - c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature? ..... ☐ ☐ ☒
  - d. Any negative aesthetic effect? ..... ☐ ☐ ☒
20. **RECREATION.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? ..... ☐ ☐ ☒
21. **CULTURAL RESOURCES:**
- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site? ..... ☒ ☐ ☐
  - b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? ..... ☐ ☐ ☒
  - c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? ..... ☐ ☐ ☒
  - d. Will the proposal restrict existing religious or sacred uses within the potential impact area? ..... ☐ ☐ ☒
22. **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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals. .... ☐ ☐ ☒
  - c. Does the project have impacts which are individually limited, but cumulatively considerable? ..... ☐ ☐ ☒
  - d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? ..... ☐ ☐ ☒

\* "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

## DISCUSSION OF ENVIRONMENTAL EVALUATION

(Attach additional sheets if necessary)

PREPARED BY

*Reginald K. Foster*

TITLE

*Planning Assistant*

TELEPHONE

*485-5726*

DATE



1. <u>Earth:</u>	Project will require grading of approx. 250,000 cubic yards of dirt.	X	X
a. <u>Grading</u>			
b. <u>Geologic Hazards</u>	None		
2. <u>Air:</u>			
a. <u>Mobile</u>	369,000 veh. miles/day $2.83 = 130388 \text{ trips}$ $\times 5\% = 6519 \text{ trips}$ $\div 9.82 = 663 \text{ div's}$  369,000 (Single family subdivision) vehicle miles/day > 235,000 vehicle miles/day		0
b. <u>Stationary</u>	- A.Q.M.D. permit is not required.		0
c. <u>Meteorology</u> (wind)	Less than 6 stories		0
3. <u>Water:</u>			
a. <u>Surface Water Runoff/Hydrology</u>	Less than 50 acres in size.		0
b. <u>Ground Water</u>	—		
c. <u>Flood Hazard</u>	Project site is located in a hillside area, subject to Flood Hazard Management Ord.	X	

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4.	<u>Plant Life:</u>	<i>No significant trees will be removed.</i>		<i>0</i>
5.	<u>Animal Life:</u>	<i>None</i>		
6.	<u>Noise:</u>			
a.	<u>Mobile</u>	<i>Highway noise will not impact this project.</i>		<i>0</i>
b.	<u>Stationary</u>			<i>0</i>
7.	<u>Light:</u>			
a.	<u>Artificial</u>	<i>Street lights</i>		<i>0</i>
b.	<u>Natural</u>	<i>—</i>		<i>0</i>
8.	<u>Land Use:</u>			
a.	<u>Zoning</u>	<i>—</i>		<i>0</i>
b.	<u>Community or District Plan</u>	<i>—</i>		<i>0</i>
c.	<u>General Plan Elements</u>	<i>—</i>		<i>0</i>
d.	<u>Regional, State or Federal Plans</u>	<i>—</i>		<i>0</i>

Yes No

9.	<u>Natural Resources:</u>	N/A		X
10.	<u>Risk of Upset:</u>	N/A		X
11.	<u>Population:</u>	N/A		X
12.	<u>Housing:</u>	N/A		X
13.	<u>Right-of-Way and Access:</u>	Lothrop St. Paper St. realignement of Streets Substandard Streets in area	X	
14.	<u>Transportation and Circulation:</u>			
a.	<u>Traffic</u>	Comments from the Dept. of Transportation.		X
b.	<u>Parking</u>	Single family subdivision with attached garage.		X
15.	<u>Public Services:</u>			
a.	<u>Fire Protection</u>	47-E 12-T.F. Possible Fire Safety problems		X
b.	<u>Police Protection</u>	3 1/2 mile 1 1/2 miles < 333 persons		X
c.	<u>Schools</u>	30 divs < 46 divs		X
d.	<u>Libraries</u>	E1 Sereno		X
e.	<u>Parks/Recreation Facilities</u>			1

Significant

Yes No

16. <u>Energy Conservation:</u> Discussion required by CEQA		X
17. <u>Utilities:</u>		
a. <u>Power</u> < 2400 dms		X
b. <u>Gas</u> < 600 dms		X
c. <u>Communication Systems</u> —		X
d. <u>Water</u> —		X
e. <u>Sewers</u> Central Eng. District		X
f. <u>Storm Water Drainage</u> —		X
g. <u>Solid Waste and Disposal</u> —		X
18. <u>Safety:</u> —		X
19. <u>Aesthetics/View:</u> —		X
20. <u>Cultural Resources:</u>		
a. <u>Archaeological</u> Located in an area likely to yield unrecorded sites. X		X
b. <u>Paleontological</u> —		X
c. <u>Historical</u> —		X
21. <u>Other:</u> —		X

# INITIAL STUDY AND CHECKLIST

(Article IV — City CEQA Guidelines)

LEAD CITY AGENCY <i>City Planning Department</i>	COUNCIL DISTRICT <i>14</i>	DATE <i>6/5/89</i>
PROJECT TITLE/NO. <i>Subdivision</i>	CASE NO. <i>172-84-Sub (REC)</i>	

PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
---------------------------	--

PROJECT DESCRIPTION:  
*Tentative Tract No. 35022 for a 24-lot single-family subdivision on 15.7 ± acres, zoned R1-1.*

PROJECT LOCATION *4400-4498 Pueblo Ave, 1401-1499 Pollman Ave., 4302-4498 Singgold Dr, 4329-4349 Glidden Dr. and 4301-4499 Corona Dr.*

PLANNING DISTRICT <i>Northwest</i>	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED <i>7/3/89</i> date	
EXISTING ZONING <i>R1-1</i>	MAX. DENSITY ZONING <i>113 d.u.s</i>	PROJECT DENSITY
PLANNED LAND USE & ZONE <i>low density</i>	MAX. DENSITY PLAN <i>34 d.u.s</i>	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
MINIMUM DENSITY RANGE <i>1 to 3</i>	PROJECT DENSITY <i>2 ± d.u.s</i>	

**DETERMINATION** (to be completed by Lead City Agency)

On the basis of the attached initial study checklist and evaluation:

NEGATIVE DECLARATION	<input type="checkbox"/> I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
MITIGATED NEGATIVE DECLARATION	<input type="checkbox"/> 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 the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED. (See attached condition(s).)
ENVIRONMENTAL IMPACT REPORT	<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

<i>[Signature]</i> SIGNATURE	<i>[Signature]</i> TITLE
---------------------------------	-----------------------------

**BACKGROUND**

PROPONENT NAME

PHONE

PROPONENT ADDRESS

AGENCY REQUIRING CHECKLIST

DATE SUBMITTED

PROPOSAL NAME (If applicable)

**ENVIRONMENTAL IMPACTS**

(Explanations of all "yes" and "maybe" answers are required to be attached on separate sheets.)

**1. EARTH.** Will the proposal result in:

YES

MAYBE

NO

- a. Unstable earth conditions or in changes in geologic substructures?
- b. Disruptions, displacements, compaction or overcovering of the soil?
- c. Change in topography or ground surface relief features? .....
- d. The destruction, covering or modification of any unique geologic or physical features? .....
- e. Any increase in wind or water erosion of soils, either on or off the site? .....
- f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? .....
- g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? ....

**2. AIR.** Will the proposal result in:

- a. Air emissions or deterioration of ambient air quality? .....
- b. The creation of objectionable odors? .....
- c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? .....
- d. Expose the project residents to severe air pollution conditions?

**3. WATER.** Will the proposal result in:

- a. changes in currents, or the course or direction of water movements, in either marine or fresh waters? .....
- b. Changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff? .....
- c. Alterations to the course or flow of flood waters? .....
- d. Change in the amount of surface water in any water body? .....
- e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? .....
- f. Alteration of the direction or rate of flow of ground waters? .....
- g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? .....
- h. Reduction in the amount of water otherwise available for public water supplies? .....
- i. Exposure of people or property to water related hazards such as flooding or tidal waves? .....
- j. Changes in the temperature, flow, or chemical content of surface thermal springs.

**4. PLANT LIFE.** Will the proposal result in:

- a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)? .....
- b. Reduction of the numbers of any unique, rare or endangered species of plants? .....
- c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species? .....
- d. Reduction in acreage of any agricultural crop? .....

	YES	MAYBE	NO
<b>5. ANIMAL LIFE.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			✓
b. Reduction of the numbers of any unique, rare or endangered species of animals?			✓
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			✓
d. Deterioration to existing fish or wildlife habitat?			✓
<b>6. NOISE.</b> Will the proposal result in:			
a. Increases in existing noise levels?			✓
b. Exposure of people to severe noise levels?			✓
<b>7. LIGHT AND GLARE.</b> Will the proposal			
a. Produce new light or glare from street lights or other sources? ...			✓
b. Reduce access to sunlight of adjacent properties due to shade and shadow			✓
<b>8. LAND USE.</b> Will the proposal result in an alteration of the present or planned land use of an area?			✓
<b>9. NATURAL RESOURCES.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?			✓
b. Depletion of any non-renewable natural resource?			✓
<b>10. RISK OF UPSET.</b> Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			✓
b. Possible interference with an emergency response plan or an emergency evacuation plan.			✓
<b>11. POPULATION.</b> Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?			✓
b. Change in the distribution, density or growth rate of the human population of an area?			✓
<b>12. HOUSING.</b> Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?			✓
b. Have an impact on the available rental housing in the community?			✓
c. Result in demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?			✓
<b>13. Transportation/Circulation.</b> Will the proposal result in:			
a. Generation of additional vehicular movement?			✓
b. Effects on existing parking facilities, or demand for new parking?			✓
c. Impact upon existing transportation systems?	✓		
d. Alterations to present patterns of circulation or movement of people and/or goods?	✓		
e. Alterations to waterborne, rail or air traffic?			✓
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	✓		
<b>14. PUBLIC SERVICES.</b> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	✓		
b. Police protection?			✓
c. Schools?			✓
d. Parks or other recreational facilities?			✓
e. Maintenance of public facilities, including roads?			✓
f. Other governmental services?			✓
<b>15. ENERGY.</b> Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?	✓		
b. Increase in demand upon existing sources of energy, or require the development of new sources of energy?			✓

16. **ENERGY.** Will the proposal result in:

- a. Use of exceptional amounts of fuel or energy? .....
- b. Significant increase in demand upon existing sources of energy, or require the development of new sources of energy? .....

YES	MAYBE	NO
✓		
		✓

17. **UTILITIES.** Will the proposal result in a need for new systems, or alterations to the following utilities:

- a. Power or natural gas? .....
- b. Communications systems? .....
- c. Water? .....
- d. Sewer or septic tanks? .....
- e. Storm water drainage? .....
- f. Solid waste and disposal? .....

YES	MAYBE	NO
		✓
		✓
		✓
	✓	✓
		✓
		✓

18. **HUMAN HEALTH.** Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)? .....
- b. Exposure of people to potential health hazards? .....

YES	MAYBE	NO
		✓
		✓

19. **AESTHETICS.** Will the proposed project result in:

- a. The obstruction of any scenic vista or view open to the public?
- b. The creation of an aesthetically offensive site open to public view?
- c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature?
- d. Any negative aesthetic effect?

YES	MAYBE	NO
		✓
		✓
		✓
		✓

20. **RECREATION.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

YES	MAYBE	NO
		✓

21. **CULTURAL RESOURCES:**

- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

YES	MAYBE	NO
✓		
		✓
		✓
		✓

22. **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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals? .....
- c. Does the project have impacts which are individually limited, but cumulatively considerable? .....
- d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? .....

YES	MAYBE	NO
		✓
		✓
		✓
		✓

\* "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

**DISCUSSION OF ENVIRONMENTAL EVALUATION**

(Attach additional sheets if necessary)



## ENVIRONMENTAL NOTATIONS

EIR NO.: 172-84-SUB(REC)

E: 05/31/89

APPLICANT: Green Hills Investment Corp.

PROJECT DESCRIPTION: Tentative Tract No. 35022 to subdivide 15.7+ gross acres, zoned R1-1, into 24 single-family residential lots.

### Areas of Possible Environmental Impact:

1. Earth (Grading) - Site development would require the excavation of 110,000 cubic yards and export of approximately 85,000 cubic yards of earth material.
2. Water (Flood Hazard) - The project site is located in a hillside area and is subject to the Flood Hazard Management Specific Plan Ordinance.
3. Access - Some of the local streets adjoining the project site are either substandard or do not physically exist and will require dedication and improvement and/or realignment.
4. Public Services (Fire Protection) - Fire protection services may be inadequate due to response distance.
5. Energy Conservation - The California Environmental Quality Act requires that the proposed project be considered in light of its potential energy impacts.
6. Cultural Resources (Archaeological) - The project site is located in an area likely to yield unrecorded sites.
7. Service Systems (Storm Drainage, Sewers, Solid Waste Disposal) - The proposed project may have a cumulative impact on existing service systems.
8. Water Conservation - The California Environmental Quality Act requires that the proposed project be evaluated relative to water use and water conservation measures in accordance with State guidelines.

### Possible Mitigation Measures

1. Earth (Grading) - Conformance with the recommendations of a geotechnical report prepared for the project site and applicable provisions of the Municipal Code including an approved haul route for the export of graded earth.
2. Water (Flood Hazard) - Provision of adequate drainage facilities and conformance with applicable provisions of the Flood Hazard Management Specific Plan Ordinance.

3. Access - Dedication and improvement and/or realignment of local streets adjoining the project site to the satisfaction of Advisory Agency and City Engineer.
4. Public Services (Fire Protection) - Conformance with applicable provisions of the Municipal Code and the recommendations of the Fire Department.
5. Energy Conservation - Incorporation of energy conservation design features into the proposed project which would avoid or reduce the inefficient consumption of energy from nonrenewable sources.
6. Cultural Resources (Archaeological) - Provision of an expert on site during the grading phase of site development with authority to order protective measures for any significant artifacts discovered.
7. Service Systems (Storm Drainage, Sewers, Solid Waste Disposal) - Investigation should address adequacy of existing systems and potential impacts resulting from the project development. Mitigation measures may include:
  - compliance with requirements of the City Interim Sewer Ordinance No. 163,559.
8. Water Conservation - Investigation should address potential consumption rates and adequacy of existing water supply. Mitigation measures may include:
  - compliance with the City's Water Conservation Regulations defined in Ordinance No. 163,532.

Alternatives to the Proposed Project: No Project; Change of Intensity; Change of Land Use; Alternate Site

Attachments: Vicinity Map; Tentative Tract Map

3. Would the proposal impede or prohibit implementation of the Community Plan: yes \_\_\_\_\_ no X.

a. For zone changes, parcel maps and subdivisions: Would the proposal be in conflict with the intent of the Community Plan? yes \_\_\_\_\_ no \_\_\_\_\_. (Calculate net density on basis of equivalent zone, not gross density).

b. For Zone Variances: If all other necessary findings can be made, would the proposal adversely affect the Community Plan? yes \_\_\_\_\_ no \_\_\_\_\_.

c. For Conditional Uses: Will the proposed use be incompatible with the objectives of the community plan? yes \_\_\_\_\_ no \_\_\_\_\_.

Note: If any of the above are answered yes, see 6, General Comments on Page 3.

4. Other General Plan Elements

Would the approval of this proposal conflict with any other element(s) of the General Plan? yes \_\_\_\_\_ no X.

Name of element: \_\_\_\_\_ (See General Comments Section 6 on Page 3.)

5. Related Plan and Implementation References

The subject proposal involves property which is directly affected by provisions of those additional plans or ordinances checked and described below.

Note Checked Items	Type	City Plan Case or Ordinance or Title	CPC Approved	Council Adopted
_____	a. Coastal Plan			
_____	b. Specific Plan			
_____	c. Redevelopment Plan			
_____	d. Moratorium			
	Ordinances: The subject property is directly affected by:			
	Name/Ord. No.	CPC Approved On:	Council Adopted On:	Expiration Date:

Note: The relevant text section is attached and the status of the above is described in the General Comments on the next page.

