CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK BUSH
GENERAL MANAGER

August 24, 2016

BOARD FILE: 160033
C.D.: 5

Tione Residence LLC.
415 North Crescent Drive # 240
Beverly Hills, CA 90210

JOB ADDRESS: 865 NORTH STRADELLA ROAD
TRACT: 11607

The Board of Building and Safety Commissioners, at its meeting of August 23, 2016, gave consideration to the application by Tony Russo to export 3,200 cubic yards of earth from the above-referenced property.

The Board took the following actions:

1. FIND that with the imposition of the mitigation measures described in the Mitigated Negative Declaration (MND), and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental Quality Act.

2. ADOPT the Mitigated Negative Declaration, (ENV-2015-3737-MND).

3. APPROVE the application subject to all conditions specified in the Department's report dated August 16, 2016 with the following exceptions:

   Item C. 7 shall be amended as follows:

   A minimum of ***seven (7)*** flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. One flag attendant will be placed at the following locations:

   A. The entrance of the project site on Stradella Road.
   B. The intersection of Stradella Road and Sarbonne Road.
   C. The intersection of Chalon Road and Sarbonne Road.
   D. The intersection of Sarbonne Road and Bellagio Road.
   E. The intersection of Bellagio Way and Bellagio Road
   F. Adjacent to 800 North Stradella Road
   G. Adjacent to 755 North Stradella Road

(Continued on page 2)

FINDINGS:

1. The Mitigated Negative Declaration ENV-2015-3737-MND has considered the total amount of cubic yardage to be hauled for both 911 North Tione Road and 865 North Stradella Road, which will be graded together.

2. The construction on each individual lot is considered as a separate project.

This action becomes effective and final when ten calendar days have elapsed from the date of the Board's action, unless an appeal is filed to the City Council pursuant to Section 91.7006.7.5 of the Los Angeles Municipal Code.

When a proposed Negative or Mitigated Negative Declaration has been approved, Public Resources Code Section 21152(a) requires that a Notice of Determination ("NOD") be filed within five working days after the effective date of the decision. The filing of the NOD with the County Clerk starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.

Van Ambatielos, President
BOARD OF BUILDING AND SAFETY COMMISSIONERS

Action By
the BOARD OF BUILDING AND SAFETY COMMISSIONERS on
August 23, 2016

NOT VALID WITHOUT STAMP AND SIGNATURE

CJ:kls
160033.fal

c: Tony Russo
Sr. Grading Inspector Sergio Valenzuela
Robert Schlesinger
Neill Brower
Maureen Levinson
Kevin Mc Donnell
Claude Rush
Helen Erickson
Faisal Alseri
Frederic Rosen
Brenda Boyce

CITY OF LOS ANGELES
CALIFORNIA

August 16, 2016

BOARD FILE NO. 160033
C.D.:5 (Councilmember P. Koretz)

Board of Building and Safety Commissioners
Room 1080, 201 North Figueroa Street

APPLICATION TO EXPORT 3,200 CUBIC YARDS OF EARTH

PROJECT LOCATION: 865 NORTH STRADELLA ROAD

TRACT: TR 11067

BLOCK: NONE

LOT: 27 (ARB 2)

OWNER:

Tione Residence LLC.
415 North Crescent Drive, Unit 240
Beverly Hills, CA 90210

APPLICANT:

Tony Russo
11150 West Olympic Boulevard, Suite 700
Los Angeles, CA 90064

The Department of Transportation (DOT) and the Department of Public Works (DPW) have reviewed the subject haul route application and have forwarded the following recommendations to be considered by the Board of Building and Safety Commissioners (Board) in order to protect the public health, safety and welfare.

CONDITIONS OF APPROVAL

Additions or modifications to the following conditions may be made on-site at the discretion of the Grading Inspector, if deemed necessary to protect the health, safety, and welfare of the general public along the haul route.

Failure to comply with any conditions specified in this report may void the Board's action. If the hauling operations are not in accordance with the Board's approval, The Department of Building and Safety (DBS) shall list the specific conditions in violation and shall notify the applicant that immediate compliance is required. If the violations are not corrected or if a second notice is issued by DBS for violations of any of the conditions upon which the approval was granted, said approval shall be void. Inasmuch as Board approval of the import-export operations is a condition precedent to issuing a grading permit in a "hillside" designated area, violation of this condition may result in the revocation of the grading permit issued in reliance of this approval.

A. PERMITS AND BONDS REQUIRED BY THE DEPARTMENT OF PUBLIC WORKS:

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

1. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:

    a) A total of 3,200 cubic yards of material moved 4.0 miles within the hillside area at a rate of $0.29 per cubic yard per mile results in a fee of $3,000.00.

2. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, California, 90015, telephone (213) 847-6000.

3. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of $50,000.00 shall be required from the property owner to cover any road damage and any street cleaning costs resulting from the hauling activity.

4. Forms for the bond will be issued by Susan Sugay, Bond Processor, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, CA 91401; telephone (818) 374-5082.

B. GENERAL CONDITIONS:

1. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.

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

3. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.

4. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).

5. Trucks and loads are to be watered at the export site to prevent blowing dirt and are to be cleaned of loose earth at the export site to prevent spilling.

6. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.

7. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.

8. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.

9. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.

10. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.

11. No person shall perform any grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.

12. A copy of this report, the approval letter from the Board and the approved grading plans shall be available on the job site at all times. A request to modify or change the approved routes must be approved by the Board of Building and Safety Commissioners before the change takes place.

13. The grading permit for the project shall be obtained within twelve months from the date of action of the Board. If the grading permit is not obtained within the specified time, re-application for a public hearing through the Grading Division will be required.

14. A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

15 All hauling vehicles must prominently display a unique placard identifying the project address on the vehicle or in the front windshield.

16. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.

17. Hauling vehicles shall be spaced so as to discourage a convoy affect.

18. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.

19. **A copy of the first page of this approval and all Conditions and/or any subsequent appeal of this approval and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the City's Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.**

20. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Owner shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of the City's processing and approval of this entitlement, including <u>but not limited to</u>, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the owner and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $25,000. The City's failure to notice or collect the deposit does not relieve the owner from responsibility to reimburse the City pursuant to the requirement in paragraph (iii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the owner from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the owner within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the owner of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the owner shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the owner of any obligation imposed by this condition. In the event the owner fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with <u>any</u> federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the owner otherwise created by this condition.

C. SPECIFIC CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays. No hauling allowed on Saturdays, Sundays or City Holidays. Haul vehicles may not arrive at the site before the designated start time.

2. Hauling of earth shall be completed within the maximum time limit of 30 hauling days.

3. Staging is only allowed on site.

4. The approved haul vehicles are 10 wheeler dump trucks.

5. Total amount of dirt to be hauled shall not exceed 3,200 cubic yards.

6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

7. A minimum of four flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. One flag attendant will be placed at the following locations:

    A. The entrance of the project site on Stradella Road.
    B. The intersection of Stradella Road and Sarbonne Road.
    C. The intersection of Chalon Road and Sarbonne Road.
    D. The intersection of Sarbonne Road and Bellagio Road.

    Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

8. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the streets of haul route, if necessary.

9. The recommended route is as follows:

LOADED TRUCKS:

Exit project site southbound on Stradella Road, turn right (south) on Sarbonne Road, right (west) on Chalon Road, continue left (south) on Sarbonne Road, right (south) on Bellagio Road, left (south) on Bellagio Way, right (west) on Sunset Boulevard, right (west) on Sepulveda Way, right (north) on Sepulveda Boulevard, enter northbound I-405 Freeway at Moraga Drive, and continue to the disposal site located outside the city limits.

EMPTY TRUCKS:

From the disposal site, travel southbound I-405 Freeway, exit onto Sunset Boulevard off ramp, turn left (south) on Church Lane, left (east) on Sunset Boulevard, left (north) on Bellagio Way, right (east) on Bellagio Road, left (north) on Sarbonne Road, right (north) on Chalon Road, left (north) on Sarbonne Road, left (west) on Stradella Road, and continue to the project site.

10. Only one hauling truck, associated with this project address shall be allowed on Stradella Road, Chalon Road, Sarbonne Road and Bellagio Road at any time.

11. Prior to hauling, the applicant shall provide the following information to Los Angeles Fire Department Station #37 located at 1090 Veteran Avenue, Los Angeles, CA 90024; telephone (310) 575-8537:

    A. Contact information for the construction superintendent or contractor.
    B. A copy of this approved staff report.
    C. A map clearly illustrating the approved hauling route and involved street names.
    D. The approved hauling hours.
    E. The estimated completion date of hauling.

12. The applicant shall provide a staked sign at the site containing the contact information for the Senior Street Services Investigator (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. The letters shall be a minimum of 3 inches in height.

13. A Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector at least 48 hours prior to the beginning of hauling operations, and shall continuously inspect and accurately log the dates and hours of hauling, the number of daily truck trips, the material in each loaded truck (i.e. soil or demolition material), and the approved haul route.

D. ENVIRONMENTAL CONDITIONS

A Mitigated Negative Declaration (MND) (Case No. ENV-2015-3737-MND) was prepared for this project by the Department of City Planning. Each mitigation measure identified in the MND is incorporated herein by reference as though fully set forth, and compliance with each is expressly made a condition of this project approval.

E. MANDATORY FINDINGS AND RECOMMENDED ACTIONS

1. FIND that this project will not have a significant effect on the environment under the above described MND (Case No. ENV-2015-3737-MND) because on the basis of the whole of the record before the Lead Agency, including any comments received, the Lead Agency FINDS that with the imposition of the mitigation measures described in the MND, and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental Quality Act; that the MND reflects the independent judgment of the lead agency, the City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in the files of the Los Angeles Department of Building and Safety Commission Office.