DEPARTMENT OF CITY PLANNING  
COMMUNITY PLANNING CASE REVIEW AND COMMENTS

Community Plan Northwest Application Filing Date: 6-19-89  
Case Number \_\_\_\_\_ Hearing Date: \_\_\_\_\_  
CPC \_\_\_\_\_ T.T. \_\_\_\_\_ Division Received: 6-22-89  
Z.A. \_\_\_\_\_ P.M. \_\_\_\_\_ Division Deadline: 7-19-89  
C.D.P. \_\_\_\_\_ PWA \_\_\_\_\_ Legal Due Date: \_\_\_\_\_  
Other 172-84  
Unit Log In: \_\_\_\_\_ Unit Deadline: \_\_\_\_\_ Unit Log Out: \_\_\_\_\_

COMMENTS REVIEWED AND APPROVED:

Section Head \_\_\_\_\_ Date: \_\_\_\_\_ Prepared \_\_\_\_\_  
Unit Head WOL Date: 6-26 By: JIMMY ANGUIANO Date: 6-29-89

UNIT COMMENTS:

1. Community Plan Dates and Designations

- a. Date Adopted: JUL 2, 79 Date Amended: MAY 6, 88 (ABZ83) (PORTION IN SUPPLEMENT NO. 2418)  
The Plan is being revised, or is being amended: X (CPR) Yes No  
(If yes, see Comment 6 on Page 3)

- b. Community Plan land use designation(s) and corresponding zone(s):

HIGHING-LOW (R0, R1, RE9, RDL) & VERY LOW (RE20, RA, RE15, RE11)  
AS INDICATED ON ATTACHED COPY OF TRACT MAP NO. 35022

- c. Community Plan Height District: \_\_\_\_\_  
~~XXXXXXXXXXXX~~

- d. Community Plan Street Designation(s): LOCAL STREETS

- e. Applicable Plan text sections are attached. Yes \_\_\_\_\_ No X

2. Plan Relationship to the Proposal

- a. X No Comments, conforms with plan.  
b. \_\_\_\_\_ This matter is not addressed in the community plan.  
c. \_\_\_\_\_ The investigator/decision-maker should be aware of the significant items which affect the subject site as described in Comments 3-6.

INITIAL STUDY  
TRAFFIC ANALYSIS

EIR CASE NO.: 172-84-SUB TRANSMITTAL DATE: 5-21-87  
PROJECT DESCRIPTION: Tentative Tract No. 35022 for 30  
single family residences on 13 net acres, zoned  
R1-1. (18.7 gross acres)  
PROJECT LOCATION: See attached.

EXISTING ZONES: R1-1 PLANNED ZONES: R1-1

PROJECTED GENERATED TRIPS: 300 DAILY, 30 PK

\_\_\_\_\_ ADT \_\_\_\_\_ TPH \_\_\_\_\_  
(Street)

\_\_\_\_\_ ADT \_\_\_\_\_ TPH \_\_\_\_\_  
(Street)

CRITICAL INTERSECTIONS:

_____ & _____				
_____			_____	
	AM	PM		AM PM
NB	_____	_____	_____	_____
SB	_____	_____	_____	_____
EB	_____	_____	_____	_____
WB	_____	_____	_____	_____

COMMENTS: \_\_\_\_\_

IMPACT OF TRAFFIC GENERATION:

NOT  
SIGNIFICANT

MAY BE  
SIGNIFICANT

MAY BE  
CUMULATIVE

TRAFFIC STUDY  
NEEDED

Prepared by: W. Hayman Date: 5-27-87

CP-1206 (3/79)

## **APPENDICES**

**APPENDIX A: HYDROLOGY STUDY**

### HYDROLOGY STUDY

#### On Eastern Portion of Project Site:

With the proposed development of 24 single-family units, the drainage area increases from 9.0 acres to 13.0 acres. In reference to the City of Los Angeles Storm Design Manual, the isohyetal is 1.33 inches per hour for a 50-year frequency. Using a minimum time of concentration of 5.0 minutes, the base peak runoff rate (BPRR) is 3.40 cubic feet per second (cfs) per acre.

Assuming 100% imperviousness, the runoff from the eastern portion before development is:

$$Q = 9.0 \times 1.33 \times 3.40 = 40.70 \text{ cfs}$$

The total runoff from the eastern portion after development will be:

$$Q = 13.0 \times 1.33 \times 3.40 = 58.80 \text{ cfs}$$

The developed Q (flow) for this portion is directed to Lathrop Street, in which the street capacity for a 2% street grade is 67.4 cfs. The drainage flow is confined within the street right-of-way, eliminating the flood hazard.

#### On Western Portion of Project Site:

After development, the drainage area of the western portion decreases from 6.7 acres to 2.7 acres. Assuming 100% imperviousness, the runoff from this portion before development is:

$$Q = 6.7 \times 1.33 \times 3.40 = 30.30 \text{ cfs}$$

The runoff after development will be:

$$Q = 2.7 \times 1.33 \times 3.40 = 12.21 \text{ cfs}$$



Calculations of Street Runoffs (On Site Only)

Isohyetal (Iso) = 1.33 inches/hour

Storm Frequency = 10 years

Relative One-hour Maximum Rainfall = 0.762 inches

Minimum Time of Concentration = 5.0 minutes

Base Peak Runoff Rate (BPRR) = 3.40

Runoff Factor = 1.00

Runoff (q) = BPRR x Iso (adjusted)  
 =  $3.40 \times 1.33 \times 0.762$   
 = 3.45 cubic feet/second/acre (cfs/acre)

## On Eastern Portion of Project Site:

## Corona Drive and Ringgold Drive

Area = 50 feet x 3,100 feet  
 = 155,000 square feet  
 = 3.56 acres

Q =  $3.56 \times 3.45$   
 = 12.28 cfs

## On Western Portion of Project Site:

Pullman Street Area = 60 feet x 340 feet  
 = 20,400 square feet  
 = 0.47 acres

Total Street Runoff (Q) = Area x q  
 =  $0.47 \times 3.45$   
 = 1.62 cubic feet per second (cfs)

January 16, 1990

G. F. MONTEMAYOR  
 RCE#25858  
 Professional Engineer

TRIBUTARY DRAINAGE AREA (EAST PORTION ONLY)

BEFORE DEVELOPMENT = 9.0 ACRES

AFTER DEVELOPMENT = 13.0 ACRES

$I_{50} = 1.33 \text{ INCHES/HOUR}$  50 YR. FREQ.

$BPRK = 3.40$  FOR  $T_c = 5.0$  MINUTES

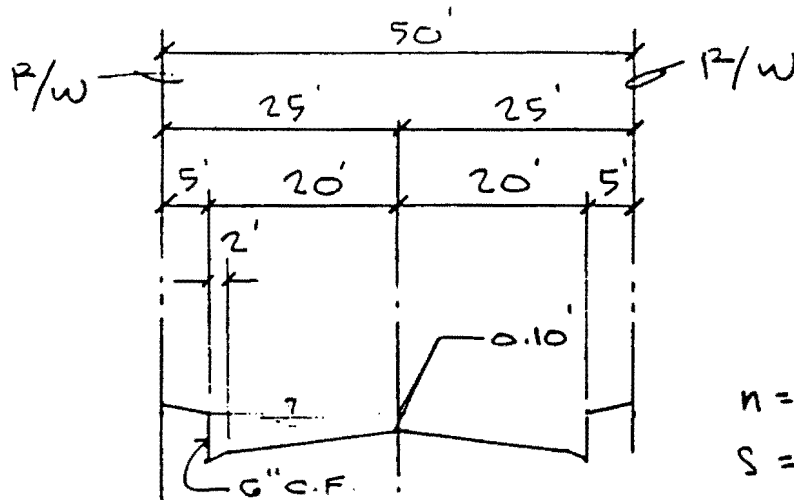
$q = 1.33 \times 3.40 = 4.52 \text{ cfs/ACRE}$

$Q_{\text{BEFORE}}$  =  $9.0 \times 4.52 = 40.70 \text{ cfs.}$

$Q_{\text{AFTER}}$  =  $13 \times 4.52 = 58.80 \text{ cfs.}$



PUEBLO AVE. SUBDIVISION EIR  
HYDROLOGY CALCS



$$n = 0.013$$

$$S = 0.15\%$$

$$S = 0.020\%$$

50 STREET R/W  
NO SCALE

$$A_{\frac{1}{2}} = \left( \frac{.5 + .38}{2} \right) 2 + \left( \frac{.38 + .1}{2} \right) \times 18$$

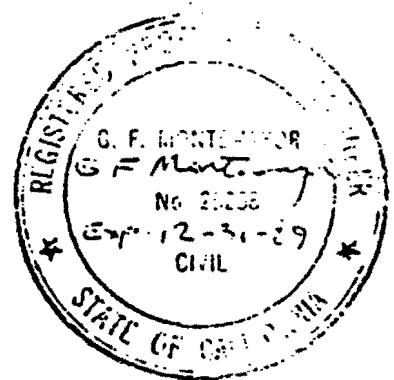
$$= .88 + 4.32 = 5.2 \text{ ft}^2$$

$$P = 20.5' ; r = 0.2537 ; r^{2/3} = 0.4005$$

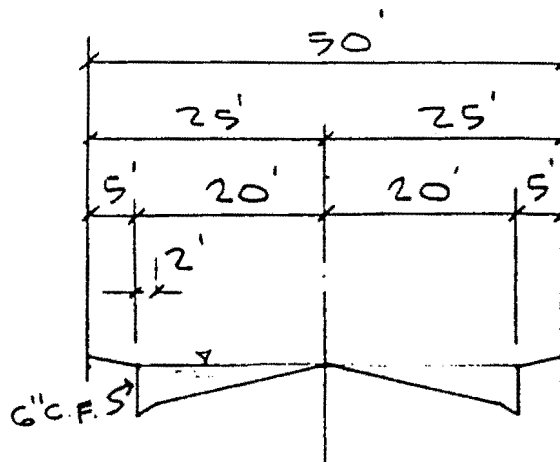
$$Q_{\frac{1}{2}} = \frac{1.486}{.013} \times 5.2 \times .4005 \times (.020)^{1/2}$$

$$= 33.7 \text{ cfs.}$$

$$Q_{\text{FULL}} = 67.4 \text{ cfs} > Q = 58.8 \text{ cfs DEVELOP.}$$



PUEBLO AVE. SUBDIVISION EIR  
HYDRAULIC CALCS  
STREET CAPACITY



$$n = .013$$

$$S = 0.15$$

50 STREET R/W  
No SCALE

$$A_{1/2} = \left( \frac{.5 + .38}{2} \right)^2 + \left( \frac{.38 \times .18}{2} \right)$$

$$= 4.3 \text{ ft}^2$$

$$P = 20.5 \quad ; \quad r = 0.2098 \quad ; \quad r^{2/3} = 0.3528$$

$$Q_{1/2} = \frac{1.486}{.013} \times 4.3 \times .3528 \times (.15)^{1/2}$$

$$= 67 \text{ cfs} \quad @ \quad S = 0.15 \%$$

$$Q_{FULL} = 134 \text{ cfs}$$

$$\text{CHECK ST. CAP.} \quad @ \quad S = 0.020 \%$$

$$Q_{1/2} = \frac{1.486}{.013} \times 4.3 \times .3528 \times .1414$$

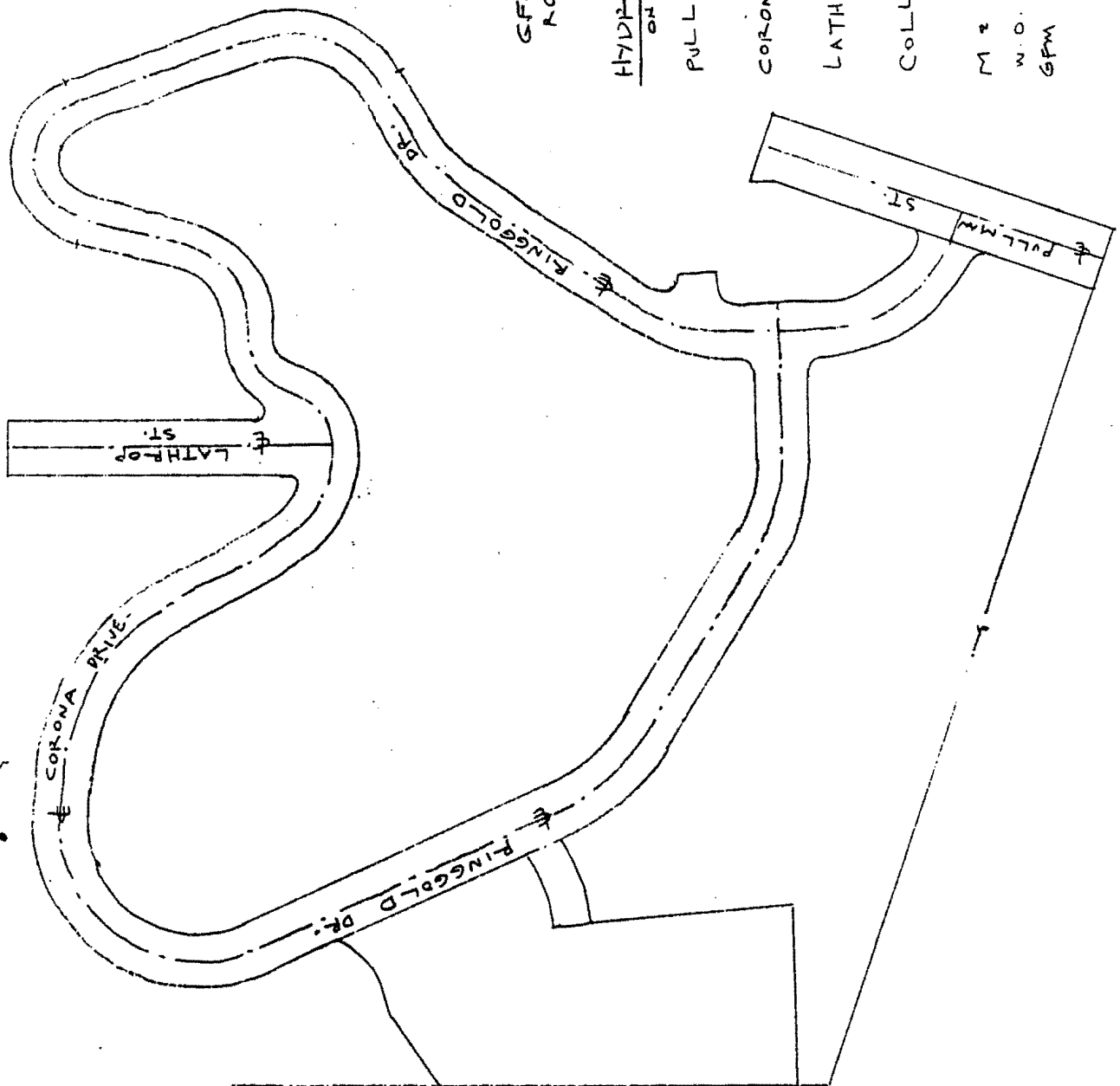
$$= 24.5$$

$$Q_{FULL} = 49 \text{ cfs} \quad @ \quad S = 0.02 \%$$



PUEBLO AVE SUBDIVISION EIR  
HYDRAULIC CALC'S.  
STREET CAPACITY

Scale 1" = 100'



GF. Montague  
RCR # 25258 1-22-90

# HYDROLOGY MAP ON-SITE ONLY

PULLMAN ST. 1 A = 0.47 ACRE

CORONA & RINGGOLD; A = 3.21 ACRES

LATHROP (PARTIAL AREA); A = 0.37 ACRE

COLLIS (NOT A PART)

M & C ASSOCIATES

W.O. 89-001

GPM 1-22-90

**APPENDIX B: SOILS AND GEOLOGY REPORT**



# TRIAD FOUNDATION ENGINEERING INC

Foundation Engineering • Engineering Geology  
Material Testing • Construction Inspection

17231 EAST RAILROAD STREET, CITY OF INDUSTRY, CALIF. 91748  
TELEPHONE (213) 984-2313

SOILS AND GEOLOGIC FEASIBILITY INVESTIGATION  
WESTERLY OF THE PRESENT TERMINUS OF LATHROP STREET  
LOS ANGELES, CALIFORNIA

JOB NUMBER 83-64

MAY 6, 1983

Requested By:

Green Hills Investment Corporation  
1803 Pepperdale Drive  
Rowland Heights, California 91748



# TRIAD FOUNDATION ENGINEERING INC

Foundation Engineering • Engineering Geology  
Material Testing • Construction Inspection

17231 EAST RAILROAD STREET, CITY OF INDUSTRY, CALIF. 91748  
TELEPHONE (213) 964-2313

May 6, 1983  
Job # 83-64

Green Hills Investment Corporation  
1803 Pepperdale Drive  
Rowland Heights, California 91748

Subject: Soils and Geologic Feasibility Investigation  
Westerly of the present terminus of Lathrop Street  
Los Angeles, California

Gentlemen:

This report presents the findings and conclusions of a soils and geologic feasibility investigation performed at the subject site. The purpose of this investigation was to obtain information on subsurface soils and geologic formations for evaluation on which to determine the feasibility for the development of the property. Our recommendations given in this report are intended for use in preliminary planning and preparation of grading plans for the development of the property.

The field exploration consisted of a visual reconnaissance of the site and the excavating of 11 test pits to a maximum depth of 15 feet from the existing surface. A description of the methods used for the exploration and approximate locations of the test pits are presented in the Appendix of this report.

## INTRODUCTION

Proposed Development: It is understood that the Tract will be developed for one or two-story single family residences of frame and stucco type construction.



The proposed structures are expected to be constructed on shallow foundations and to have light loads.

Grading plans are not available at this time, however, it is understood that the site will require mass grading for the development, with cut and fills on the order of 20 feet in depth.

Site Description: The property investigated consists of about 16 acres of hillside terrain located in the Monterey Hills area of the City of Los Angeles. Its northern border is the southern boundary of the City of South Pasadena. The present terminus of Lathrop Street is the approximate east boundary. Pueblo Avenue is the approximate western boundary and Pullman Street the approximate southern boundary.

The site is situated along the top of a north/south trending ridge. Two, moderately broad, east trending ridges extend from the central ridge. These ridges are separated by a broad valley which will carry the extension of Lathrop Street. Natural slopes on the flanks of these ridges range from 1 1/2:1 to 3:1 (horizontal to vertical). The western flank of the north/south trending main ridge slopes at an average ratio between 1 1/2:1 and 2:1 (horizontal). The bottom of this ridge flank is off property.

Drainage is by sheet flow generally toward the existing ravines for the eastern 2/3 of the property. The remaining area to the west drains by sheet flow down the west flank of the main north/south trending ridge towards a wide canyon located off the subject property.

The western slopes of the property are covered with native grasses, weeds and small to medium sized bushes. Some small trees are present. The eastern slopes are covered with a thick growth of native grasses and weeds with very little shrubs and trees.

A moderate sized soil slump was noted on the north facing slope in the vicinity of the proposed lots 27, 28 & 29. It is nearly overgrown with a thick growth of brush and wild grasses. A small slump has occurred with the older scarp area and is probably the result of the recent winter rains.

No permanent structures have been developed on the site. Neighboring property to the north and east have been previously developed with single family residences. The remaining adjacent properties are vacant.

Past grading on the site consists of a few narrow tractor trails, (most of which are over grown with grasses and weeds), and a small cut area near the toe of the slope in the vicinity of Test Pit #7 (see Plate A). A small amount of fill soils have been placed near Test Pit #8.

Past use of the site is unknown. It is currently being used for recreation by off-road vehicles.

#### GEOLOGY

Earth Materials: The earth materials mapped on the site consist of two bed-rock formations, colluvium, alluvium, topsoils and artificial fill soils. They were all well exposed in the test pits excavated on the property and in natural exposures.

Bedrock: Bedrock mapped on the site consists of the Topanga Formation of middle Miocene age and the Puente Formation of upper Miocene age.

The Topanga Formation was mapped generally over all but the southeast corner of the site. Locally, it consists of gray and orange brown soft shale with occasional units of chert and sandstone. This rock unit is in a dense and stable condition. Shale planes are generally of thin to medium thickness with occasional sandstone beds up to approximately 6 inches thick. The top 18 to 36 inches of rock is moderately weathered and has many fractures with a moderate to heavy caliche coating on most surfaces.

The Puente Formation was mapped on a ridge in the southeast corner of the site and was well exposed in Test Pits 6, 10 and 11. Locally, it consists of a light brown siltstone with occasional units of chert. The rock is moderately hard and is difficult to excavate with light equipment below 5 to 6 feet. Bedding planes are generally moderately thick to very thick with occasional massive sections. The more massive or thickly bedded sections are well jointed with a near rectangular pattern. Surface weathering has affected approximately the top 12 to 18 inches. This is noted by discoloration and some loosening along jointed and bedding surfaces.

Colluvium and Alluvium: A small amount of colluvial and alluvial soils were encountered in the vicinity of Test Pits 8 & 9. They consist of clayey silts in a moist and slightly firm to firm condition. The depth of the soils is estimated at approximately 12 feet near the limits of the tract development and becoming thinner rapidly in the up slope directions.

Topsoils: Natural topsoils covering the bedrock vary from 1 to 2.5 feet over most of the site area. The soils consist of clayey silts with some rock fragments. They are in a moist to very moist, slightly firm and very porous condition. These soils are considered to be compressible under increased loads and are unsuitable for structural support in their natural condition.

Artificial Fill: An estimated four feet of artificial fill soils were also noted in Test Pit #8. These soils consist of clayey silts with many rock fragments and are in a moist and slightly firm condition. Contact between the fill and alluvial soils appears to be sloping, indicating that proper grading techniques were not used when the fill was placed. Very little deleterious debris was noted in the soils.

Structure: The geologic structure mapped on the site consists of two major strike slip faults and several east/west trending fold axis (see Geologic Map & Geologic Cross Sections, Plates A & B).

Faults: The two major faults trend in a northeast to southwest direction, with estimated dips to the northwest of  $51^{\circ}$  to  $59^{\circ}$ . Each fault has relative movements in a left lateral direction. Disturbed zones along the faults vary from approximately 12 to 18 inches for the fault observed in Test Pit #1 to more than 20 feet as observed in Test Pit #6. The gouge material in Test Pit #6 appears to be in a firm condition below the overlying topsoils.

Several other smaller faults or shears were noted on the site. They have random strike orientations and dips of  $57^{\circ}$  to  $90^{\circ}$  toward the north. The

age of the faults mapped on the site are estimated to be pre-Pliocene in age. Natural topsoils overlying the faults were not truncated or fractured by the faults, indicating no movement in at least the last 11,000 to 15,000 years. These faults are, therefore, considered to be inactive.

Folds: Folds on the site consist of a series of anticlinal and synclinal folds with near parallel axis in a general east/west direction. Plunges on the folds appear to be slight.

Within the Topanga Formation the folds appear to be small with very limited extent on the axis. Bedding planes logged in the Test Pits and existing outcrops have dips ranging from 22° to 90° to the north.

Within the Puente Formation a single overturned synclinal fold of a larger scale was mapped having an east/west axis. The upper portion of the fold is overturned and has dips trending nearly due north and ranging from 40° to 90°. The lower portion of the fold has dips of 90° to 29° toward the south.

#### CONCLUSIONS AND RECOMMENDATIONS

General: The information obtained during our investigation indicates that the subject site is suited for the proposed development. No landslides or adverse geologic conditions were encountered at the test pits that would prohibit development or require correctional grading. The soil slump on Lot 28 is surficial and can be removed during grading. The following general recommendations are presented for development of the grading plans:

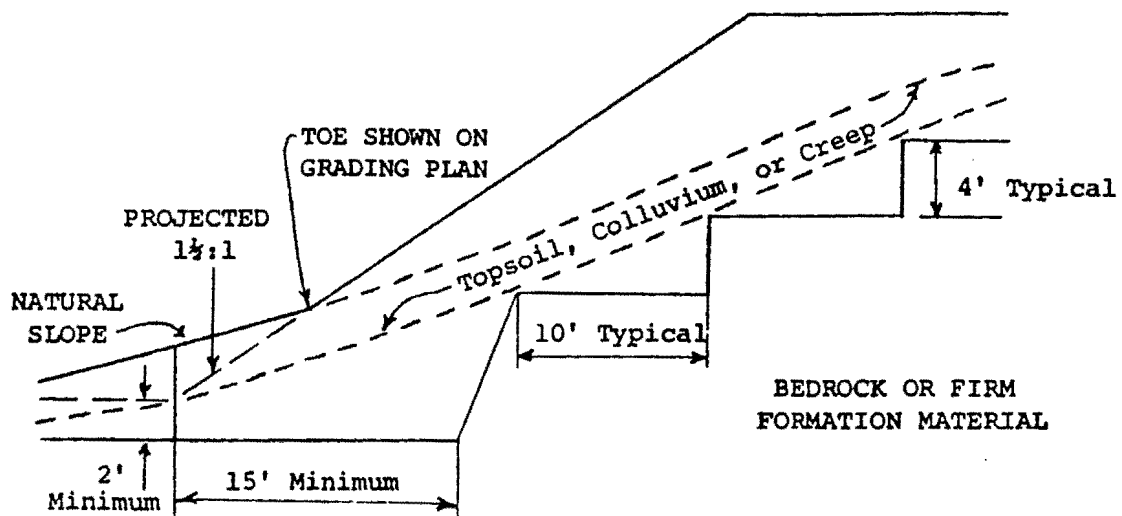
Cut Slopes: Bedding planes in the bedrock generally have steep dips and

oriented into the natural hillside. Cut slopes can be safely constructed at gradients not exceeding 1 1/2 horizontal to 1 vertical. Normal drainage systems should be provided in accordance with the Los Angeles City Grading Code.

Fill Slopes: Compacted fill slopes can be constructed to gradients not exceeding 1 1/2:1 up to 40 feet in vertical height with minimum safety factors required by the City. Surficial slumps on 1 1/2:1 fill slopes have developed during record storms and 2:1 slopes should be planned where possible.

Grading: All topsoils should be removed and recompacted prior to placing any fill. Bedrock materials on the site should be rippable with conventional heavy equipment and can be used for structural fill. Compacted fills should be benched into firm bedrock in accordance with Figure 1. Fill slopes should be overfilled a minimum three feet and cut back to expose the compacted inner core.

### TYPICAL FILL OVER NATURAL SLOPE



NOTE: WHERE NATURAL SLOPE GRADIENT IS 5:1 OR LESS, BENCHING IS NOT NECESSARY UNLESS STRIPPING DID NOT REMOVE ALL COMPRESSIBLE MATERIAL.

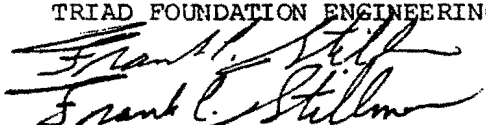
SUMMARY

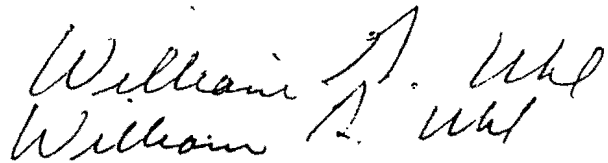
This report is intended to provide general soils and geologic conditions on the site. Grading plans should be reviewed when they are available and additional explorations made where major cuts and fills are planned and in the more inaccessible areas which will probably require a track-mounted backhoe.

The opportunity to be of service to you has been appreciated. If you should have any questions, please do not hesitate to call.

Respectfully submitted,

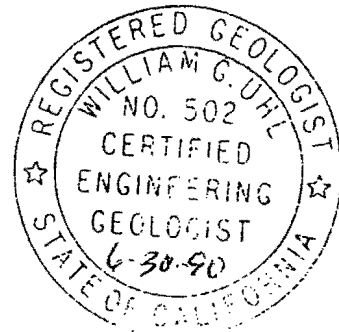
TRIAD FOUNDATION ENGINEERING, INC.

  
Frank C. Stillman  
R.C.E. 16810

  
William G. Uhl  
C.E.G. 502

FCS;WGU/lms

Distribution: Addressee (1)  
Nelson Consulting Group(3)



APPENDIX

The following Appendix contains a description of methods and laboratory test results which were used in the engineering evaluations and recommendations contained in the report. Included are the following Maps and Plates:

Maps

Geologic Map

Geologic Cross Sections

Plates

Plates A-1 through A-11 ----- Test Pit Logs

Plates B-1 through B-6 ----- Direct Shear Summaries

Site Exploration

On April 26, 1983, field explorations were made by excavating 11 test pits at the approximate locations indicated on the attached Geologic Map, Plate A. A rubber tired backhoe equipped with a 24-inch bucket was used to advance the test pits to depths of from 4 to 15 feet below the existing grade.

Relatively undisturbed samples of soils were obtained in the field using a barrel drive sampler with a tapered cutting shoe. The soil samples were retained in 2 inch diameter by 6 inch tubes within the sampler and secured with moisture resistant caps as soon as taken to minimize the loss of field moisture while being transferred to our laboratory for testing.

Continuous observations of the materials encountered in the test pits were



recorded in the field. The soils were classified in the field by visual and textural examination, and these classifications were supplemented by obtaining bulk soil samples for future examination or testing in the laboratory to assure classifications in accordance with the Unified Soil Classification System.

Descriptions of the visual observations of color and soil condition, depth of undisturbed cores or bag samples, field density, and field moisture content are presented on the Test Pit Logs, Plates A.

#### Laboratory Tests and Results

Direct Shear Tests: Direct shear tests were conducted on remolded and undisturbed samples of the investigated soils to determine the angle of internal friction and cohesion. Samples were inundated for a minimum of 24 hours under normal load before testing and shear loads were applied quickly in accordance with the standard procedure for consolidated undrained shear tests. Horizontal forces were applied to pass the peak shear and determine the ultimate shear strength of the soil specimen. The results and ultimate shear strengths under increased moisture conditions are shown on Plate D.

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
		ATTITUDE MEASUREMENTS: B - Bedding      F - Fault J - Joint          C - Contact					
	0	<u>TOPSOIL</u> : Clayey SILT - brown, moist; very moist soft, very porous with many rodent holes	ML				
		<u>BEDROCK</u> : SHALE - gray & orange brown, well bedded, dense, bedding is thin to medium					
	5						
		END OF TEST PIT 6.0 FEET No Ground Water or Caving					
		f1 N83#59NW					
	10	B1 N89E44N - south side of fault B2 N84W42N - north side of fault					
		an approximate 12-14" wide crushed zone was located near the north end of test pit and ap- peared to be a fault. Topsoils at surface do not reflect any recent activity of any kind. The crushed zone has considerable caliche and is very soft in relation to the less disturbed rock.					
	15						
	20						
	25						
	30						

# TEST PIT LOG

Project Green Hills Investment - Test Pit No. 2 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding      F - Fault J - Joint        C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT - dark brown, moist, soft to slightly dense, very porous, with many rodent holes	ML		B/C		
	5	<u>BEDROCK</u> : SHALE - gray & orange brown, dense, well bedded with thin to medium bedding, moderate to very weathered to about 3 feet into the rock with heavy caliche coating  less weathered, trace of caliche has occasional diatomaceous lenses about 1/2" to 1" thick - very moist & soft			B		
	10	END OF TEST PIT 7.5 FEET No Ground Water or Caving  B1 N68E35NW @ 4' B2 N86E34NW @ 6'					
	15						
	20						
	25						
	30						

Project Green Hills Investment - Test Pit No. 3 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL:</u> Clayey SILT - dark brown, moist, soft to slightly firm, very porous with many rodent holes - very wormy	ML				
	5	<u>BEDROCK:</u> SHALE - gray with orange stain, dense, has platy thin to medium bedding - top 12-18" is moderately to very weathered					
	10	END OF TEST PIT 6.5 FEET No Ground Water or Caving  B1 NE/W 22N on east side of fault B2 N39E22N on west side of fault  F N74W74N through center of test pit - it appears that the east side has moved up about 4" relative to the west side - crushed zone is about 1/2" to 1" wide					
	15						
	20						
	25						
	30						

Project Green Hills Investment - Test Pit No. 4 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT - dark brown, moist, soft, to slightly firm, very porous with many rodent holes - very wormy					
	5	<u>BEDROCK</u> : SHALE - gray with orange & red stain, has platy thin to medium bedding, top 18" is slightly to moderately weathered with moderate to heavy caliche coating					
	10	westside: - thickly bedded siltstone with occasional units of sandstone - gray & light brown, some caliche  eastside: - shale, gray with orange & red stain, has platy thin to medium bedding					
	15	END OF TEST PIT 5.5 FEET No Ground Water or Caving  f N72E90° - has 1/4" to 1 1/2" wide crushed zone  B1 N63W46NE on west side of fault B2 N53W41NE on east side of fault					
	20						
	25						
	30						

TRIAD FOUNDATION ENGINEERING, Inc.