2. ADOPT the Mitigated Negative Declaration (Case No. ENV-2015-3737-MND).

CODE:

SEC. 91.7006. CONDITIONS PRECEDENT TO ISSUING A GRADING PERMIT.
Section 91.7006.7. Limitation of Export and Import

5. At the public hearing, the Board of Building and Safety Commissioners shall consider the views of the applicant and all other affected persons. The board shall then grant or conditionally grant approval of export and import operations or, in the event it determines that the grading activity, including the hauling operation, will endanger the public health, safety and welfare, it shall deny the request. Where conditions of the permit are recommended by the Department of Public Works, including the condition that a bond be posted pursuant to Section 62.202 of the Los Angeles Municipal Code, such conditions shall be made a part of any permit which may be issued. The decision of the board shall not be effective until 10 calendar days have elapsed from the date of the board's decision.

6. Any affected person, including the applicant, who is dissatisfied with the decision of the board, may appeal the board decision within 10 days to the City Council by filing an appeal with the city clerk on forms which the city clerk provides. The City Council shall hear and make its determination on the appeal not later than the 30th day after the appeal has been filed. The decision of the City Council on the matter shall be final. If the City Council fails to act on any appeal within the time limit specified in this section, the action of the board on the matter shall be final.

Action By
the BOARD OF BUILDING AND SAFETY
COMMISSIONERS on

August 23, 2016

FRANK BUSH
General Manager

Jason Healey, P.E.
Staff Engineer, Commission Office

BF#: 160033

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5 - Western SR# 59182
865 N. Stradella Rd

Date: May 3, 2016

To: Cora Johnson, Board Secretary
Building and Safety Commission Office
201 N. Figueroa Street, Room 1080, Stop 115

From: Mohammad H. Blorfroshan, Senior Transportation Engineer
Western District, Department of Transportation

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BUILDING & SAFETY COMMISSION

Subject: **HAUL ROUTE**
865 NORTH STRADELLA ROAD
Board File No: 160033

This Department has reviewed the subject haul route. The following are recommended haul route conditions for this project:

LOADED TRUCK ROUTE: From the project site, south on Stradella Road, south (right) on Sarbonne Road, west (right) on Chalon Road, south (left) on Sarbonne Road, west (right) on Bellagio Road, south (left) on Bellagio Way, west (right) on Sunset Boulevard, north (right) on Sepulveda Way, north (right) on Sepulveda Boulevard, enter onto I-405 North at Moraga Drive to the export site outside the City Limits.

EMPTY TRUCK ROUTE: From the export site outside City Limits, south on I-405 Freeway, exit at Sunset Boulevard, south (left) on Church Lane, east (left) on Sunset Boulevard, north (left) on Bellagio Way, east (right) on Bellagio Road, north (left) on Sarbonne Road, east (right) on Chalon Road, north (left) on Sarbonne Road, north (left) on Stradella Road to the project site.

HOURS OF OPERATION: Monday thru Friday: **9:00 AM to 3:00 PM.**

STAGING: Staging is On-Site. **Flagmen with radio control are required at the project site's entrance on Stradella Road, Stradella Road and Sarbonne Road, Chalon Road and Sarbonne Road (westerly jog), and at Sarbonne Road and Bellagio Road intersections during the hauling operation. Same condition was placed for the haul route at 1000 N. Stradella Road so work can be coordinated.**

BEL AIR CONSTRUCTION PROJECTS WITH ACTIVE OR PENDING HAUL ROUTES IN THE AREA: 944 N. Airole Way, 10803 W. Chalon Road, and 10905 W. Chalon Road, 1000 N. Stradella Road, 911 N. Tione Rd.

HAULING OPERATIONS: Hauling operations may be conducted on alternate major or secondary highway routes any day where freeway on-ramps or off-ramps, or other freeway ramps or streets listed on the approved haul route are closed, until the streets or freeway ramps are reopened to through traffic.

If you have any questions, please contact my office at (310) 575-8138.

MHB/Haul Route 865 N. Stradella Road DOT Review

cc: Joan Pelico, Shawn Bayliss, Council District 5
Tom Caraballo, Timothy Walls, BSS, Investigation & Enforcement
Michel Claiborne-Thompson, Jason Healey, Jeff Napier, Larry Galstian, LADBS
Rudy Guevara, LADOT
Paulette Dubey, Bel- Air Association

BF#: 160033

FORM GEN. 160 (Rev. 9-28-11)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

THIS IS NOT A PERMIT

REVISED

DATE: June 21, 2016

TO: Honorable Board of Building and Safety Commissioners
Attn: Cora Johnson, Acting Board Secretary
201 N. Figueroa Street, Room 1080
Mail Stop #115

FROM: Nazario Sauceda, Director, Bureau of Street Services
By: Gary Harris, Chief Street Services Investigator II
Street Services Investigation and Enforcement Division

SUBJECT: ORDINANCE NOS. 148,167 AND 159,016 – IMPORT OF EARTH MATERIAL (HILLSIDE AREAS) – 865 NORTH STRADELLA ROAD

I. FIELD MEETING/INSPECTION

A. An inspection was made by Senior Street Services Investigator II, T. F. Walls, of the Street Services Investigation and Enforcement Division, on May 5, 2016.

B. The applicant's request was forwarded to the following Departmental representatives, and their recommendations have been received:

1. Mohammad H. Blorfroshan, Engineer, Department of Transportation
2. Chi Ming Gong, Superintendent I, Bureau of Street Services

C. The approved haul route is as follows:

Loaded:

- From the project site south of Stadrella Road
- South (right) on Sarbonne Road
- West (right) on Chalon Road
- South (left) on Sarbonne Road
- West (right) on Bellagio Way
- West (right) on Sunset Boulevard
- North (right) on Sepulveda Way
- North (right) on Sepulveda Boulevard
- Enter onto I-405 north at Moraga Drive to the export site outside the City Limits

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BUILDING & SAFETY COMMISSION

Unloaded:

- From the export site outside the City Limits go south on I-405 Freeway
- Exit at Sunset Boulevard
- South (left) on Church Lane
- East (left) on Sunset Boulevard
- North (left) on Bellagio Way
- East (right) on Bellagio Road
- North (left) on Sarbonne Road
- East (right) on Chalon Road
- North (left) on Sarbonne Road
- North (left) on Stradella Road to the project site

Staging: Staging is on site. Flagmen with radio control are required at the project site's entrance on Stradella Road, Stradella Road and Sarbonne Road, Chalon Road and Sarbonne Road (westerly jog), and at Sarbonne Road and Bellagio Road intersections during the hauling operation. Same conditions were placed for the haul route at 1000 N. Stradella Road so work can be coordinated.

NOTE: NO INTERFERENCE TO TRAFFIC; ACCESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

II. REQUIRED PERMIT FEE AND BOND

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

A. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:

1. A total of 3,200 cubic yards of material moved 4.0 miles within the hillside area, at the rate of $0.29 per cubic yard per mile = $3000.00.

B. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.

C. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of $50,000.00 shall be required from the property owner to cover any road damage and/or street cleaning costs resulting from the hauling activity.

D. Forms for the bond will be issued by Susan Sugay, Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5082.

III. SPECIAL CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays. No hauling is permitted on Saturdays, Sundays and holidays.

2. The vehicles used for hauling shall be 10-Wheeler Dump trucks.

3. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.

4. All trucks are to be watered at the export site to prevent excessive blowing of dirt.

5. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.

6. Total amount of dirt to be hauled shall not exceed 3,200 cubic yards.

7. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

8. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

9. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.

10. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.

11. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.

12. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.

13. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.

14. The application shall expire eighteen months after the date of the Board of Building and Safety Commission approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.

NS/GH/TW:ch

S:haul routes 865 NORTH STRADELLA ROAD

cc: Bureau of Street Services
Chi Ming Gong, Superintendent I
East Valley Area
Mail Stop #550

Bureau of Engineering
Mati Laan District Engineer
Valley District Engineering Office
Mail Stop #496

Department of Transportation
Mohammad H. Blorfroshan, Senior Transportation Engineer
East Valley Traffic District
Mail Stop #769

Edmond Yew, District Engineer
Land Development Group
Mail Stop #901

Bureau of Street Services
T. F Walls, Senior Investigator II
1149 South Broadway, Suite 350
Los Angeles, CA 90015

Owner: Tione Residence LLC
415 N Crescent Drive, Ste. 240
Beverly Hills, CA 90210
(310) 923-4000

Applicant: Tony Russo
11150 Olympic Bl., #700
Los Angeles, CA 90064
(408) 655-0998

Contractor: TBD

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 2

CATEGORICAL EXEMPTION QUESTIONNAIRE

JOB ADDRESS: **865 Stradella Rd, LA, CA 90077**

To determine if the Project is exempt from CEQA, please answer the following questions placing an "x" on the appropriate box. **NOTE: false or incorrect statements may delay processing and approval of the haul route.**

Briefly describe project (include the number of residential units, if applicable):

(N) SFD 10, 938 SF with basement and five car garage. (n) swimming pool and spa. 3200 CY of export

1.	Does the export or import of earth exceed 1,000 cubic yards of earth from/to the project site?	☑ Yes	☐ No
2.	Will the grading involve the removal of protected trees *(Ord. No. 177,404)*?	☐ Yes	☐ No
3.	Is the project located in a waterway or wetland or within an officially designated (by federal, State or local governmental action) scenic corridor, or specific plan?	☐ Yes	☑ No
4.	Is there any evidence of soil contamination at the site?	☐ Yes	☑ No
5.	If the project consists of proposed dwelling units and is located in the A or R Zones, Will the project require the construction of retaining walls not in compliance with Section 12.21 C8 of the LAMC?	☐ Yes	☑ No
6.	Is there an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND) or a Negative Declaration (ND) which has been prepared for the proposed development? ND/MND/EIR NO. ENV-2015-3737-MND Date: 4/14/16	☑ Yes	☐ No

For Projects involving only an alteration of land (i.e. grading only):

7.	Is the grading to be done on land with an existing slope of less than ten percent (<10%)?	☐ Yes	☐ No
8.	Is the grading to be done on land with an existing slope of fifteen percent or less (≤15%) ?	☐ Yes	☐ No

If grading on land with a slope of fifteen percent or less (≤15%):

5a.	Will the total amount of cut exceed 20,000 cubic yards?	☐ Yes	☐ No
5b.	Will the total amount of fill exceed 20,000 cubic yards?	☐ Yes	☐ No

Tony Russo		4/14/16	tony@crestrealestate.com	408-655-0998
print: Applicant's name	*Signature*	*Date*	*E-mail*	*Telephone*

DEPARTMENT USE ONLY:

☐ The questionnaire has been reviewed and the grading/hauling as described is categorically exempt by Pursuant to Article III, Class_____, Subcategory _____ of the City of Los Angeles CEQA Guidelines.