PLATE A-4

Project Green Hills Investment - Test Pit No. 5 Location See Geologic Map

Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT - dark brown, moist, soft, to slightly firm, very porous with many rodent holes, - very wormy - some rock fragments	ML				
	5	<u>BEDROCK</u> : SHALE interbedded with 6-7" Sandstone beds, gray with orange stain, dense, moderate to well bedded. Has some thin diatomaceous beds in Shale sections. The Shale shows definite deformations from older tectonics with thin Sandstone units					
	10	END OF TEST PIT 6.0 FEET No Ground Water or Caving					
		B1 N71W39NE @ 5.5'					
	15						
	20						
	25						
	30						

# FOUNDATION ENGINEERING

-145-

PLATE A-6

GEOLOGIC ATTITUDES		DESCRIPTION		ENGINEERING PROPE			
				U.S.C.S. Group Symbol	Pene. Resist. Blows/Foot	C-Core No. B-Bag No.	Dry Density (pcf)
		<p><u>BEDROCK</u> - north of fault: very disturbed SHALE - little or no real bedding for a distance of 25', very weathered, relatively soft, attitudes reflect strong fold action at north end of test pit</p> <p><u>BEDROCK</u> - south of fault: Massive Silty CLAYSTONE - light brown with pink cast, dense, medium jointed becoming increasing fractured toward the fault - has many slickensides which are mostly near horizontal, indicating a definite transcurrent fault. Rock is still competent near fault plane</p>					
GRAPHIC REPRESENTATION		N10W	SCALE: 1" = 10'	Looking West		SURFACE SLOPE:	
<p>The diagram is a geological cross-section oriented 'Looking West'. It features a grid with vertical lines representing borehole locations and horizontal lines representing geological features. A fault line is shown as a curved line labeled 'FAULT - N80E-S14W'. Above the fault is a layer labeled 'TOPSOIL'. Below the fault, various borehole locations are marked with labels like 'J-1', 'J-2', 'C-1', 'C-2', 'B-1', 'B-2', and 'B-3'. To the left of the fault, there are labels for 'STRIATIONS N60W-21S'. To the right of the fault, there are labels for 'B-1 N45E-45S', 'B-2 N60E-50N', and 'B-3 N55W-27N'. The diagram also includes a scale bar indicating '1" = 10'' and a north arrow pointing towards the top left.</p>							

Circled numbers represent sample or attitude locations.

Project Green Hills Investment Test Pit No. 7 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT - dark brown, moist, soft to slightly firm, very porous with many rodent holes, - very wormy -	ML		C		
	5	<u>BEDROCK</u> : SHALE - gray & orange brown, dense, medium to well bedded, moderately weathered to about 3 feet into rock - heavy caliche coating on bedding & fracture surfaces in weathered section  has occasional Sandstone beds about 6" thick  hard			C		
	10	END OF TEST PIT 9.5 FEET No Ground Water or Caving  B1 N86E33NW @ 4' B2 N59W53NE @ 6' F - N55W57NE @ 9'					
	15						
	20						
	25						
	30						



Project Green Hills Investment Test Pit No. 8 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding      F - Fault J - Joint        C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>FILL</u> : Clayey SILT with many rock fragments - brown, moist, slightly firm	ML				
	5	(net) ALLUVIUM: Clayey SILT - brown, moist, slightly firm to firm					
	10	no significant change					
	15						
	20	END OF TEST PIT 15.0 FEET No Ground Water or Caving					
	25						
	30						

Project Green Hills Investment Test Pit No. 9 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT - dark brown to black, moist, slightly firm, very porous & wormy (gradational)  <u>COLLUVIUM</u> : Clayey SILT - brown, moist, slightly firm to firm, slightly porous	ML				
	5	trace of porosity  B1 N67W55SW @ 13'			C		
	10						
	15	<u>BEDROCK</u> : SHALE - well bedded - gray with orange stain, siliceous, moderately to very fractured, wet					
	20	END OF TEST PIT 15.0 FEET Seepage @ 12 feet & below free water @ bottom no caving					
	25						
	30						

TRIAD FOUNDATION ENGINEERING, Inc.

PLATE A-9

# TEST PIT LOG

Project Green Hills Investment Test Pit No. 10 Location See Geologic Map  
 Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight \_\_\_\_\_

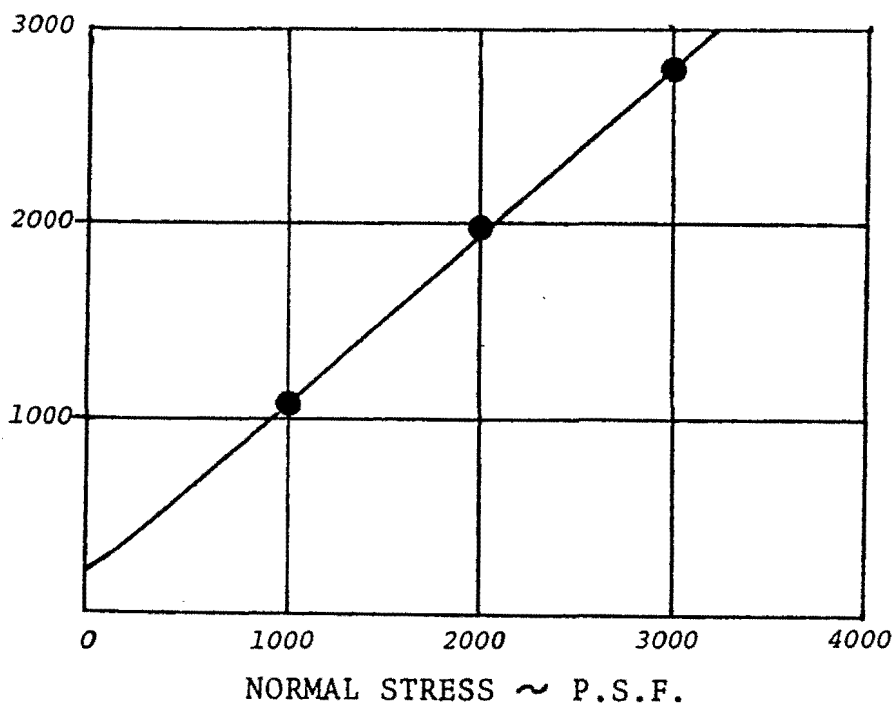
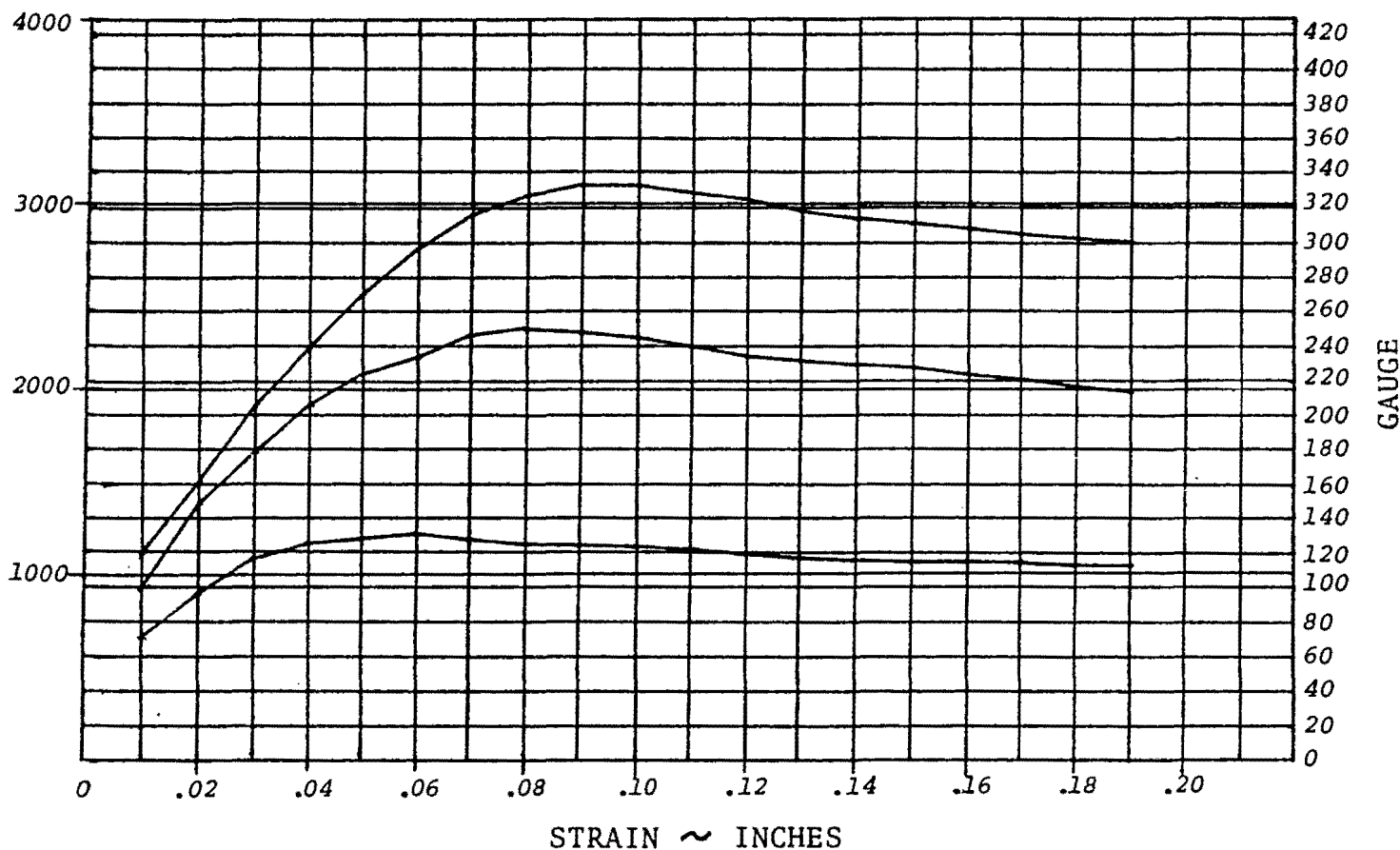
Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0	<u>TOPSOIL</u> : Clayey SILT with Sand - dark brown to black, moist, slightly firm, very wormy with many rodent holes	ML				
		<u>BEDROCK</u> : Cherty SHALE - hard, light gray to orange, very platy with thin to medium bedding					
	5	SANDSTONE about 6" thick - gray Siliceous SILTSTONE - light gray brown					
		END OF TEST PIT 6.5 FEET No Ground Water or Caving					
	10	B1 N55E8NW @ 2.5' B2 N67W29SW @ 5.5'					
	15						
	20						
	25						
	30						

Job No. 83-64 Drill Date 4/26/83 Logged By JLK Driving Weight           

Water	Depth (feet)	UNIT (FILL, NATURAL, BEDROCK, etc.): MATERIAL (SAND, SILT, CLAY, etc.) - Description (color, moisture, density, etc.)  ATTITUDE MEASUREMENTS: B - Bedding F - Fault J - Joint C - Contact	Group Symbol U.S.C.S.	Pene. Resist. (blows/foot)	C - Core B - Bag	Dry Density (pcf)	Percent Moisture
	0		ML				
		<u>TOPSOIL</u> : Clayey SILT with rock fragments - dark brown, moist, slightly dense, very porous					
		<u>BEDROCK</u> : SILTSTONE - light brown with pink - has orange brown unit about 12" thick, weakly bedded and well jointed - very blocky, dense			B		
	5	hard - difficult to excavate @ 4'					
		END OF TEST PIT 4.0 FEET No Ground Water or Caving					
	10						
		B1 N75W84SW @ 2.5'					
		J N18W72NE @ 2.5'					
		J N65E67NW @ 2.5'					
		J N86W62SW @ 2.5'					
	15						
	20						
	25						
	30						

# DIRECT SHEAR SUMMARY

2.5" RING



SAMPLE LOCATION:

Test Pit #11 @ 3'

SOIL CLASSIFICATION:

Siltstone

SAMPLE TYPE:

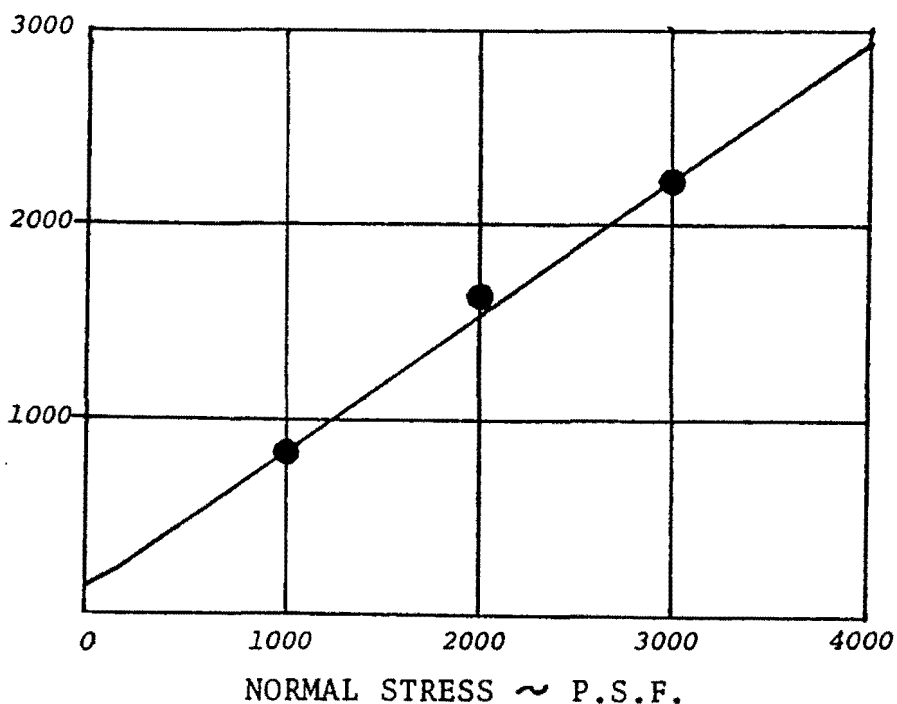
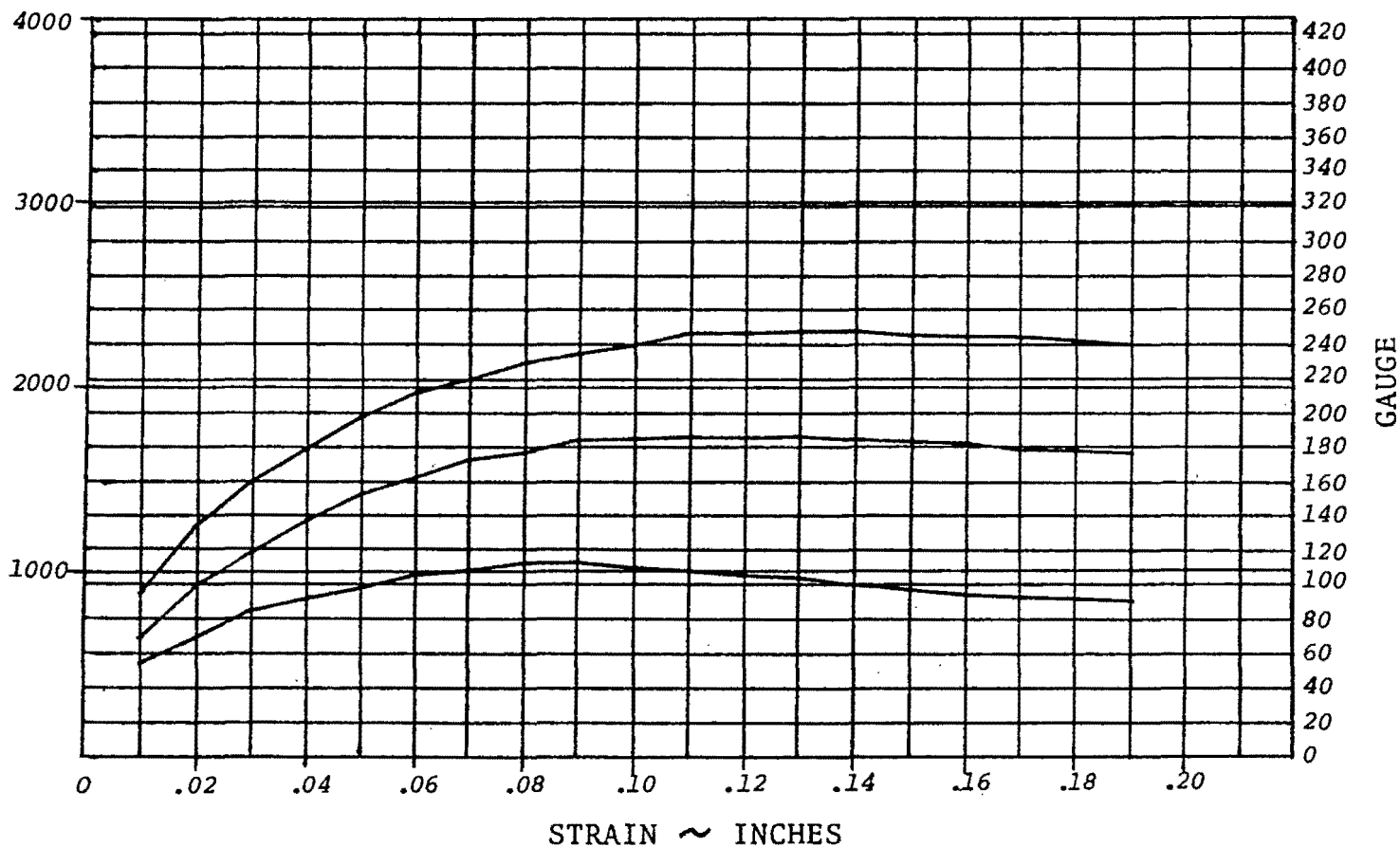
Remolded

$\phi$ : 41°

C: 200 p.s.f.

# DIRECT SHEAR SUMMARY

2.5" RING



SAMPLE LOCATION:

Test Pit #2 @ 5.0 Feet

SOIL CLASSIFICATION:

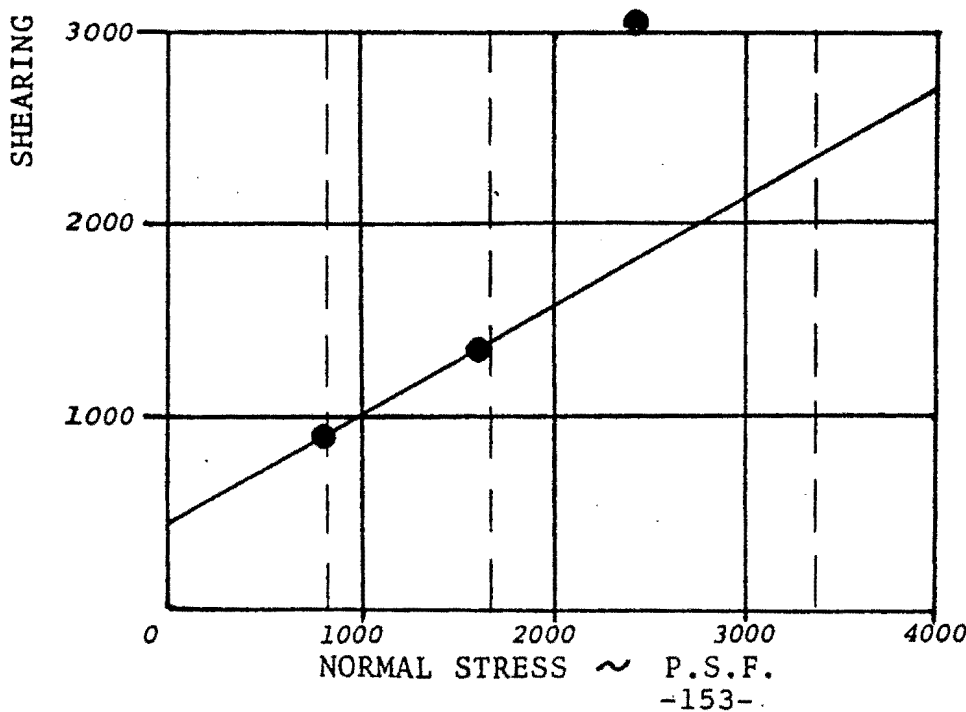
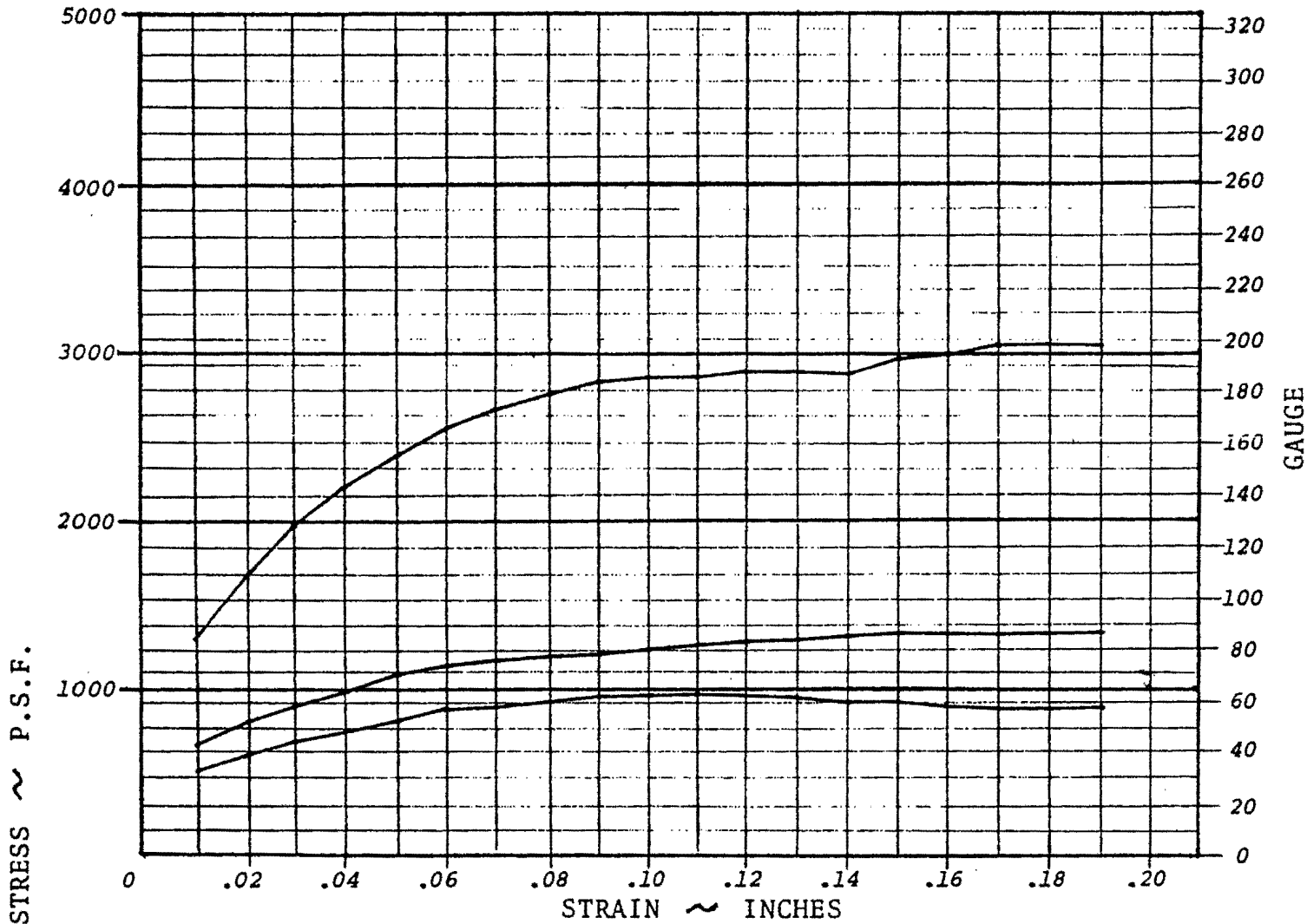
Silt with Fine SAND

SAMPLE TYPE:

Remolded $\phi$ : 35°C: 150 p.s.f.

# DIRECT SHEAR SUMMARY

2" RING



SAMPLE LOCATION:

Test Pit #6

SOIL CLASSIFICATION:

Siltstone with Silt

SAMPLE TYPE:

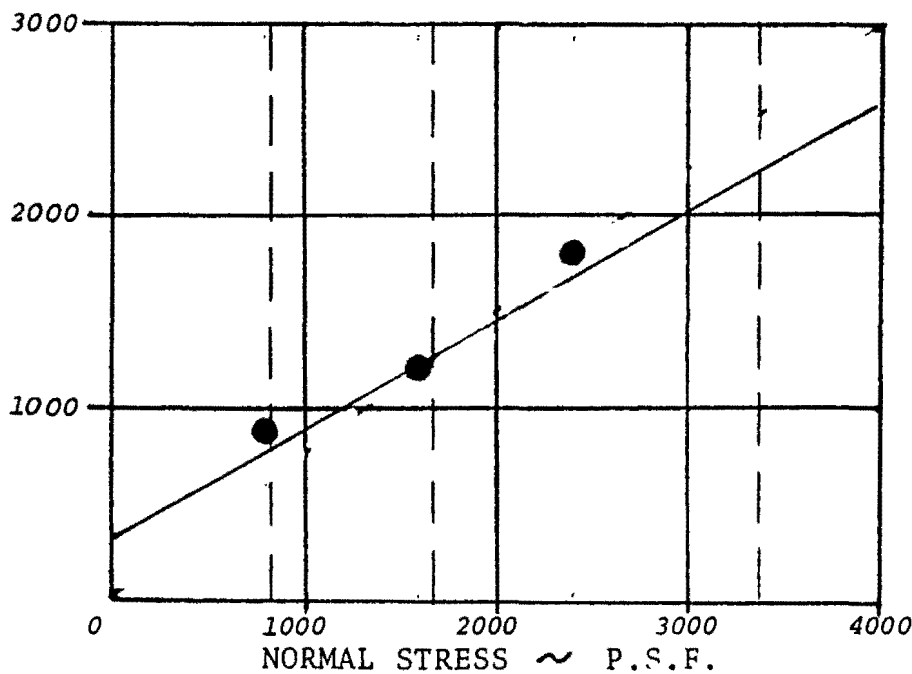
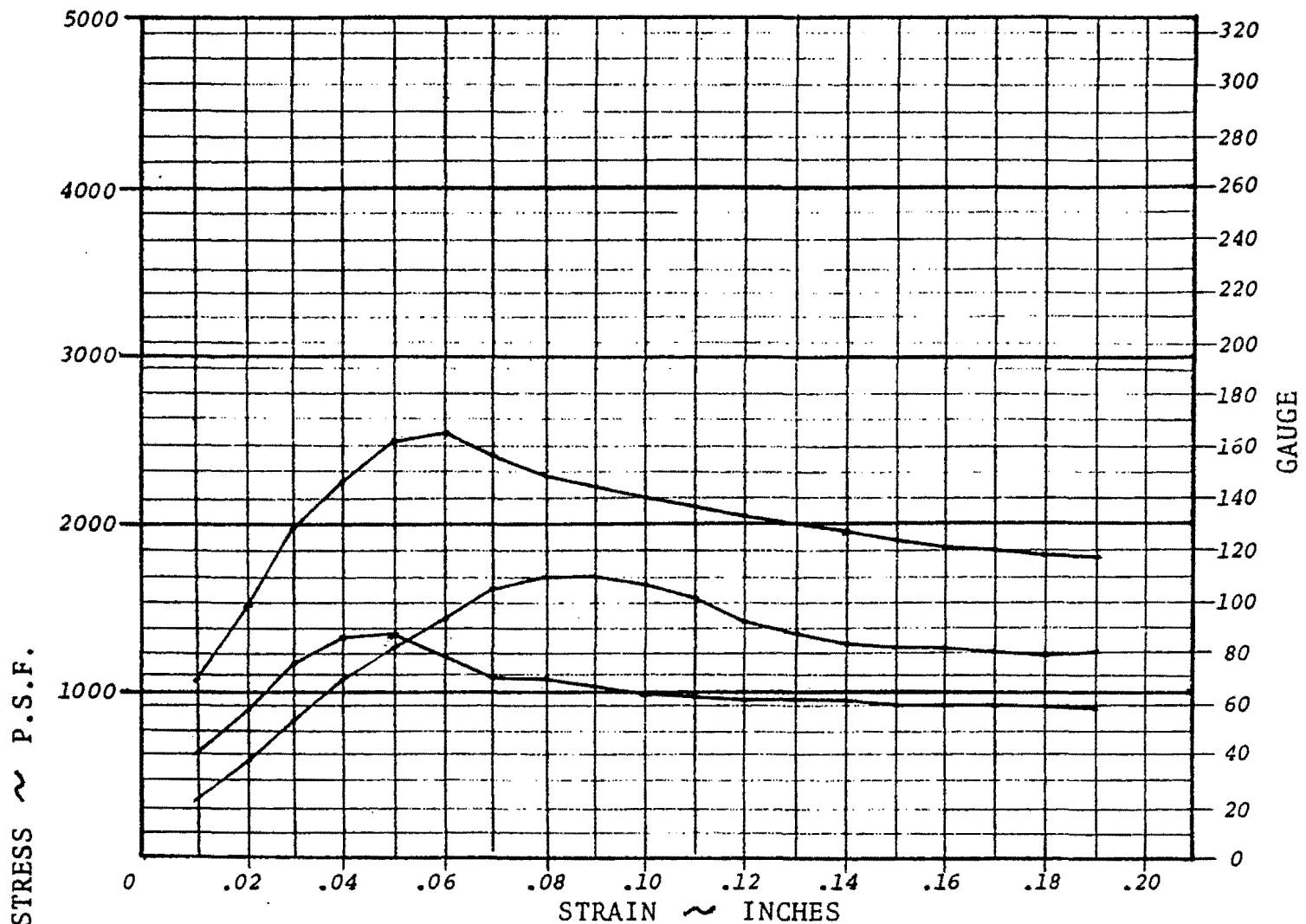
undisturbed

$\phi$ : 29°

C: 450 P.S.F.