☒ The ND, MND or EIR adequately addresses the grading/hauling for the project. Victor A. Vallejo E.
(Planning/PublicWorks staff name and signature)

☐ The ND, MND or EIR does not adequately address the grading/hauling project, or the effects of soil contamination or potential protected tree removal (if applicable). A Reconsideration is required. Contact the Department of City Planning, Environmental Review Section at 213-978-1332.

☐ An assessment addressing the effects of the grading/hauling project is required **prior to submitting the haul route application**. Complete an Environmental Assessment Form (EAF) and submit to the Department of City Planning for appropriate action, 201 N. Figueroa St., 4th floor, (213) 482-7077.

*Comments:*_____

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

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 5 - PAUL KORETZ
PROJECT TITLE	**CASE NO.**
ENV-2015-3737-MND	AA-2015-3551-PMEX

PROJECT LOCATION
911 Tione Road and 865 Stradella Road, Los Angeles, CA. 90077

PROJECT DESCRIPTION
This subject project involves two corner parcels under the same ownership. These parcels are undergoing a Parcel Map Exemption, Case No. AA-2015-3551-PMEX for a lot line adjustment.

1.) 911 Tione Road involves the demolition of an existing single family dwelling. Proposed is the construction, use, and maintenance of a new three-story, 30-foot high, approximately 23,725 square-foot single family dwelling with no basement that has a 5-car garage. The proposed project also includes development of a new swimming pool, new spa, and new putting green. The project site is an approximately 81,974 square foot parcel. There are 3 existing native protected trees on the project site; and all 3 will be protected. There are 9 non-protected trees that will be removed, and all 9 will be replaced. The subject project requires an approval of a Haul Route Permit to allow the exporting of 6,750 cubic yards of soil in a hillside area, of which 750 cubic yards are exempt dirt export.

2.) 865 Stradella Road involves the demolition of an existing tennis court for the existing single family dwelling unit at 911 Tione Road. Proposed is the construction, use, and maintenance of a new one-story, 14-foot tall, approximately 10,938 square-foot single family dwelling with a basement that has a 5-car garage. The proposed project also includes development of a new swimming pool, and new spa. This project site is an approximately 33,707 square foot parcel. There is one existing native protected tree on the project site; and the one will be protected. There is one non-protected trees to be removed and replaced. The subject project requires an approval of a Haul Route Permit to allow the exporting of 3,200 cubic yards of soil in a hillside area.

Both parcels are designated Very Low I Residential on the Bel Air-Beverly Crest Community Plan land use map and zoned RE20-1-H.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Jay M. Belson, Tione Residence, LLC
415 North Crescent Drive, Suite 240
Beverly Hills CA, 90210

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
VICTOR VALLEJO	City Planning Associate	(213) 978-1453

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Debbie Lawrence	MAY 4, 2016

I-120. **Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

I-130. **Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

IV-10. **Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)**

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-60. **Tree Preservation (Grading Activities)**

-
- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. **Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

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

IV-90. **Tree Removal (Public Right-of-Way)**

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

XII-20. **Increased Noise Levels (Demolition, Grading, and Construction Activities)**

-
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XVI-30. **Transportation (Haul Route)**

-
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Hillside and Subdivisions)**: Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **(Hillside Projects)**:
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- There shall be no hauling on weekends and City Holidays.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVIII-10. Cumulative Impacts

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level though compliance with the above mitigation measures.

XVIII-20. Effects On Human Beings

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	COUNCIL DISTRICT:	DATE:
City of Los Angeles	CD 5 - PAUL KORETZ	

RESPONSIBLE AGENCIES: Department of City Planning

ENVIRONMENTAL CASE:	RELATED CASES:
ENV-2015-3737-MND	AA-2015-3551-PMEX
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ✔ Does NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
HAUL ROUTE FOR HILLSIDE SFD IN RE20-1-H ZONE

ENV PROJECT DESCRIPTION:
This subject project involves two corner parcels under the same ownership. These parcels are undergoing a Parcel Map Exemption, Case No. AA-2015-3551-PMEX for a lot line adjustment.

1.) 911 Tione Road involves the demolition of an existing single family dwelling. Proposed is the construction, use, and maintenance of a new three-story, 30-foot high, approximately 23,725 square-foot single family dwelling with no basement that has a 5-car garage. The proposed project also includes development of a new swimming pool, new spa, and new putting green. The project site is an approximately 81,974 square foot parcel. There are 3 existing native protected trees on the project site; and all 3 will be protected. There are 9 non-protected trees that will be removed, and all 9 will be replaced. The subject project requires an approval of a Haul Route Permit to allow the exporting of 6,750 cubic yards of soil in a hillside area, of which 750 cubic yards are exempt dirt export.

2.) 865 Stradella Road involves the demolition of an existing tennis court for the existing single family dwelling unit at 911 Tione Road. Proposed is the construction, use, and maintenance of a new one-story, 14-foot tall, approximately 10,938 square-foot single family dwelling with a basement that has a 5-car garage. The proposed project also includes development of a new swimming pool, and new spa. This project site is an approximately 33,707 square foot parcel. There is one existing native protected tree on the project site; and the one will be protected. There is one non-protected trees to be removed and replaced. The subject project requires an approval of a Haul Route Permit to allow the exporting of 3,200 cubic yards of soil in a hillside area.

Both parcels are designated Very Low I Residential on the Bel Air-Beverly Crest Community Plan land use map and zoned RE20-1-H.

ENVIRONMENTAL SETTINGS:
865 Stradella Road is an irregular-shaped, approximately 33,707 square-foot, corner parcel with approximately 298 feet of frontage on the north side of Stradella Road. The subject property has a downslope of greater than 15% from Stradella Road, for 51% of this parcel. Vehicular access to the site will be taken from Tione Road on the northeast side of the property. Stradella Road is paved and designated a Local Hillside Street with a 40-foot width.

911 Tione Road is an irregular-shaped, approximately 81,974 square-foot, corner parcel with no frontage on a street. Its vehicular and pedestrian access is the southeasterly private property driveway on Tione Road. The subject property has a downslope of greater than 15% from Tione Road, for over 69% of this lot. Tione Road is designated a Local Hillside Street paved to a width of 20-feet with a 40 foot dedicated width.

The subject properties are located within approximately a mile of the San Diego Freeway (I-405).

The subject properties are designated Very Low I Residential on the Bel Air- Beverly Crest Community Plan land use map and are zoned RE20-1-H. All adjoining properties are within the RE20-1-H zone and Very Low I Residential land use designation and developed with single family dwellings. These two properties are within the Hillside Area, Baseline Hillside Ordinance, Special Grading Area, Very High Fire Hazard Severity, and Landslide Area as identified by ZIMAS. A Geology and Soils Approval Letter was issued on October 24, 2015 by the Department of Building and Safety, under log number 89304-01, which notes 57 compliance

conditions for the construction of these two new single family dwelling units.		
PROJECT LOCATION: 911 Tione Road and 865 Stradella Road, Los Angeles, CA. 90077		
COMMUNITY PLAN AREA: BEL AIR - BEVERLY CREST **STATUS:** ☑ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** WEST LOS ANGELES	**CERTIFIED NEIGHBORHOOD COUNCIL:** BEL AIR - BEVERLY CREST
EXISTING ZONING: RE20-1-H	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 1 D.U. / 20,000 sq ft (L.A.M.C.)	**LA River Adjacent:**
GENERAL PLAN LAND USE: VERY LOW I RESIDENTIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** One Dwelling Unit	
	PROPOSED PROJECT DENSITY: One Dwelling Unit	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Víctor A. Vallejo E.	City Planning Associate	(213) 978-1453
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

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

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

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

Background

PROPONENT NAME:
Jay M. Belson, Tione Residence, LLC

PHONE NUMBER:
(310) 923-4000

APPLICANT ADDRESS:
415 North Crescent Drive, Suite 240
Beverly Hills CA, 90210

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
10/14/2015

PROPOSAL NAME (If Applicable):

	Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS				
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
II. AGRICULTURE AND FOREST RESOURCES				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY				
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Create objectionable odors affecting a substantial number of people?				✓
IV. BIOLOGICAL RESOURCES				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES				

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓	
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?			✓	
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilites?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				✓
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-3737-MND** and the associated case(s), **AA-2015-3551-PMEX** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
VICTOR VALLEJO	City Planning Associate	(213) 978-1453	04/08/2016

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. A panoramic view would be generally wide and extend into the distance. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. Although the site is on a vegetated hillside property, it is not located in the vicinity of scenic vistas. The project will not introduce features that would detract from the existing valued aesthetic quality of the neighborhood by conflicting with important aesthetic elements or the quality of the area, or by being inconsistent with applicable design guidelines. Therefore, the proposed project will not have any impacts on any scenic vistas.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located within, adjacent to, or within close proximity to any known scenic resources, nor is it located within a city or state designated scenic highway. Therefore, the project will have no impact on scenic resources. However, despite the existing residential building and its accessory structures, a significant part of the lot area is still undeveloped and the new building has a larger footprint which may cause a significant amount of natural open space to be graded and developed. Compliance with the Baseline Hillside Ordinance will reduce impacts on the existing natural open space area to less than significant levels by minimizing grading of natural and semi-natural open spaces. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading	