# DIRECT SHEAR SUMMARY

2" RING



SAMPLE LOCATION:

Test Pit #7 @ 6'

SOIL CLASSIFICATION:

Fine Sand with Silt

SAMPLE TYPE:

undisturbed

$\phi$ : 29°

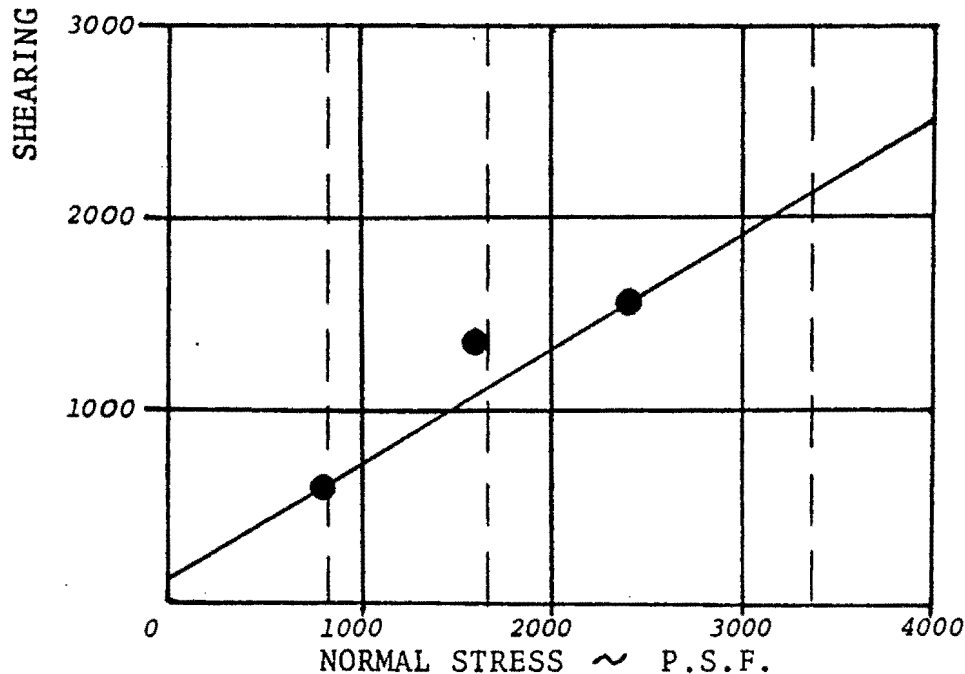
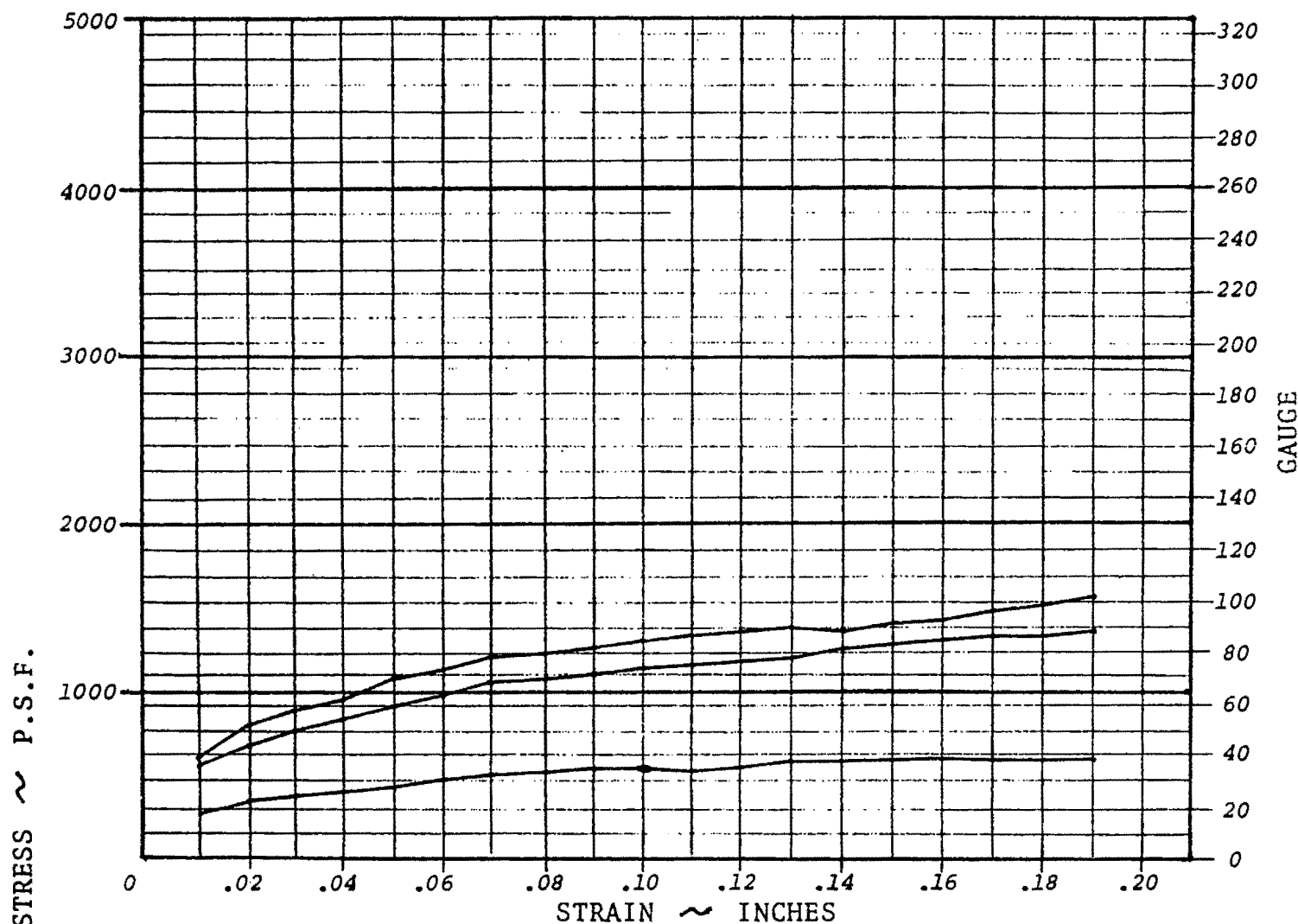
C: 350 P.S.F.

PLATE B-4



# DIRECT SHEAR SUMMARY

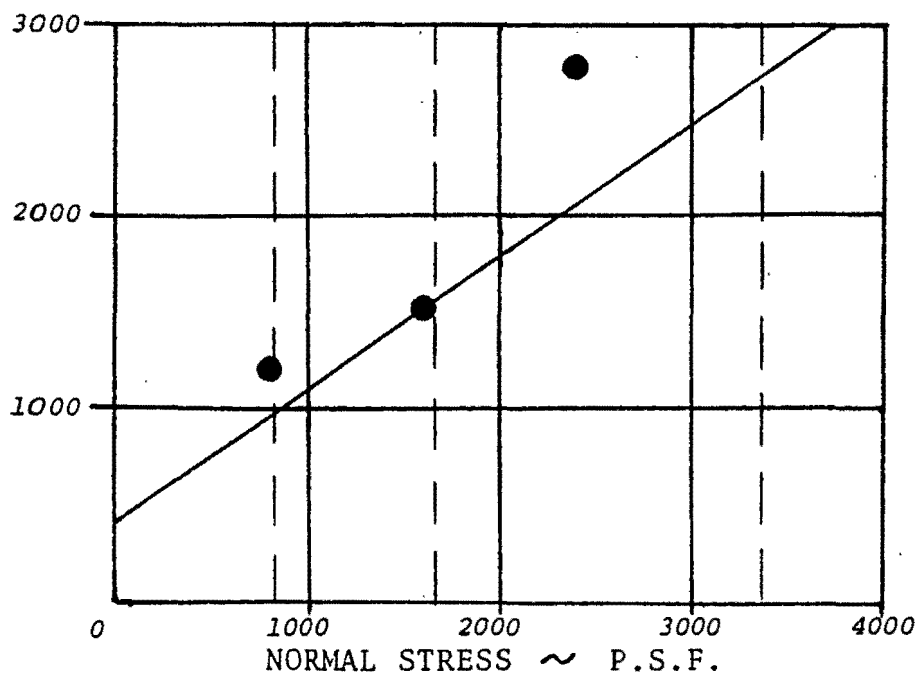
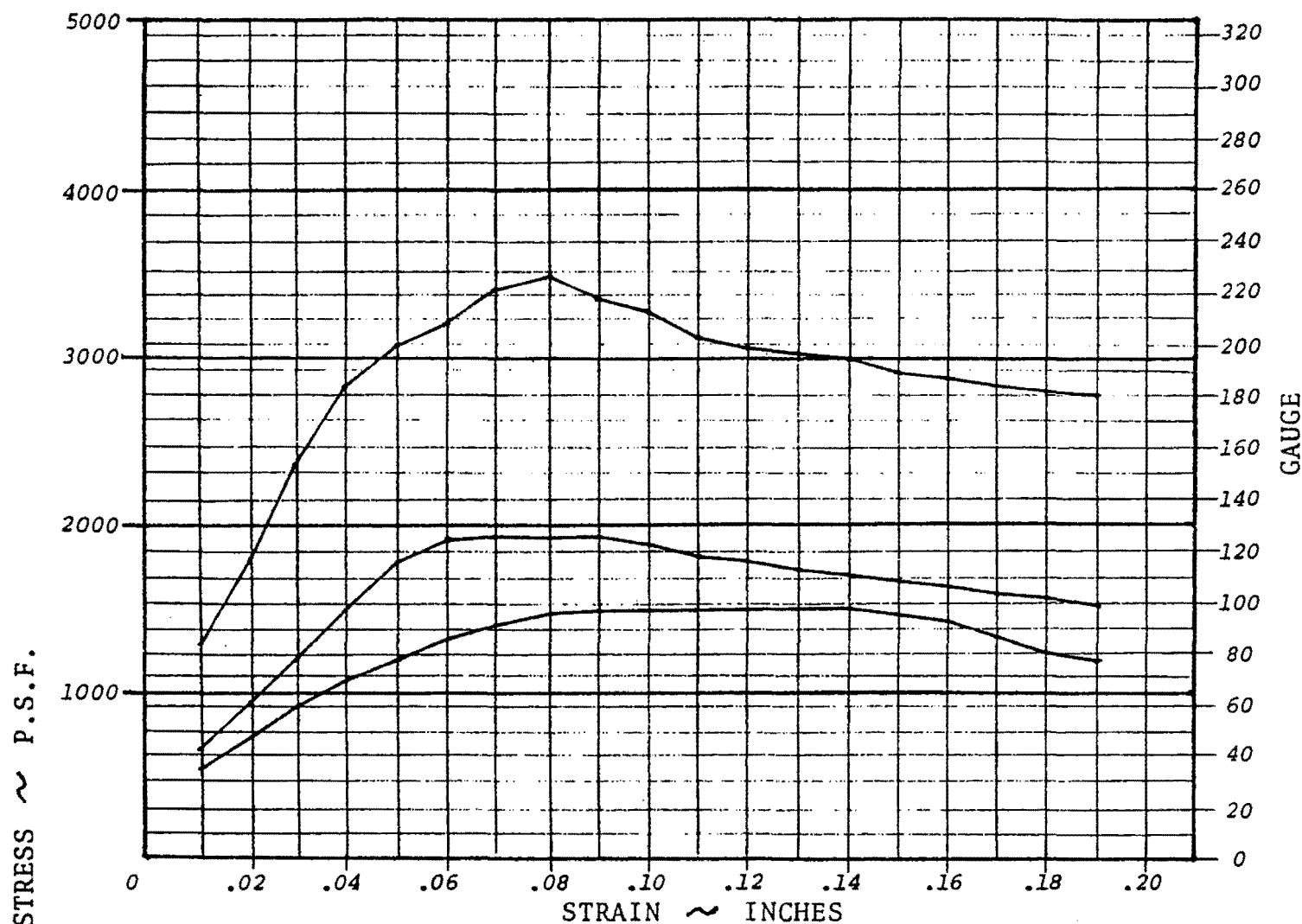
2" RING



SAMPLE LOCATION:  
Test Pit # 7 @ 1'  
 SOIL CLASSIFICATION:  
Silt with Clay  
 SAMPLE TYPE:  
undisturbed  
 $\phi$ : 30°  
 C: 125 P.S.F.

# DIRECT SHEAR SUMMARY

2" RING



SAMPLE LOCATION:

Test Pit #2 @ 3'

SOIL CLASSIFICATION:

Clayey Silt

SAMPLE TYPE:

undisturbed

$\phi$ : 34°

C: 400 P.S.F.

PLATE B-6



# TRIAD FOUNDATION ENGINEERING INC

Foundation Engineering • Engineering Geology  
Material Testing • Construction Inspection

17231 EAST RAILROAD STREET, SUITE 100, CITY OF INDUSTRY, CA 91748  
TELEPHONE (818) 964-2313  
FAX (818) 810-0915

November 29, 1989  
Job #83-064

M & C Associates  
20279 Portside Drive  
Walnut, CA 91789

Attention: Mr. Frank Carrillo

Subject: Soils & Geologic Update  
Tentative Tract 35022  
Westerly of the Present Terminus of  
Lathrop Drive  
Los Angeles, California

Reference: Soils and Geologic Feasibility Investigation  
By Triad Foundation Engineering, Inc.  
Dated May 6, 1983

Gentlemen:

Pursuant to your request we have inspected the subject site on June 28, 1989. The purpose of the site inspection was to update the referenced report for current development.

To our knowledge, the referenced report was never submitted to the City and no review letters from the City are in our file.

The property was found to be essentially in the same condition as existed at the time of the field investigation in April of 1983. No grading has been performed and no indication of significant erosion or soil movement is in evidence.

It is understood that current plans are to develop the site into 24 residential lots by cut and fill grading techniques. Grading plans should be reviewed when available for geotechnical comments.

This opportunity to be of service to you is appreciated. If you have any questions, please call.

Respectfully submitted,

TRIAD FOUNDATION ENGINEERING, INC.

*William A. Uhl*

William G. Uhl  
C.E.G. 502

*Frank C. Stillman*

Frank C. Stillman  
G.E. 805

WGU;FCS/thf

Distribution: Addressee (4)



6-30-92



## TRIAD FOUNDATION ENGINEERING INC

Foundation Engineering • Engineering Geology  
Material Testing • Construction Inspection

17231 EAST RAILROAD STREET, SUITE 100, CITY OF INDUSTRY, CA 91748  
TELEPHONE (818) 964-2313  
FAX (818) 810-0915

February 21, 1990  
Job #83-064

Greenhills Investment  
20279 Portside Drive  
Walnut, CA 91789

Attention: Mr. Frank Carrillo

Subject: Update Geologic Map & Cross Sections  
Tentative Tract 35022  
Westerly of the Present Terminus of  
Lathrop Drive  
Los Angeles, California

- References:
- 1) Soils and Geologic Update  
By Triad Foundation Engineering, Inc.  
Dated November 29, 1989
  - 2) Soils and Geologic Feasibility Investigation  
By Triad Foundation Engineering, Inc.  
Dated May 6, 1983

Gentlemen:

Pursuant to your request a new Geologic Map and Structure Sections have been prepared and are attached as part of this report. The Geologic Formations were altered in accordance with the recently published Geologic Map of the Los Angeles Quadrangle by Thomas W. Dibblee, Jr., dated 1989.

The proposed grading will not change the geologic stability of the site as stated in our preliminary report (Reference #2) and the grading recommendations should remain as valid.

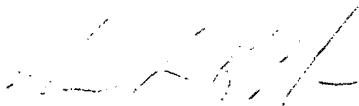
As stated in our update report (Reference #1) the site was found to be essentially in the same condition as existed at the time of the preliminary field investigation.

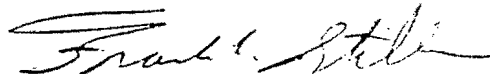
It is understood that current plans are to develop the site into 24 residential lots by cut and fill grading techniques. Final Grading Plans should be reviewed by this office when available to insure the stability of the proposed development.

This opportunity to be of service to you is appreciated. If you have any questions, please feel free to call at your convenience.

Respectfully submitted,

TRIAD FOUNDATION ENGINEERING, INC.

  
John L. Kniffen  
C.E.G. 1209

  
Frank C. Stillman  
G.E. 805

JLK;FCS/thf

Enclosures: Geologic Map  
Geologic Cross Sections

Distribution: Addressee (4)



**APPENDIX C: ARCHAEOLOGY REPORT**



The Arroyo Group  
40 E. Colorado Blvd.  
Pasadena, CA 91105

THE INSTITUTE OF ARCHAEOLOGY  
LOS ANGELES, CALIFORNIA 90024  
Dec. 5, 1984

Attn: Peri Muretta

Re: Archaeological Records Search USGS 7.5' Los Angeles Quad, TT 35022

Dear Ms. Muretta:

Pursuant to your request of Nov. 19, and receipt of map sent Nov. 30, we have searched all maps and records on file at the UCLA Archaeological Survey relevant to the above-referenced project, also indicated on the attached map.

Our records show that nearly your entire project area has been surveyed for sites in the past (area bordered by yellow on the map). One survey (our report #L-115) was a transect through the northeast section of the property in 1974. A larger survey (L-1319) covered the entire southwest portion and included the 1974 transect as well. It was done in 1983. Neither survey discovered any indications that archaeological sites exist on the property.

Nearby surveys have also failed to locate archaeological sites in the area, so it is doubtful that the remaining small unsurveyed portion in the northeast will show evidence of aboriginal usage. The nearest recorded sites are in downtown Los Angeles.

Therefore, clearance can be recommended with the proviso that, should material of an archaeological nature be encountered during construction, all work in the area of such finds would cease until a qualified archaeologist could be contacted to assess the significance of the finds and to recommend mitigation measures if appropriate.

If you have any questions regarding the above, please call me at (213) 825-1720, weekdays, 10 a.m to noon.

Sincerely,

  
Susan Colby  
Survey Archaeologist

#### References

- L-115 Evaluation of the Archaeological Resources and Potential Impact of Proposed Extension of the Long Beach Freeway (Rt.7) North from Valley Blvd. to Rt. 210 (Colorado Freeway) by Dr. C.W. Clewlow, Jr., UCLA, 8-22-74



L-1319 Archaeological Survey Report for Two Proposed Disposal  
Sites 07-LA 7 Routes 10 to 210 07204-020090 by John F.  
Romani, Caltrans District 7, Sept. 28, 1983

California  
Archaeological  
Inventory

Regional  
Information  
Center  
Orange  
Los Angeles  
Ventura

Mailing Address:

Archaeological Information Center  
UCLA Institute of Archaeology  
Fowler Museum of Cultural History  
Los Angeles, CA 90024-1510  
Phone: 213-825-1980 FAX: 213-206-4723

UCLA Archaeological Information Center  
Cultural Resources Records Search

#3269

Lead Agency: M & C ASSOCIATES

Permit/Project #: EIR 172-84 SUB Date: 7-29-91

Case Planner: CARRILLO Attached USGS Quad: LOS ANGELES

Brief Project Description: TT # 35022, Sch No. 89062136

Greenhills Investment Corporation Project.

\* UCLA ARCHAEOLOGICAL INFORMATION CENTER INITIAL RECORDS SEARCH

/X/ The project area has been (fully) (partially) surveyed by a professional archaeologist and no cultural resources were found.

/ / The project area has been (fully) (partially) surveyed by a professional archaeologist and cultural resources were found.

/ / The project area has not been (fully) surveyed by a professional archaeologist but cultural resources are likely to be in the area.

/ / The project area has not been (fully) surveyed by a professional archaeologist and cultural resources are not likely to be in the area.

RECOMMENDATIONS

/ / A Phase I \*\* archaeological survey should be done by a professional archaeologist prior to approval of project plans.

/ / A Phase II \*\* testing program for determination of significance.

/ / A professional archaeologist should be retained to monitor any earth moving operations.

/X/ No archaeological work is needed prior to approval of the project plans but a halt-work condition should be in place in the event of cultural resources being discovered during construction.

COMMENTS

Reports L-1319 and L-115 discuss the results of surveys conducted in this area.

\* The initial records search does not cover cultural heritage sites, either listed or pending, such as historic buildings or points of interest.

\*\* Phase I survey and Phase II testing includes a complete records search, field evaluation, and a final report with results and recommendations.

Date completed: 7-29-91

Signature: Shelley Marie Jones

UCLA Staff Archaeologist  
(213) 825-1980

Letter attached / /

**APPENDIX D: MITIGATION MONITORING PROGRAMS**

## **Earth--Grading**

All grading shall be performed under supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code and the recommendations of the City Engineer and the Superintendent of Building;

Implementation of the recommendations of geotechnical reports prepared specifically for the proposed project shall be adopted, including slope stability, excavation, shoring and foundation design and any necessary subdrain systems;

The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading;

All recommendations of the Geological and Soils Engineering Report prepared by Triad Foundation Engineering which are in addition to, or more restrictive than, Department requirements shall be incorporated into the plans;

Satisfactory arrangements shall be made with the Department of Building and Safety with respect to grading in conformance with the Grading Ordinance of the Los Angeles Building Code prior to the recordation of the final map;

Ground wetting using only reclaimed water shall be done during grading and before landscaping for dust control and soil compaction;

Both the Geologist and the Soils Engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill. Both consultants shall include in their final reports a certification of the adequacy of the foundation material to support the fill without undue settlement and/or consolidation;

Prior to the placing of compacted fill, a representative of the consulting Soils Engineer shall inspect and approve the bottom excavations. He/she shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the City Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be filed with the Department upon completion of the work. A compaction report shall be submitted to the Department upon completion of the compaction;

All man-made fill shall be compacted to a minimum of 90 percent relative compaction as required by Code Section 91.7006(d);

All residences shall be supported on footings founded entirely within either bedrock, compacted fill or alluvium;

Bench drains shall be designed so as to minimize their visual impact. This shall include soil-colored concrete, landscaping or curvilinear construction if necessary to conform with surrounding graded surfaces;

Retaining walls shall be constructed with materials which are architecturally attractive and/or permit the planting of vegetation to reduce their visual impact;

All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties recommended by a landscape architect. Suitable arrangements shall be made with the Department of Building and Safety with respect to continued maintenance of the recommended plant varieties until they are established as an effective ground cover;

Slope planting shall generally consist of low ground cover to impede water flow on the surface. To provide greater slope protection against scour and erosion, the slope shall be covered with a jute mat or other suitable material to provide protection while the ground cover is being established;

An approved haul route for the export of earth material shall be used;

Contour grading techniques shall be used to reduce visual impact;

Contour landscaping techniques shall be used to restore ridge lines.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-grading and Grading

**Enforcement Agency:** Department of Building and Safety, City of Los Angeles

**Monitoring Agency:** Department of Building and Safety, City of Los Angeles

**Earth--Geologic Hazards and Seismicity**

See previous grading recommendations;

Residential structures shall be designed to meet minimum seismic safety standards as set forth in the City of Los Angeles Building Code, subject to determination and approval of the Department of Building and Safety and other responsible agencies;

Project development shall be in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and seismic safety requirements of the Department of Building and Safety;

Slopes and/or structures shall be designed in accordance with seismic safety standards. Project cut and fill slopes shall be engineered for seismic stability, and structures shall be set back from steeper natural slopes.

**Responsible Implementation Agency:**      Project Applicant/Developer

**Monitoring Phase:**      Pre-grading, Grading and construction

**Enforcement Agency:**      Department of Building and Safety, City of Los Angeles

**Monitoring Agency:**      Department of Building and Safety, Los Angeles

**Water--Surface Runoff and Hydrology**

The project site shall be developed in accordance with requirements of the City of Los Angeles' Flood Hazard Management Specific Plan (Ordinance No. 154,405). This Plan requires that the project be designed in such a manner as to prevent flood-related damage to the project and to existing downstream development both during and after construction;

Permanent drainage facilities, as recommended by the project's geotechnical consultants, shall be constructed to control surface runoff and potential mudflows to the satisfaction of the City Engineer and the Superintendent of Building;

Curbs and gutters shall be provided on all streets within the project area;

All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device;

Slopes shall be planted and a suitable watering system (in conformance with the Grading Code) installed upon completion of grading per the requirements of the Department of Building and Safety and the City Engineer;

Grading of streets being dedicated shall be required, subject to the approval of the City Engineer, Department of Building and Safety and other responsible agencies;

Subject to the recommendations and approval of the City Engineer, paved drainage terraces shall be provided along terraces, at the top of cuts and behind retaining walls;

Subdrains shall be installed in all natural drainage courses within which compacted fill is to be placed;

Two on-site debris basins shall be provided by the developers as required by the Bureau of Engineering;

Energy dissipators shall be installed at any outlet structure where the velocity is considered erosive;

The applicant shall reduce the amount of runoff from the site, including the use of permeable paving materials (which permit water penetration to a soil depth of 18 inches or more or provides a coefficient of runoff, as determined by the Rational Method, of 0.6 or less) and pervious concrete for pathways

and other similar surfaces;

All applicable portions of the City's Landform Grading Manual shall be complied with;

Roof runoff shall be collected in a rain gutter and downspout system and directed to approved areas via non-erodible conductors;

Adjustments to these improvements may be necessary and shall be allowed, if deemed necessary by the City Engineer;

Also see measures listed under Grading.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-grading, Grading, Construction and Post-occupancy

**Enforcement Agency:** Department of Building and Safety, Grading Division, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles

Advisory Agency: Department of City Planning, City of Los Angeles

**Monitoring Agency:** Department of Building and Safety, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles



**Water--Flood Hazard**

See mitigation measures listed in the Surface Water Runoff/Hydrology and Grading sections.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-grading, Grading, Construction and Post-occupancy

**Enforcement Agency:** Department of Building and Safety, Grading Division, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles

Advisory Agency: Department of City Planning, City of Los Angeles

**Monitoring Agency:** Department of Building and Safety, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles

**Right of Way and Access**

All street alignments and grades shall be approved by the Department of Building and Safety and the Department of Public Works of the City of Los Angeles, and shall be improved in a manner satisfactory to the City Engineer;

Dedication and improvement of Ringgold Drive and Corona Drive to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right-of-way). Unused existing right-of-way within the site boundary shall be vacated;

Pullman Street shall be improved for two lanes of traffic between the proposed subdivision and Harriman Avenue to provide the main access to the site. Lathrop Street shall provide a secondary means of access.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-grading, Grading, Construction and Post-occupancy

**Enforcement Agency:** Department of Public Works, Bureau of Engineering, City of Los Angeles

Department of Building and Safety, City of Los Angeles

Advisory Agency: Department of City Planning, City of Los Angeles

**Monitoring Agency:** Department of Public Works and City Engineer, City of Los Angeles

Department of Building and Safety, City of Los Angeles

**Transportation and Circulation**

See measures listed in Right-of-Way and Access.

Project traffic generation is nominal. No mitigation measures are necessary to reduce traffic volumes.

If the Westerly corridor of the Long Beach Freeway were selected, the project could not be built as proposed. If any of the other alternative corridors were selected, double-paned glass would be installed to minimize the impact of the small increase in background noise levels.

**Responsible Implementation Agency:**      Project Applicant/Developer

**Monitoring Phase:**      Pre-grading, Grading, Construction and Post-occupancy

**Enforcement Agency:**      Department of Public Works, Bureau of Engineering, City of Los Angeles

Department of Building and Safety, City of Los Angeles

Department of Transportation, State of California

**Monitoring Agency:**      Department of Public Works, Bureau of Engineering, City of Los Angeles

Department of Building and Safety, City of Los Angeles

Department of Transportation, State of California

**Public Services--Fire Protection**

Prior to any construction, plot plans and drawings shall be submitted for Fire Department approvals;

The project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles;

Access for fire apparatus and fire personnel to all structures shall be required;

Fire lanes, where required, and dead-ending streets shall terminate in a cul-de-sac or other approved turning area. If dead-ending streets or fire lanes will be greater than 700 feet in length, secondary access shall be provided;

The project shall conform to the standard street dimensions shown on the Department of Public Works Standard Plan D-22549;

Where access requires accomodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space shall be maintained beyond the outside radius to a vertical point 13 feet and 6 inches above the paved surface of the roadway;

Residences shall be placed no further than 150 feet from fire-access roadways;

Irrigated and managed greenbelts around the perimeter of all structures shall be considered as a buffer between the bush and the proposed project. The buffer shall be irrigated by a drip irrigation system, and all new landscaping shall use only fire-resistant plants and materials;

The brush in the area adjacent to the proposed development for a distance of 150 feet shall be cleared or thinned periodically under the supervision of the Los Angeles Fire Department in order to reduce the risk of brush fires to the homes;

There shall be at least two means of ingress and egress to the project site that will accomodate major fire apparatus and permit major evacuation during emergency situations;

All necessary public and/or private fire hydrants shall be provided to the satisfaction of the Fire Department;

Private and/or public roadways constructed as a part of the proposed project shall not exceed a 15 percent grade;

The following additional measures shall also be included for dwellings constructed on the project site: boxed-in eaves, double-strength or wired glass, and non-combustible roofs and exterior finishes.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-grading, Grading, construction and Post-occupancy

**Enforcement Agency:** Department of Building and Safety, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles

Fire Department, City of Los Angeles

**Monitoring Agency:** Department of Building and Safety, City of Los Angeles

Department of Public Works, Bureau of Engineering, City of Los Angeles

Fire Department, City of Los Angeles

**Public Services--Police Protection**

The following security measures shall be constructed in all residences:

- A tamper-resistant burglar alarm system;
- Visible and well-illuminated main entry doors;
- Solid-core main entry doors containing "peep-viewer" and dead-bolt locks. No glass shall be located within 40 inches of any door.
- Sliding glass doors shall have a secondary locking system.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Construction

**Enforcement Agency:** Department of Building and Safety, City of Los Angeles

Police Department, City of Los Angeles

**Monitoring Agency:** Department of Building and Safety, City of Los Angeles

Police Department, City of Los Angeles

## **Energy Conservation**

The Los Angeles Department of Water and Power and the Southern California Gas Company shall be consulted to determine the feasible energy conservation measures which could be incorporated into the design of the proposed project.

All the energy conservation standards of Title 24, established by the California Energy Commission, shall be complied with. These standards relate to insulation requirements, use of caulking, double-glazed windows and weather stripping. Title 24 requires certain levels of energy conservation performance achieved at a minimum through certain prescriptive and/or performance measures. These measures shall include, but are not limited to, thermal insulation that meets or exceeds standards established by the State of California and Department of Building and Safety, and tinted or solar reflective glass.

The developer shall also:

- Use flourescent lighting where appropriate;
- Use natural gas for heating and cooking;
- Use solar energy to assist in hot water heating;
- Install attic fans or other devices to reduce attic temperatures;
- Install thermal insulation in walls and ceilings which meets or exceeds State and City standards;
- Use tinted or solar glass on appropriate exposures;
- Plant deciduous trees to permit sunlight in the winter and provide shade in the summer.
- Insulate hot water pipes and ducts.
- Orient buildings so that window walls are not south facing.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-construction, Construction and Post-occupancy

**Enforcement Agency:** Department of Water & Power, City of Los Angeles

Department of Building and Safety, City of Los Angeles

Southern California Gas Company

**Monitoring Agency:** Department of Water & Power, City of Los Angeles

Southern California Gas Company

Department of Building and Safety, City of Los Angeles



**Water Conservation**

The applicant shall incorporate water-saving designs and techniques into the design of the proposed project as required by City of Los Angeles Ordinance No. 163,532. Water conservation measures described in the Ordinance include, but are not limited to, the installation of low-flow shower heads and toilet tank conservation devices.