	Impact?	Explanation	Mitigation Measures
		restrictions.	
c.	NO IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project site is currently improved with a 4,008 square-foot single family dwelling unit built in 1961. It is targeted for demolition as well as its adjoining tennis court. The surrounding area is already developed with similar single-family dwellings. The proposed new home at 911 Tione Road will be three stories and 23,725 square feet. The height of the proposed building is 30 feet and it will be set back at least 15 feet from all property lines. The building's expanded footprint has a north-south orientation, therefore the shade of the building will stay inside the lot. The second new proposed single family dwelling unit at 865 Stradella Road will be one story and 10,938 square feet. The adjacent buildings to the north, northeast, and northwest are located far enough away from the proposed project such that the project will not create shade or shadow impacts on adjoining properties, or otherwise detract from the visual character.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. Nevertheless, the surrounding area is known for night time scenic views and the introduction of new lighting sources may have the potential to moderately impact scenic resources. The proposed project, a single-family home, is not likely to**	**I-120, I-130**

	Impact?	Explanation	Mitigation Measures
		contain light sources beyond the lighting typical of residential development. However, mitigation measures will reduce any light and glare impacts on adjacent residences to less than significant levels by ensuring that the new project will not introduce any new sources of substantial light or glare which would exceed the existing ambient levels or night time views.	
II. AGRICULTURE AND FOREST RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The proposed project site does not contain properties identified as prime farmland, unique farmland, or farmland of statewide importance as identified by the California Resource Agency. The project will therefore have no impact on agricultural resources.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The General Plan land use designation for the subject site is Very Low I Residential and zoned RE20-1-H which allows single-family residential development. The proposed project site is not currently zoned for agricultural uses and does not contain properties that have a Williamson Act Contract in effect. There would be no impacts.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland. The current zoning for the property is RE20-1-H, which allows residential uses. The proposed project site is not currently zoned for forest land, timberland, or timberland zoned Timberland Production. There will be no impact on forest land or timberland.	
d.	NO IMPACT	A significant impact would occur if the proposed project resulted in the loss of forest land or in the conversion of forest land to non-forest use. The proposed project site is in a neighborhood which is designated for the Very Low I Residential density and use. The existing building on the site was built in 1961 and the surrounding area is developed with single-family residential land use and	

	Impact?	Explanation	Mitigation Measures
		buildings, which were mostly developed around the same time. The proposed project site is within an urbanized region and is zoned RE20-1-H, which allows single-family residential uses. The surrounding area is also zoned for single-family residential uses. Therefore, the proposed project will not directly or indirectly result in the conversion of any forest land to non-forest use.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The proposed project site is within an urbanized region. The site and surrounding area are zoned for single-family residential uses. Therefore, the project will not directly or indirectly result in the conversion of any farmland to non-agricultural use or forest land to non-forest use.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves demolition of a single-family home and construction of two new single-family dwellings on abutting parcels. The two parcels are currently zoned RE20-1-H (Single Dwelling Zone). The Bel Air-Beverly Crest Community Plan land use designation for the site is Very Low I Residential. One single-family dwelling unit is allowed "by-right" at the project site. The existing zoning, land use designation, and the City's General Plan already take into account the proposed development. Therefore, the project is not expected to conflict with or obstruct the implementation of the South Coast Air Quality Management District (SCAQMD) plans or Congestion Management Plan (CMP).	
b.	LESS THAN SIGNIFICANT IMPACT	The project site of two parcels is currently zoned RE20-1-H and designated Very Low I Residential per the Bel Air-Beverly Crest Community Plan land use, allowing one single-family dwelling, as proposed. The proposed new construction of two new single-family residential dwelling units on two separate abutting parcels, where a single-family dwelling and tennis court currently exists and subject to demolition, does constitute an increase in dwelling units by one unit and therefore the long-term operation is not expected to violate any air quality standard or contribute substantially to an existing or	

	Impact?	Explanation	Mitigation Measures
		projected air quality violation. However, the development of the proposed project will temporarily generate emissions from heavy-duty construction vehicles and construction workers' vehicles. In addition, fugitive dust would be generated by construction activities. Construction activities will be conducted over approximately two years. Two Air Quality Assessments (dated November 10, 2015 and attached), were completed in conformance with the SCAQMD Localized Significance Methodology. Per the Air Quality Assessment, the estimated emissions for each pollutant throughout the construction period are well below the SCAQMD Localized Significance Thresholds. Therefore, air quality impacts due to construction activity will not likely exceed SCAQMD thresholds for air quality. Impacts are anticipated to be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site is within the boundaries of the South Coast Air Basin, a known non-attainment zone. The project consists of demolition of an existing single family dwelling with a tennis court and construction of two new single-family dwellings on two separate abutting parcels, and is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. Operational emissions are related to traffic generated by the project. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. As described above in response III.b., the proposed project would not generate construction emissions that exceed the SCAQMD's recommended localized significance thresholds, per the Air Quality Assessment (dated November 10, 2015 and attached). Therefore, the project will not result in a cumulatively considerable net increase of any criteria	

	Impact?	Explanation	Mitigation Measures
		pollutant during construction and operations phases, and the impact will be less than significant. In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program (See Navigate LA) is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. Haul routes are tracked via a Map (see attached) for each district to identify the locations of construction sites for which a haul route was required. The map indicates that three pending or issued haul route permits are in the vicinity of the subject property for ingress/egress of construction trucks. The haul route approval for the subject property will include regulatory compliance measures and recommended conditions to be considered by the Board of Building and Safety Commissioners to reduce the impacts of construction-related hauling activity. Impacts to air quality resulting from this project will be less than significant and no foreseeable cumulative impacts will occur.	
d.	LESS THAN SIGNIFICANT IMPACT	The project site is located within the boundaries of the South Coast Air Basin, a known non-attainment zone. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The surrounding residential uses are sensitive receptors to air pollutants. The project consists of the demolition of an existing single-family home and new construction of a single-family dwelling. As such, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and therefore the use itself is not expected to contribute to pollutant concentrations or expose surrounding residences to substantial pollutant concentrations. However, emissions from	

	Impact?	Explanation	Mitigation Measures
		construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. Per the Air Quality Assessment (dated November 10, 2015 and attached), as described above in response III.b., the project would not produce emissions in excess of SCAQMD localized significance thresholds. Throughout operations, motor vehicle emissions can influence local air quality; however, emissions related to traffic generated by the project will be less than significant because there will be no net increase in the number of dwellings. Therefore, air quality impacts on surrounding sensitive receptors will be less than significant.	
e.	NO IMPACT	The project site is surrounded by residential uses. Per the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project consists of the demolition of an existing single-family home and its tennis court. Also, the construction of two new single-family dwellings on two abutting parcels. It would not involve any of these activities; therefore, the project operations are unlikely to result in new sources of objectionable odors. During construction, potential sources of odors include project will be required to install odor-reducing equipment in accordance with SCAQMD Rule 1138, which will reduce odors from equipment exhaust. Odors from architectural coatings would be generally confined to the site and the immediate area surrounding the project site, and not likely to affect surrounding residential uses around the site. Therefore, the proposed project is unlikely to result in new sources of objectionable odors affecting a substantial number of people.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The proposed project site of two parcels is currently improved with a single family dwelling**	IV-10

	Impact?	Explanation	Mitigation Measures
		and tennis court that are to be demolished. Per the Protected Tree Report for both subject parcels, dated March 8, 2016, there are 4 native protected trees on both the project site two parcels that are to remain and be protected. The number of unprotected trees which will be removed is 10, with their replacement of 10 as well. Whether protected or unprotected trees are habitat for protected species of wildlife. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). The project will result in the removal of vegetation and disturbances to the ground and may result in the removal of potentially nesting grounds for native bird species. Therefore, habitat modification may occur. However, impacts will be reduced to a less than significant level with the incorporation of mitigation measures.	
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site is currently improved with a single family dwelling unit, built in 1961, which will be demolished. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. The subject site has not been identified as being within a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). No impacts will result, as the subject site is located in an urbanized area that does not contain any riparian habitat or other sensitive natural community.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in an urbanized area. Therefore, the proposed project would not have any impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The subject site is located in a developed region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. However, per the Protected Tree Report, dated March 8, 2016, there are 4 native protected trees on the two parcel project site which are to remain and be protected. The number of unprotected trees which will be removed is 10, and they are to be replaced with 10 trees as well. Whether protected or unprotected, trees are habitat for protected species of wildlife. On the other hand, the project site is in close vicinity of the Bel Air Country Club green open space (0.8 mile) and therefore the site might serve as a buffer zone between existing development and more natural habitat areas. The removal of trees may interfere with the movement of native residents or migratory wildlife species. Therefore, environmental impacts are potentially significant unless mitigation measures are incorporated to reduce impacts to below the level of significance.**	**IV-10**

	Impact?	Explanation	Mitigation Measures
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The March 8, 2016 Protected Tree Report, indicates that there are 4 native protected trees on the two parcel project site. All 4 protected trees will be preserved. 10 non protected trees are to be removed then replaced with 10 trees. Thus, mitigation measures ensure that the project will not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts will be reduced to below the level of significance.**	IV-60, IV-70, IV-90
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
V. CULTURAL RESOURCES			
a	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The subject site is composed of two parcels. The existing single family dwelling and its tennis court are to be demolished. They are to be replaced with two new single family dwellings on two abutting parcels. There are no historic resources or historical monuments on this property. In addition, the site was not found to be a potential historic resource. Detailed information on many of the City's designated resources as well as surveyed properties recorded and published to date are part of SurveyLA, the citywide survey of Los Angeles. Therefore, there would be no impact.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical	

	Impact?	Explanation	Mitigation Measures
		resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if grading or excavation activities associated with the proposed project were to disturb paleontological resources or geologic features which presently exist within the proposed project site. The project site has been previously graded and is currently improved with a single-family home, built in 1961. According to the City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map, the areas do not contain any known vertebrate paleontological resources. However, it is possible that unknown fossil resources could be encountered during the project's excavation phase. It would be required to comply with the City's Standard Conditions of Approval, which would require that prior to project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the project site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during project construction, work within 50 feet of the find shall stop until a professional paleontologist can identify	