The applicant shall also comply with the City of Los Angeles xeriscape ordinance to further reduce water consumption, as well as the Sewer Allocation Ordinance (No. 165,615).

**Responsible Implementation Agency:**      Project Applicant/Developer

**Monitoring Phase:**      Pre-construction, construction and post-occupancy

**Enforcement Agency:**      Department of Water & Power, City of Los Angeles

Department of Building and Safety, City of Los Angeles

**Monitoring Agency:**      Department of Water & Power, City of Los Angeles

Department of Building and Safety, City of Los Angeles

**Sanitary Sewers**

The applicant shall comply with the provisions of Ordinance No. 166,060 regarding sewer capacity allotment in the City of Los Angeles.

The applicant shall incorporate water conservation measures required by City of Los Angeles Ordinance No. 163,532 into the proposed project.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-construction, Construction and Post-occupancy

**Enforcement Agency:** Department of Public Works, Bureaus of Sanitation and Engineering, City of Los Angeles

Department of Building & Safety, City of Los Angeles

**Monitoring Agency:** Department of Public Works, Bureaus of Sanitation and Engineering, City of Los Angeles

Department of Building & Safety, City of Los Angeles

**Cultural Resources**

If evidence of archaeological resources is encountered during project grading, all earth moving activities in the vicinity of such finds should cease, the City shall be notified and a qualified archaeologist should be consulted to assess the significance of the the finds and to recommend appropriate mitigation measures.

A Native American observer shall be present during the grading phase of the project. According to the Public Resources Code (Section 5097.94(k)), the Native American Heritage Commission has the responsibility to protect cemetery and other burial sites. The Commission shall expedite the preservation and protection of any remains.

**Responsible Implementation Agency:** Project Applicant/Developer

**Monitoring Phase:** Pre-construction

**Enforcement Agency:** Institute of Archaeology, University of California,  
Los Angeles

**Monitoring Agency:** Institute of Archaeology, University of California,  
Los Angeles

**APPENDIX E:**  
**PRE-CIRCULATION COMMENTS AND TEXT REFERENCES**

**PRE-CIRCULATION COMMENTERS  
AND TEXT REFERENCE LOCATION**

<u>Correspondent</u>	<u>Text Location by Subject</u>
California Department of Transportation Gary McSweeney	Transportation/Circulation p. 57-61
California Department of Transportation W.B. Ballantine	Transportation/Circulation p. 57-61
Los Angeles Fire Department Davis Parsons	Public Services--Fire Protection p. 62-64
Los Angeles Police Department Garrett Zimmon	Public Services--Police Protection p. 64-65
Los Angeles Public Works Department Wastewater Program Management Bradley Smith	Water Conservation p. 72-74 Sanitary Sewers p. 75-80
Los Angeles Public Works Department Bureau of Engineering L.H. Burks	Right-of-Way/Access p. 55-56 Transportation/Circulation p. 67-61
Native American Heritage Commission John D. Smith	Cultural Resources--Archaeological p. 80-81

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.

LOS ANGELES, CA 90012

TDD (213) 620-3550

(213) 620-2376

RECEIVED  
CITY OF LOS ANGELES

JUL 27 1989

ENVIRONMENTAL  
REVIEW SEC.

July 25, 1989

IGR/CEQA  
City of Los Angeles  
NOP; Pueblo Ave.  
Subdivision  
SCH #89062136  
Rte 110Ms. Evelyn Garfinkel  
City of Los Angeles  
200 N. Spring Street, Room 655  
Los Angeles, CA 90012

Dear Ms. Garfinkel:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Based on the information received we find no apparent impact to our facilities. However, any mitigation proposed should be fully discussed in the document. Those discussions should include, but not be limited to, the following:

- \* financing
- \* scheduling considerations
- \* implementation responsibilities
- \* monitoring

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Gary McSweeney  
District 7 IGR/CEA Coordinator  
Transportation Planning and Analysis Branch  
120 So. Spring Street  
Los Angeles, CA 90012

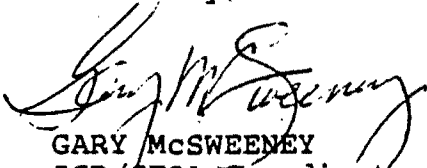
Ms. Garfinkel

-2-

July 25, 1989

Thank you for this opportunity to comment. If you have any comments regarding these comments, contact Gary McSweeney at (213) 620-2376.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gary McSweeney", is written over the typed name.

GARY MCSWEENEY  
IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch

cc: State Clearinghouse

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, P.O. BOX 2304, LOS ANGELES 90051  
(213) 620-5335

November 27, 1984

RECEIVED  
CITY OF LOS ANGELES

Notice of Preparation

Mr. Horace Tramel  
City of Los Angeles  
Room 655  
200 N. Spring Street  
Los Angeles, CA 90012-4856

DEC 3 1984

ENVIRONMENTAL  
REVIEW SEC.

Dear Mr. Tramel:

We have reviewed the Notice of Preparation for the Pueblo Avenue Subdivision. Pending a December decision by the California Transportation Commission (CTC) the Pueblo Avenue Subdivision may fall within and adjacent to the proposed right-of-way limits for the completion of the Long Beach Freeway (Route 7).

The CTC is expected to choose between the Westerly alignment which would traverse the Pueblo Avenue Subdivision, the Meridian alignment which would parallel Meridian Avenue through the City of South Pasadena, and no project. If the Westerly alignment alternative is selected by the CTC and later concurred with by the Federal Highway Administration the subdivision site may be required for future transportation use.

For either of the build alternatives, Westerly or Meridian, this area of the Monterey Hills has been identified during the Route 7 environmental studies as a potential site for the placement of excess excavated material and for the construction of replacement dwelling units.

The site of the proposed subdivision as it relates to the completion of Route 7 will require additional coordination between our agencies and project proponent. Detailed project plans would enable us to more precisely locate and evaluate the potential impacts of the Pueblo Avenue Subdivision.

Thank you for this opportunity to comment. For additional information, contact Richard Simon at (213) 620-4038.

Very truly yours,

*W. B. Ballantine*  
W. B. BALLANTINE, Chief  
Environmental Planning Branch

12-4-84-5012

COPY TO ARROYO  
GROUP  
ATTN: RHURETTA  
12-4-84  
90.



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

July 19, 1989

TO: Ms. Evelyn Garfinkle, Project Coordinator  
Department of City Planning  
200 North Spring Street  
Room 655, City Hall  
Los Angeles, CA 90012-4856

FROM: Fire Department

SUBJECT: PUEBLO AVENUE SUBDIVISION - TENTATIVE TRACT 35022  
PRE-DRAFT REQUEST FOR COMMENTS

This is a revised project description for a 24-lot single-family subdivision on approximately 15.7 acres. The original request for Pre-Draft Comments, issued October 30, 1984, was for a 30-lot single-family subdivision on 18.7 acres.

The project is on an irregular parcel fronting approximately 337 feet on the northerly side of Pullman Street (partially improved) west of the intersection of said street with Drysdale Avenue; extending northerly to the South Pasadena City boundary line, with frontages on Pueblo Avenue, Ringgold Drive, Glidden Drive and Corona Drive.

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low-density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 2,000 G.P.M. from 3 fire hydrants flowing simultaneously.

Ms. Evelyn Garfinkle  
July 19, 1989  
Page 2

Improvements to the water system in this area may be required to provide 2,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

Based on a required fire-flow of 2,000 G.P.M., the first-due Engine Company should be within 1.5 mile(s), the first-due Truck Company within 2.0 mile(s).

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station 47  
Task Force Station - Truck and Engine Company  
4575 Huntington Drive South  
Staffing - 10

Fire Station 47 is approximately 1.25 miles from the proposed intersection of Pullman Street and Pueblo Avenue. Because the alignment of the proposed streets is unknown at this time, the adequacy of fire protection based on travel distance may be inadequate and may require the project to be fully sprinklered.

The following comments are furnished in response to your request for this Department to review the proposed development:

At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Submit plot plans that show the access road and the turning area for Fire Department approval.

Construction of public or private roadway in the proposed development shall not exceed 15% in grade.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.

Private roadways for general access use and fire lanes, width shall not be less than 20 feet clear to sky.

Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

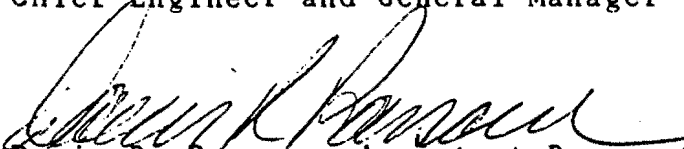
The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

Ms. Evelyn Garfinkle  
July 19, 1989  
Page 4

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For any additional information, please contact our Hydrant Unit,  
at (213) 485-5964.

DONALD O. MANNING  
Chief Engineer and General Manager

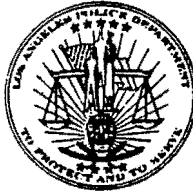


Davis R. Parsons, Assistant Bureau Commander  
Bureau of Fire Prevention

DRP:SJF:cec/3140

cc: Councilman Richard Alatorre  
Environmental Quality Board  
Fire Department Planning Section

# LOS ANGELES POLICE DEPARTMENT



DARYL F. GATES  
Chief of Police

TOM BRADLEY  
Mayor

P. O. Box 30158  
Los Angeles, Calif. 90030  
Telephone:  
(213) 485-2636  
Ref # 4

July 6, 1989

Ms. Evelyn Garfinkle  
Project Coordinator  
Department of City Planning  
City Hall, Room 655  
200 North Spring Street  
Los Angeles, CA 90012

EIR Case No.: 172-84 (SUB) (REC)

Dear Ms. Garfinkle:

The proposed construction of the Pueblo Avenue Subdivision has been reviewed. The project is located in the Los Angeles Police Department's Hollenbeck Area, Reporting District (RD) 409. Past annual crime statistics indicate a crime rate above the Citywide average. Predominate crimes include burglary and auto theft. The current average response time to emergency calls in Hollenbeck Area is 7.9 minutes. The Citywide average response time to emergency calls in 1988 was 7.7 minutes. Hollenbeck Area currently has 201 sworn officers assigned over three watches.

A project of this size will have minimum impact upon police services. It is estimated that approximately 75 to 100 persons would occupy the completed project during any given time period. Although the project will have an accumulating impact over time, the need to increase police personnel or facilities cannot be anticipated at this time.

To mitigate any crime problems that could arise from this development, the following security measures are recommended: A tamper resistant burglar alarm system should be incorporated into the design of the homes; all main entry doors should be visible from the street and well illuminated; all main entry doors should be of solid core construction containing "peepviewers" and dead bolt locks; no glass should be present within 40 inches of any door, and windows should be planned in such a manner as to provide residents with a view of their immediate neighborhood; installation of sliding glass doors should contain a secondary locking system.

Ms. Evelyn Garfinkle  
Page two  
9.4


The Department's Crime Prevention Unit (485-3134) should be contacted for security design assistance.

Upon completion of the project, the developer should be encouraged to provide the Hollenbeck Area commanding officer with a diagram of the project. The diagram should include access routes, unit numbers, and any information that might facilitate police response.

Questions regarding EIR's may be referred to Officer John Herkowitz, Planning and Research Division (213) 485-3070.

Very truly yours,

DARYL F. GATES  
Chief of Police



GARRETT W. ZIMMON, Captain  
Commanding Officer  
Planning and Research Division

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCERECEIVED  
CITY OF LOS ANGELES

DATE: JUN 27 1988

JUN 29 1989

TO: Kenneth C. Topping, Director  
Department of City PlanningENVIRONMENTAL  
REVIEW SEC.Attn: Evelyn Garfinkle,  
Project CoordinatorFROM: Bradley M. Smith, Division Engineer  
Wastewater Program Management DivisionSUBJECT: RESPONSE TO REVISED PRE-DRAFT REQUEST FOR COMMENTS -  
PUEBLO AVENUE SUBDIVISION, TENTATIVE TRACT 35022  
EIR # 172-84 (SUB) (REC)

Thank you for the opportunity to review the revised pre-draft document for this project. We would expect to see the following items addressed in the DEIR.

GENERAL COMMENTS:

The proposed project would contribute wastewater flow to the Hyperion Wastewater Treatment System. Capacity within the Hyperion System is presently limited and the City Council has enacted ordinances to limit its allocation. Associated with the problem of limited sewer capacity, the City is under contractual obligation, as per the 1982 Air Quality Contingency Plan (AQCP), to offset adverse air quality impacts associated with additional growth. Growth within the Hyperion Service Area has exceeded the 1982 AQMP projections.

SPECIFIC COMMENTS:

The applicant should review the recently enacted Sewer Allocation and Water Conservation Ordinances, and discuss measures which will be included in the project to conform to the applicable requirements of the ordinances. The document should include estimates of the quality and quantity of wastewater to be generated by the proposed project together with mitigation and water conservation measures which could result in reduced wastewater generation. The size, location and hydraulic capacity of local sewers and interceptors impacted by the project should be addressed.

If you have any questions, please telephone Larry Meyerhofer of my staff at 687-0259.

BMS/LMEY:pdh5

ENV-2-1

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCERec'd.  
2-5-84

Date: November 30, 1984

To: Mr. Calvin S. Hamilton, Director  
Department of City Planning

From: *J. H. Burks*  
L. A. Burks, Division Engineer  
Street Opening and Widening Division  
Bureau of Engineering

Subject: Request for Comments - Pre-Draft EIR No. 172-84-SUB -  
North of Huntington Drive and East of Pueblo Avenue.

Your referral dated October 30, 1984, requested my comments on the Draft EIR for a 30-lot single-family subdivision.

The following areas of concern under my responsibility should be addressed in the EIR:

Streets:

Ringgold Drive and Corona Drive - Dedicate and improve to Hillside Collector Street Standards (40-foot wide roadway in a 50-foot wide right of way). Unused existing right of way should be vacated.

Glidden Drive - Dedicate and improve to Hillside Street Limited Standards (28-foot wide roadway in a 36-foot wide right of way with a 39-foot radius cul-de-sac).

Lathrop Street provides the main access to the tract. Pullman Street should be improved for two lanes of traffic between the tract and Collis Avenue to provide a second access.

Sewers: Onsite sewers should be provided to connect the existing sewer in Lathrop Street.

LHB/MCW/nfk  
O&W/TOY/28



## NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, Room 288  
Sacramento, California 95814

(916) 322-7791

November 9 1984

Horace Tramel  
The City of Los Angeles  
200 N. Spring Street, R. 655  
Los Angeles, CA 90012-4856

RE: PUEBLO AVENUE SUBDIVISION  
THE CITY OF LOS ANGELES  
SCH # 84110709

**RECEIVED**  
CITY OF LOS ANGELES

NOV 13 1984

CITY PLANNING DEPT.  
ENVIRONMENTAL  
REVIEW SEC.

Dear Mr. Tramel:

The Native American Heritage Commission appreciates the opportunity to express its concerns and comments in the environmental review process. As you may know, the Commission is mandated to preserve and protect places of special religious or social significance to Native Americans pursuant to Section 5097 et seq of the Public Resources Code.

Since this project is located in an area which is likely to yield previously unrecorded sites, we strongly recommend that a Native American observer be present during the grading phase of the development. If requested, the Commission will provide a list of those groups or individuals who have expressed their interest and are of the appropriate heritage to the project area.

The Commission has the additional responsibility of assisting Native Americans in cemetery and burial protection pursuant to Section 5097.94 (k) of the Public Resources Code. We request that the County Coroner's Office be contacted if human remains of Native American origin are encountered during the project, pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code. Should this occur, the Commission will assist in expediting the preservation and protection of the remains.

If you have any questions or comments, please contact the Commission.

Very Truly Yours,

  
John D. Smith  
Executive Assistant

JDS:b.g.

COPY TO NELSON  
CONSULTING GROUP  
ATT: K. PAYNE  
11-13-84

COPY TO ARROYO GROUP  
ATTN: P. MURETTA  
11-19-84