	Impact?	Explanation	Mitigation Measures
		and evaluate the significance of the discovery and develop recommendations for treatment. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State Law. Through compliance with the City's Standard Conditions of Approval, potential project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. The subject site is not in the vicinity of Archaeological Survey Areas (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map) or within the immediate surroundings of a known burial site. However, there may be a possibility for the discovery of unrecorded human remains during the proposed excavation activity. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Sections 7000 et seq. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The subject site is within the Hollywood Fault Zone (ZIMAS), but is not located in an Alquist-Priolo Zone (ZIMAS). In addition, due to the intense seismic environment of Southern California, there is always a	

	Impact?	Explanation	Mitigation Measures
		potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. Per the Geotechnical Investigation report, dated July 17, 2015, there are no nearby known potentially active faults to the subject site. Since no active faults cross the property, the surface rupture hazard at the site is very low. Therefore, the proposed project will be less likely to expose people and structures to adverse effects from earthquake activity. The proposed construction of two new single-family dwellings on two abutting parcels and accessory structures will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. In addition, the proposed project must comply with the LADBS Geology and Soils Report Approval Letter conditions, dated October 14, 2015. Complying with such requirements would reduce potential impacts to less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The subject site is within 0.23 mile of the Hollywood Fault Zone, per ZIMAS. Any development that occurs within the geographical boundaries of Southern California has the potential of exposing people and/or structures to potentially substantial adverse effects involving potential blind thrust faults, the rupture of known and/or unknown earthquake faults, or strong seismic ground shaking. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of	

	Impact?	Explanation	Mitigation Measures
		Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c.	NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesion-less soils. The soils at the project site are located in an area that is prone to liquefaction (ZIMAS). Per the Geotechnical Investigation report, dated July 17, 2015, no groundwater was encountered during the exploration. The report indicates that the proposed project site area is known to have a high groundwater table. Historically the highest groundwater in the area is estimated to be more than 40 feet below the ground surface. Therefore, the project would result in no impacts related to ground-failure, including liquefaction.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The subject site is located in a landslide zone per ZIMAS. However the subject site is located within Hillside Grading and Hillside Ordinance area (ZIMAS). Therefore, there is a potential for landslide impacts due to the construction activities. Complying with the conditions noted in the Geology and Soils Report Approval Letter, dated October 14, 2015 by the Los Angeles Department of Building and Safety during site	

	Impact?	Explanation	Mitigation Measures
		development will reduce the impact to a less than significant level.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The proposed project will export approximately 6,750 cubic yards of dirt for 911 Tione Road and approximately 3,200 cubic yards of dirt for 865 Stradella Road. The project is located in a Hillside Grading Area (ZIMAS). The project grading, clearing, or excavation is below the 20,000 cu. yard significant threshold. Therefore, during short-term construction activities, the property will be subject to increased loss of topsoil due to wind and water erosion. Proper grading practices, during the construction phases, in accordance with City regulations will minimize soil erosion, the loss of topsoil, and consequently will reduce the impact to a less than significant level.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The project site is susceptible to landslides. Per the Geotechnical Investigation report, dated July 17, 2015, the site can be improved without hazard of landslide, slippage, or settlement and improvement can occur without similar adverse impact on adjoining properties. Through compliance with the City's building code, as well as conditions noted at the Geology and Soils Report Approval Letter, dated October 14, 2015 by the Los Angeles Department of Building and Safety, during site development, impacts related to the soil instability will be reduced to less than significant levels.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Per the Geotechnical Investigation report, dated July 17, 2015, the on-site, near surface soil was found to possess low expansive characteristics based upon field soil classification. Surface materials at the site consist of up to sixteen feet thick certified fill over older Alluvium. The report confirms that the	

	Impact?	Explanation	Mitigation Measures
		consolidation and hydro-collapse potential of the older Alluvium at the depth of the proposed construction is low. The proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and these impacts would be less than significant.	
h.	NO IMPACT	The project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to this issue would occur.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and	

	Impact?	Explanation	Mitigation Measures
		policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the construction of a single-family dwelling and it is therefore not expected to generate significant additional long-term GHG emissions related to increased traffic and secondary fuel combustion from space heaters or other equipment. The project will not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP-SCS, and statewide, regional and at reducing GHG. GHG emissions that will derive from construction activities are not expected to generate significant impacts due to the limited timeframe of such activities. Thus, impacts from short-term activities and long-term functioning will be less than significant.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The demolition of a single-family dwelling and construction of two new single-family dwellings on two abutting parcels will not require the routine transport, use, or disposal of materials which are flammable or hazardous, outside of day-to-day household materials. No impact will occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The subject site is not within a hazardous Waste/Border Zone. Also, the subject site is not identified as being within a Methane Buffer Zone (ZIMAS). The existing building, constructed in 1961, may contain asbestos containing material (ACM) and lead-based paint. Lead-based paint is of concern both as a source of exposure and as a major contributor to lead in interior dust and exterior soil. South Coast Air Quality Management	

	Impact?	Explanation	Mitigation Measures
		District (SCAQMD) requires ACMs survey prior to all renovations and demolitions. If ACMs are found to be present, they need to be abated in compliance with the SCAQMD's Rule 1403 as well as all other applicable State and Federal rules and regulations. Prior to issuance of any permit for the demolition of the existing structure, a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations. In addition, Sediment resulting from construction activities carries with it work-site solvents, cement wash, asphalt, and car fluid are toxic to sea life. Therefore, short-term impacts may result during the demolition and construction periods. However complying with the City and applicable State and Federal rules will reduce the environmental impacts to less than significant.	
c.	NO IMPACT	The subject site is not within one-quarter mile of an existing school. The closest school is Community Magnet Charter School located at 11295 Bellagio Road (more than 1 mile distance). Moreover, the operation and maintenance of the proposed single-family dwelling will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, odor, or waste and will not require the daily use of chemicals outside of the day-to-day household materials. Therefore, the proposed project is not expected to result in emissions of hazardous materials within one-quarter mile of an existing or proposed school and there is no impact.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on	

	Impact?	Explanation	Mitigation Measures
		investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e.	NO IMPACT	The subject site is not located within an airport land use plan, and is not adjacent to, or in proximity to a public airport. The closest public airport is the LAX international airport (approximately 17.3 miles). Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The proposed project is not located within the vicinity of a private airstrip. The closest private airports are the Santa Monica Airport (approximately 7.5 miles) and the Van Nuys private Airport (approximately 12.3 miles). Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g.	LESS THAN SIGNIFICANT IMPACT	The proposed two single-family dwellings will not interfere with any emergency response plan or emergency evacuation plan specifying the appropriate actions to be undertaken with regard to emergency situations such as warning systems, evacuation plans/procedures, and emergency action plans. The subject site is both on Tione Road and Stradella Road which is not an emergency access route. It is designated by the City's General Plan Transportation Element and Bel Air-Beverly Crest Community Plan, as a Hillside Local Street. The nearest emergency route is Sepulveda Blvd., approximately 1.4 miles to the southwest of the project site. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Tione Road and Stradella Road have dedicated 40-foot widths. Their designations are Hillside Local Street. They accommodate parking on both sides and one lane in each	

	Impact?	Explanation	Mitigation Measures
		direction without conflict for Stradella Road. Tione Road is improved to a width of 20 feet. It is not a through street and functions like a cul-de-sac since it will give ingress/egress only for the new single family dwelling on Tione Road. Since the project site is less than 1.1 miles from Sunset Blvd., temporary construction activities are not likely to result in impaired access through Stradella Road or to Tione Road. Therefore, the proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. There will be a less than a significant impact.	
h.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project exposed people and/or structures to a risk of wildland fires. The project site is located in Very High Fire Hazard Severity Zone and Hillside area. However, it is located in an urbanized area of the city which is developed with single-family homes. Also, it is not located in an area with inadequate fire hydrant service or street access. The project site is located on both Tione Road and Stradella Road. The project site is located 1.1 mile from Sunset Blvd. Therefore, project's location provides for adequate LAFD access (adequate street/fire lane width--minimum 20 feet clear and unobstructed. The subject site is within the vicinity of Los Angeles Fire Department (LAFD), fire Station 71 at 107 S. Beverly Glen Blvd., approximately 2.1 mile southeast of the project site. There will be a less than a significant impact.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project comprises two new single family dwelling units on two abutting parcels. Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with	

	Impact?	Explanation	Mitigation Measures
		runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.	
b.	NO IMPACT	The project proposes the construction of two new single-family dwellings on two abutting parcels. These will somewhat decrease stormwater infiltration into groundwater aquifers. However, the property is not located in a significant groundwater recharge area, nor does the project propose a lot coverage beyond that already anticipated by stormwater runoff infrastructure and management regulated under the requirements of L.A.M.C. 64.70, Low Impact Development (LID) stormwater strategy. As such, there will be no impacts to groundwater recharge aquifers.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. The subject site does not contain any natural and/or significant drainage features, such as streams or rivers. Water runoff generated by the project will be	

	Impact?	Explanation	Mitigation Measures
		carried into existing storm drains and discharged into the storm water runoff control. Per the Geotechnical Investigation report, dated July 17, 2015, a recommendation was made to use a civil engineer for determining a site drainage system that would direct this flow to the street. Therefore, the project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in a less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, there are no streams or rivers located in the project vicinity. The subject site is in an urbanized area. Water runoff would drain into the existing storm drain system. Grading and excavation activities may alter drainage patterns, which may result in impacts related to flooding on-or off-site. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore, impacts related to flooding on-and off-site will be reduced to a less than significant level.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. The project site is developed with a single-family home. The new dwelling unit will be built	

	Impact?	Explanation	Mitigation Measures
		within the footprint of the existing home; however, it will be enlarged for the project on Tione Road. The new single family dwelling unit on Stradella Road will be partially within the footprint of the tennis court. The new buildings and accessory buildings on Tione Road cover 19 percent of the subject site and an additional 15 percent of it will be paved. On Stradella Road, that would be 32% and 40% respectively. Although implementation of the project would result in the creation of impervious surfaces at the project site, such as the proposed residential building, driveways, and pedestrian walkways, the project would be required to implement BMPs, per L.A.M.C. section 64.70, and to develop appropriate drainage infrastructure on the site to meet regulatory water quality requirements and to control drainage from the site to not exceed existing rates. Thus, the project will not increase the runoff from the site entering the City's existing storm drain facilities. As such, the project will not exceed the capacity of the existing or planned drainage system. Therefore, project impacts related to storm drain capacity will be less than significant.	
f.	NO IMPACT	The proposed project may have impacts on water quality from various sources, as discussed in I.X.a. above. As the proposed project is a single-family use, no other sources of water pollutants are known or are likely. Therefore, the proposed project would not degrade water quality by sources other than those discussed above, and no impact would occur.	
g.	NO IMPACT	The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996) or in a Flood Zone (ZIMAS). No impact will occur.	
h.	NO IMPACT	The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996) or in a Flood Zone (ZIMAS). No impact will occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The subject site is not located in a flood control basin nor is in a potential inundation area as a result of levee or dam failure (Environmental and Public Facilities Maps 1996). Accordingly, the	

	Impact?	Explanation	Mitigation Measures
		proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	LESS THAN SIGNIFICANT IMPACT	The subject site is not located near any body of water. The nearest one is Stone Canyon Reservoir which is located approximately 1.3 miles away. The proposed project site is not located in a Tsunami Area (Navigate LA), a flood control basin, an area potentially impacted by a Tsunami, or a potential inundation area (Environmental and Public Facilities Maps 1996). Nonetheless, there are a number of active and potentially active faults off of the coast in regional proximity to the project area that have the capacity of generating a tsunami. Given a large enough magnitude off-shore earthquake, it is possible that the project site could be impacted; however, the adoption and implementation of the proposed plan, in combination with the City's standard grading and building permit requirements, would not expose people or structures to potential substantial risk due to seiche, tsunami, or mudflow. Therefore, these impacts are less than significant, and no mitigation measures are required.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	The project involves the replacement of an existing 55-year single-family home with two new single-family homes on two abutting parcels in an area that is already developed with similar use and the associated infrastructure. The project will not divide an established community and therefore no impact will occur.	
b.	NO IMPACT	The subject site is within the Bel Air - Beverly Crest Community Plan Area and is currently zoned RE20-1-H, allowing development density of one single-family dwelling per minimum lot area of 20,000 square feet (L.A.M.C.). The subject site is 81,974 square feet for the Tione Road property, 33,707 square feet for the Stradella Road property and allows one single-family dwelling. Thus, the single-family project is consistent with the L.A.M.C. In addition, the project proposes the continuation of a use which will have no impact upon any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental	

	Impact?	Explanation	Mitigation Measures
		effect.	
c.	NO IMPACT	The project site is currently improved with a single-family dwelling and a tennis court, and is located in an urbanized region. According to biological resource areas maps (coastal and southern geographical area) in the Los Angeles CEQA thresholds guide (2006), the project site is not designated as an open space/habitat area, nor is it located in, or in the vicinity of a significant ecological area that may require protection. There are no relevant active ordinances protecting biological resources that may prevent this project from being approved at this time and no impacts to any indicated plans are anticipated.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	The project site is located in an urban setting which is already developed primarily with single-family residences, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. There is no knowledge of the presence of mineral resources that would be of value to the region and residents of the State on the project site; subsequently, the project is not expected to result in the loss of availability of said mineral resources. The project site is not located in a known Oil Field (NavigateLA) or in a known area of mineral resources (Environmental and Public Facilities Maps 1996). Therefore, no impacts are anticipated.	
b.	NO IMPACT	The project site is not delineated on the City's General Plan Framework, Bel Air - Beverly Crest Community Plan, nor any other land use plan as a locally-important mineral resource recovery site. Therefore, no impacts are anticipated.	
XII. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site are expected to be short-term. After the completion of construction, noise levels associated with the proposed project will be those typical for single-family residential development. Impacts will be	

	Impact?	Explanation	Mitigation Measures
		less than significant. In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program (Navigate LA) is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor, usually a Grading Inspector, is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map (see attached Map) for each district to identify the locations of construction sites for which a haul route was required. The attached Map for the proposed project at 911 Tione Road and 865 Stradella Road indicates that there are three proposed or approved haul route permits in the immediate area. Construction noise for the subject project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore with regulatory measures, construction-related impacts on surrounding single-family dwellings will be less than significant and foreseeable cumulative impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project involves one net increase in the number of dwelling units. Groundborne vibration and noise levels in residential land uses are lower than those found in commercial or industrial land uses and are unlikely levels and levels established in the General Plan or L.A.M.C. However, the proposed project is expected to create a temporary increase in groundborne vibration and/or groundborne noise during the	

	Impact?	Explanation	Mitigation Measures
		construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. Nonetheless, the duration of construction activities on the proposed site is expected to be short-term. The L.A.M.C. limits construction hours, therefore construction of the project will be typical of residential structures and impacts from excessive groundborne vibration and noise levels are anticipated to be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the demolition of a single-family dwelling and construction of two new single-family dwellings, resulting in one net increase in the number of dwellings. Therefore, the project is not likely to generate an increase in ambient noise levels and the impact will be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site are expected to be short-term. These mitigation measures will reduce any potentially significant noise impacts related to construction activity to less than significant.**	XII-20
e.	NO IMPACT	The proposed project is not located within an airport hazard zone (ZIMAS), nor is the project located in an airport land use plan, or within two miles of a public airport, or public use airport. The closest public airport is the LAX international airport (approximately 17.3 miles). Therefore no impacts are anticipated to occur.	
f.	NO IMPACT	The proposed project is not located within the vicinity of a private airstrip. The closest private airports are the Santa Monica Airport (approximately 7.5 miles), the Van Nuys private Airport (approximately 12.3 miles). Therefore no impacts are anticipated to occur.	
XIII. POPULATION AND HOUSING			
a.	NO IMPACT	The proposed project involves the construction of two new single-family dwellings on two abutting parcels. The project site is located in an urban setting which is already developed primarily with single-family residences. The project will	

	Impact?	Explanation	Mitigation Measures
		replace the existing single-family dwelling on one parcel and replace the existing tennis court on the other parcel. There will be one net increase in the number of units, and there will be an increase in the dwelling square footage. Nonetheless, the project is not expected to constitute a substantial population growth and there will be no impact.	
b.	NO IMPACT	The project involves demolition of a single-family dwelling and construction of two new single-family dwellings on two abutting parcels, two pools, two spas, and a putting green; comprising one net increase of dwelling units. Thus, there is no need for replacement housing elsewhere, and there will be no impact.	
c.	NO IMPACT	The project involves demolition of an existing single-family dwelling with a tennis court and the new construction of two new single-family dwellings on two abutting parcels with two pools, two spas and a putting green. The project does not include the construction or expansion of public recreational facilities. So, the number of people displaced by the project will not be substantial. Thus, there will not be a need to construct replacement housing elsewhere and there will be no impacts.	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT IMPACT	The subject site is within close vicinity of Los Angeles Fire Department (LAFD), fire Station 71 at 107 S. Beverly Glen Blvd. approximately 2.6 miles southeast of the project site, and Station 37 located at 1090 Veteran Ave., approximately 2.4 miles southwest of the project site. The proposed project is located in a Very High Fire Hazard Severity and Fire Brush Clearance Zone, but it is not proposing to use, manufacture, or store toxic, readily combustible, or otherwise hazardous material outside of the materials typically associated with residential uses. The proposed project will be reviewed by the Los Angeles Fire Department and the project will comply with fire safety requirements. The project includes development of two single-family dwellings. There will be one net increase in the number of units or population and consequently the project will not likely generate the need to construct new or expanded fire protection facilities and the impact will be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The subject site is served by the Los Angeles Police Department (LAPD), West Los Angeles Area Division located at 1663 Butler Ave. (approximately 4.6 miles southwest). The proposed project will be reviewed by the LAPD, and will comply with public safety requirements and policies. The proposed project involves the construction of two new single-family dwellings. The project will replace a single-family dwelling and there will be one net increase in the number of units or population and consequently there will not be any increase in the cumulative demand for police services anticipated at the time of project build-out compared to the expected level of service available. The impact will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The subject site is served by the Los Angeles Unified School District (LAUSD) and will comply with requirement to pay fees to support LAUSD. However, the proposed project involves demolition of an existing single-family dwelling and construction of two new single-family dwellings; therefore, will not likely generate the need to construct new or expanded school facilities. The impact will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	The subject site will comply with requirement to dedicate land or pay fees to support park and recreation site acquisition and development, per L.A.M.C. Section 17.12. The proposed project involves demolition of an existing single-family dwelling and construction of two new single-family dwellings and therefore will not likely generate the need to construct new or expanded parks and recreation centers. The impact will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves demolition of an existing single-family dwelling and construction of two new single-family dwellings and therefore will not likely generate the need to construct new or expand other public service facilities. The impact will be less than significant.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	The subject site will comply with requirement to dedicate land or pay fees to support park and recreation site acquisition and development, per LAMC Section 17.12. The proposed project involves demolition of a single-family	

	Impact?	Explanation	Mitigation Measures
		dwelling and replacement with two new single-family dwellings. It will not likely generate substantial physical deterioration of parks and recreation facilities. The impact will be less than significant.	
b.	NO IMPACT	The project does not require the construction or expansion of public recreational facilities. There will be one net increase in the number of dwelling units. Therefore, there will be no impact.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The project will replace an existing 55-year single-family dwelling with two new single-family dwellings on two abutting parcels at the site. As such, the proposed project would not generate or cause a diversion or shift of more daily a.m. or p.m. peak hour vehicle trips on the street system. Since the project is located in a Hillside and Special Grading Area, it requires an approval of a Haul Route. Therefore, impacts related to loss of capacity due to temporary lane or street closures associated with projects requiring construction activity within the street are expected. Complying with mitigation measures will reduce these impacts to less than significant. In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program (Navigate LA) is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety haul route monitor, usually a Grading Inspector, is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes for the vicinity of the subject property are tracked via a Map (see attached Map) for each district to identify the locations of construction sites for which a haul route was required. The attached Map for the proposed project at 911 Tione Road and 865 Stradella Road indicates that there are one previously approved haul route permit and two pending haul route permits that are listed as**	XVI-30

	Impact?	Explanation	Mitigation Measures
		being under construction. No foreseeable cumulative impacts are expected. The haul route approval for the subject property will include regulatory compliance measures and recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners to reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Therefore, the impact to traffic and transportation will be less than significant and no foreseeable cumulative impacts will occur.	
b.	NO IMPACT	The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. According to the approved Congestion Management Program Biennial Highway Monitoring Report, the nearest such monitoring intersection is Santa Monica Blvd./Westwood Blvd., located approximately 2.9 miles southeast of the project site. The subject project is a Haul Route that includes the replacement of an existing single family dwelling with two new single family dwellings on two abutting parcels. This environmental assessment does not require a Traffic Impact Analysis since this project creates one additional single family dwelling unit. Therefore, no CMP analysis is required and the proposed project has no impacts on the congestion management program.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of two new single-family dwellings on two abutting parcels, two pools, two spas and a putting green. The proposed project is not located within an airport hazard zone (ZIMAS), nor an airport land use plan, or within two miles of a public airport, or public use airport. The closest airports are the Santa Monica Airport (approximately 7.5 miles), the Van Nuys private airport (approximately 12.3 miles), and the LAX international airport (approximately 17.3 miles). As such the project would not result in a change in air traffic patterns including increases in traffic level or changes in location that would result in substantial safety risks.	
d.	NO IMPACT	A significant impact may occur if the proposed project includes new land roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if a project site access or other features were designed in such a way as to create a hazard condition. The proposed project includes the demolition of an existing single-family dwelling, construction of two new single-family dwellings on two abutting parcels, two pools, two spas, and a putting green. Both these properties will have vehicular and pedestrian access from Tione Road. These situations will not likely increase hazards to the existing condition. Additionally, the proposed single family dwellings are compatible with the existing residential area. Although the proposed project would not include any hazardous design features, construction activities, especially on a slope, these could not result in potential safety hazards to pedestrians and vehicles in the project vicinity. Therefore, no impact will occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project design would not provide emergency access meeting the requirements of the Los Angeles Fire Department (LAFD), or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The project will replace an existing single-family dwelling with two new single-family dwellings on two	

	Impact?	Explanation	Mitigation Measures
		abutting parcels for the subject site. Therefore, the project involves one net increase in the number of dwelling units. The subject site is on Tione Road and Stradella Road, which are designated by the City's General Plan Transportation Element and Bel Air- Beverly Crest Community Plan, as Hillside Local Streets and are not emergency access routes. The nearest emergency routes are Beverly-Glen Blvd., approximately 1.08 miles to the east and Sepulveda Blvd. approximately 1.09 miles to the west of the project site. Tione Road and Stradella Road are Hillside Local Streets. These streets accommodate parking on both sides and one lane in each direction without conflict. Since the project site is 1.1 miles from Sunset Blvd. temporary construction activities are not likely to result in an impairment of access through Tione Road, Stradella Road and Sunset Blvd. Compliance with an LADBS approved Haul Route permit will reduce any impact. As such, impacts on emergency response patterns will be less than significant.	
f.	NO IMPACT	The proposed project site is within a neighborhood which is designated for Very Low I density residential uses and not in an area that has any adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, and would not impede their implementation. Therefore, the proposed project will not have an impact on any existing alternative transportation policies, plans, and programs.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The proposed project will connect to the City's existing wastewater treatment facilities. The project will replace an existing single-family dwelling with two new single-family dwelling on two abutting parcels. Therefore, the project involves one net increase in the number	

	Impact?	Explanation	Mitigation Measures
		of dwelling units and consequently, the project is unlikely to result in development which exceeds the current wastewater treatment loads established by the Regional Water Quality Control Board. The impact will be less than significant.	
b.	NO IMPACT	The proposed project will connect to the City's existing water and wastewater treatment facilities. The project will replace an existing single-family dwelling with two new single-family dwellings on two abutting parcels. Therefore, the project involves one net increase in the number of dwelling units. Therefore, the project is not expected to result in increased demand on the City's stormwater and wastewater drainage facilities. No impact will occur.	
c.	NO IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of two new single-family dwellings on two abutting parcels, two pools, two spas, and a putting green. Therefore, the project is not expected to result in increased demand on the City's stormwater drainage facilities. No impact will occur.	
d.	LESS THAN SIGNIFICANT IMPACT	The project proposes the demolition of an existing single-family dwelling and the construction of two new single-family dwellings on two abutting parcels, two pools, two spas, and a putting green. The project involves one net increase in the number of dwelling units. The construction, use and maintenance of the two single family dwellings, two pools, two spas, a putting green, and landscaped areas have the potential to make a cumulatively considerable contribution to impacts on existing water supplies for the area. However, the City requirements to install water conservation systems and equipment within the residential and accessory structures as well as the irrigation system will reduce the potential impacts to a level that is less than significant.	
e.	NO IMPACT	The project site is currently serviced by the City of Los Angeles Hyperion Wastewater Treatment Facility. The project proposes the construction of two new single-family dwellings on two abutting parcels, two pools, two spas, and a putting green. The project for the replacement of two new single-family residential dwelling units, with a 55 year	

	Impact?	Explanation	Mitigation Measures
		old single-family unit that already exists on the site, is not expected to result in any increase in demand on the City's existing wastewater treatment facilities. No impact will occur.	
f.	LESS THAN SIGNIFICANT IMPACT	The project proposes the construction of two new single-family dwellings on two abutting parcels, two pools, two spas and a putting green. The project involves one net increase in the number of dwelling units. Therefore, the proposed dwelling unit is not expected to create any significant increase in solid waste generation compared to the existing single-family home. Moreover, the waste produced by the long-term use of the property will be typical of the proposed residential use and would not create a special need for disposal of hazardous materials. However, potentially significant impacts in terms of solid waste generation may occur during the demolition and construction period for the project. Some of the building materials used during the construction process are considered hazardous and are not safe to be disposed of in a landfill; therefore the appropriate precautions must be taken to ensure that these materials are disposed of properly. Complying with the Los Angeles Department of Building and Safety requirements for demolition and construction-related waste will reduce these impacts to a level that is less than significant.	
g.	NO IMPACT	A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939). The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste	

	Impact?	Explanation	Mitigation Measures
		from landfills. The project would also comply with applicable regulatory measures, including the provisions of City of Los Angeles Ordinance No. 171,687 with regard to all new construction; the provision of permanent, clearly marked, durable, source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. With the implementation of the regulatory measures, waste generated by the project would not significantly alter the projected timeline for landfills within the region to reach capacity. Therefore, since the proposed project would comply with local, state, and federal regulations no impact with respect to these regulations would occur.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The project proposes the demolition of an existing single-family dwelling and the construction of two new single-family dwellings on two abutting parcels. The project site is located in a Very Low I Residential density urbanized region that is mostly segmented and lacks the continuity, which is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Moreover, the subject site has not been identified as being in a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). The subject site lacks any riparian habitat or other sensitive natural community, and does not contain any wetlands. The subject is not identified as being a site or an area of historical significance, therefore it is unlikely that the proposed project will have impacts on important examples of the major periods of California history. Also, the subject site is not in the vicinity of an Archaeological Survey Area and an Archaeological Site (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map). However, there may be a possibility for**	XVIII-10

	Impact?	Explanation	Mitigation Measures
		the discovery of unrecorded archaeological resources during the proposed grading activity. Compliance with existing regulations proposed in Section V of this document are expected than significant level. The subject site and vicinity are not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). It is possible that site excavation could uncover paleontological resources. Compliance with the City's Standard Conditions of Approval will ensure that if any previously unknown paleontological resources are discovered during the excavation period of construction, such resources will be handled properly and reduce any potential impacts to a level that is less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.**	XVIII-20
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the previous sections of this document. As described throughout this analysis, the proposed project is not expected to result in any unmitigated significant impacts. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either	

	Impact?	Explanation	Mitigation Measures
		directly or indirectly.	

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November 10, 2015

Tony Russo
Crest Real Estate
10960 Wilshire Blvd, Suite 1510
Los Angeles, CA 90024

Re: Air Quality Assessment
911 Tione Road Project

Dear Mr. Russo:

This letter summarizes the Air Quality Assessment (AQA) prepared for the construction of an addition to a (1) single family residence at 911 Tione Road (Project) in Los Angeles, California 90077. It has been prepared at the direction of Crest Real Estate (Crest).

This AQA was prepared in anticipation of a South Coast Air Quality Management District (SCAQMD) requirement. Recently, the SCAQMD has requested that proposed single family residences include an analysis of potential localized criteria pollutant impacts in the environmental review process. Specifically, SCAQMD has requested that their Localized Significance Threshold (LST) screening methodology be followed. While no specific request for an AQA has been received for this Project, the Applicant has elected to provide this AQA at this time in order to minimize the potential for delays during the environmental review process.

Project

The Project includes the construction of one (1) single family residence (SFR) at 911 Tione Road in the Bel Air neighborhood of Los Angeles. Construction of this Project has not yet begun. Currently a single family dwelling exists on the property (4,008 sf), which will be demolished as part of construction.

The operation phase of this Project is not expected to cause considerable air quality impacts. Therefore, this AQA focuses on the localized air quality impacts associated with construction of the Project. The reader of this AQA should keep in mind that all impacts presented herein are short term in nature and will cease once construction is complete. The construction schedule in Table 1 has been developed in coordination with the Applicant. This schedule forms the basis of this AQA.

ENV-2015-3737-MND

Table 1 – Construction Schedule

Construction Phase	Phase Start	Phase End	Duration (days)
Demolition	6/1/2016	8/15/2016	75
Site Preparation	8/16/2016	8/31/2016	15
Grading	9/1/2016	10/21/2016	50
Building	10/22/2016	4/25/2017	550
Architectural Coating	1/20/2018	7/29/2018	190
Paving and Landscaping	4/25/2018	1/20/2019	270

In addition to the construction schedule in Table 1, the Applicant has provided the following information that is used in the attached emissions calculations:

- The total size of the Project property and nature of construction (replacement of existing structure, includes demolition, etc.).
- The portions of the Project property that require clearing and grading.
- The total material handling required (i.e., cut + fill).
- The amount of material that needs to be transported to and/or from the Project.
- The total size of the structure, hardscaped areas, and landscaped areas.

The type, number, and hours of usage for the off-road equipment for each construction phase are based on CalEEMod defaults for this size project. The Applicant has reviewed these assumptions to ensure their consistency with the planned construction activities.

Significance Thresholds

SCAQMD's LST methodology presents a method by which Project construction emissions of CO, NOx, PM10, and PM2.5 on a pounds per day basis are compared to thresholds derived from screening air dispersion models prepared by the SCAQMD. In order to determine the appropriate LST thresholds the following information about the Project must be known:

- **Project Size.** The Project is 1.88 acres large. For project sizes between the specified options in the LST methodology, SCAQMD has indicated that the appropriate threshold can be determined by interpolating between the higher and lower thresholds. For this Project, the threshold at 1.88 acres was determined by interpolating between the 1 acre and 2 acre thresholds.
- **Distance to the nearest receptor.** Residential receptors surround the Project and are adjacent to it in multiple locations. In some areas, the distance between the source and receptor is less than 25 meters. Therefore, per LST guidance, the smallest source-receptor distance of 25 meters is used to determine the applicable threshold.
- **The source receptor (SR) area.** This Project is located in the Bel Air area of greater Los Angeles, which is in SR Area 2 – Northwest Coastal Los Angeles.

With this information, the SCAQMD's LST tables are consulted to determine the appropriate significance threshold in pounds per day for each pollutant. The significance thresholds applicable to this Project are presented in Table 2. Note that the criteria pollutants that do not have SCAQMD published LST thresholds (e.g., ROC and SOx) are not included in this analysis.

Table 2 – Significance Thresholds

Parameter	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Significance Thresholds*	795.2	141.7	5.8	3.9
*Significance thresholds determined by interpolating between the 1 and 2 acre thresholds.				

Impact Assessment

Project construction emissions have been calculated for each phase based on the methodologies outlined in the SCAQMD's LST guidance and example project calculations. Emissions from off-road equipment operations, on-road haul truck travel while onsite, and fugitive dust (from grading/clearing, material handling, and stockpile wind erosion) are included. Additional details regarding the methods and assumptions used can be found in the attached calculations.

Table 3 presents the emissions calculated for each construction phase. In addition, emissions from phases that have overlapping operations are summed to determine the total daily emissions during that period. All phases and combined phases are compared to the significance thresholds to determine the significance of the Project's localized construction emissions.

Table 3 – Project Construction Phase Emissions and Significance Determination

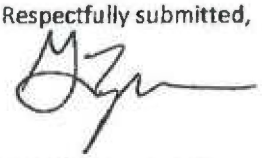
Phase	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	Significant?
Demolition	20.4	32.6	1.8	1.6	No
Site Preparation	15.0	27.2	4.4	1.8	No
Grading	12.6	23.0	2.6	1.3	No
Building	13.3	20.0	1.2	1.1	No
Architectural Coatings	2.0	3.1	0.2	0.2	No
Paving and Landscape	12.5	18.0	2.0	1.3	No
Building + Architectural Coatings	15.3	23.1	1.4	1.3	No
Architectural Coatings + Paving and Landscape	14.5	21.1	2.2	1.5	No
Significance Thresholds	**795.2**	**141.7**	**5.8**	**3.9**	—

Conclusion

This AQA finds that the localized emissions impacts for this Project are less than significant for all construction phases. No mitigation is necessary.

Please call Joe King or me at (805) 275-1515 if you have any questions or if you need additional information.

Respectfully submitted,



Garrett Zuleger, P.E.
Project Manager I – Engineering
Sespe Consulting, Inc.

Attachments: Emissions Calculations

Emissions Calculations Summary

Emissions Per Construction Phase

Phase	Timeframe		Emissions (lbs/day)			
	Start	Finish	CO	NOx	PM10	PM2.5
Demolition	6/1/2016	8/15/2016	20.4	32.6	1.8	1.6
Site Prep	8/16/2016	8/31/2016	15.0	27.2	4.4	1.8
Grading	9/1/2016	10/21/2016	12.6	23.0	2.6	1.3
Building	10/22/2016	4/25/2018	13.3	20.0	1.2	1.1
Architectural Coatings	1/20/2018	7/29/2018	2.0	3.1	0.2	0.2
Paving and Landscape	4/25/2018	1/20/2019	12.5	18.0	2.0	1.3

Emissions During Overlapping Phases

Overlapping Phases	Timeframe		Emissions (lbs/day)			
	Start	Finish	CO	NOx	PM10	PM2.5
Building + Architectural Coatings	1/20/2018	4/25/2018	15.3	23.1	1.4	1.3
Arch. Coat. + Pave and Landscape	4/25/2018	7/29/2018	14.5	21.1	2.2	1.5

LST Thresholds*:	795.2	141.7	5.8	3.9

* Threshold based on 25 meters source-receptor distance, area #2, and 1.88 acre project size (interpolated)

Emissions Calculations
Demolition Phase

Phase Assumptions

Demolition of Existing	4,008	sf Structure[a]
Phase Duration	75	days[a]

Offroad Equipment[d]	No. of Equipment	hr/day[a]	Notes
Rubber Tired Dozers	1	8.0	Based on CalEEMod Defaults
Concrete/Industrial Saws	1	8.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	3	8.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Rubber Tired Dozers	1.042	2.229	0.092
Concrete/Industrial Saws	0.398	0.492	0.037
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content (%)[e]	Debris Handled (ton/day)[f]
0.35	4.9	2.0	2.5

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	1	0.05	0.05

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Rubber Tired Dozers	8.34	17.83	0.74
Concrete/Industrial Saws	3.19	3.94	0.30
Tractors/Loaders/Backhoes	8.92	10.79	0.71
Total	**20.44**	**32.55**	**1.75**

Onsite Fugitive Dust Emissions from Material Handling

Material Handling[l]: (0.0032 x Aerodynamic Particle Size Multiplier x (wind speed (mph)/5)$^{1.3}$/(moisture content/2)$^{1.4}$ x debris handled (ton/day)) x (1 - control efficiency) = PM10 Emissions (lb/day)

Description	Control Eff. (%)[k]	PM10 (lb/day)
Material Handling (Demolition)[j]	61	0.00
Material Handling (Debris)	61	0.00
Total		**0.00**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Haul Truck EF (lb/VMT)[j]	0.0030	0.0156	0.0003
Haul Truck Emissions (lbs/day)	0.00	0.00	0.000
Total Emissions (lbs/day)	**0.00**	**0.00**	**0.000**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Off-road Equipment	20.44	32.55	1.75	1.61
On-Road Equipment (Onsite)	0.00	0.00	0.00	0.00
On Site Fugitive	—	—	0.00	0.00
Total Onsite Emissions	**20.44**	**32.56**	**1.75**	**1.61**

Note: Footnotes are located on the page after the calculations.

Phase Assumptions

Site Prep Area	50,383	sf[a]
Phase Duration	15	days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Graders	1	8.0	Based on CalEEMod Defaults
Rubber Tired Dozers	1	7.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	1	8.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Graders	0.593	0.979	0.049
Rubber Tired Dozers	1.042	2.229	0.092
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Clearing Parameters

Silt Content[p]	Moisture Content[d]
6.9	7.9

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.05

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content (%)[e]	Dirt Handled (cy)[x]	Debris Handled (cy)[x]
0.35	4.9	7.9	933.0	48
		Pounds Per Day:	155,503	3

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	3	0.05	0.15
Water Trucks	3	3.2	9.6

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Graders	4.7	7.8	0.4
Rubber Tired Dozers	7.3	15.6	0.6
Tractors/Loaders/Backhoes	3.0	3.6	0.2
	15.0	**27.0**	**1.3**

Onsite Fugitive Dust Emissions from Material Handling

Equations:

Clearing[u]: PM10 Emissions (lb/day) = 0.75 x (silt content$^{1.5}$)/(moisture content$^{1.4}$) x loader hours (hr/day) x (1 - control efficiency)

Storage Piles[v]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[l] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Eff. (%)[k]	PM10 (lb/day)
Clearing	61	2.35
Storage Piles	61	0.72
Material Handling (Dirt)	61	0.01
Total		**3.08**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Haul Truck EF (lb/VMT)[i]	0.0023	0.0144	0.0001
Haul Truck Emissions (lbs/day)	0.00	0.00	0.000
Water Truck (lb/day)	0.022	0.139	0.001
Total Emissions (lbs/day)	**0.02**	**0.14**	**0.001**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Off-road Equipment	15.01	27.03	1.28	1.17
On-Road Equipment (Onsite)	0.02	0.14	0.00	0.00
On Site Fugitive	—	—	3.08	0.65
Total Onsite Emissions	**15.03**	**27.17**	**4.36**	**1.82**

Note: Footnotes are located on the page after the calculations.

Emissions Calculations
Grading Phase

Phase Assumptions

Grading Area	16,000	Square Feet[a]
Phase Duration	50	days[a]
Material Handling (Cut + Fill)	7,750	cubic yards[a]
Material Hauling	6,750	cubic yards[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Rubber Tired Dozers	1	6.0	Based on CalEEMod Defaults
Graders	1	7.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	1	6.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Rubber Tired Dozers	1.042	2.229	0.092
Graders	0.593	0.979	0.049
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[n]	VMT(miles/day)[o]
3	1.00

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.1

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content[p]	Dirt Handled (cy)[s]	Dirt Handled (lb/day)[t]
0.35	4.9	7.9	7,750	387,500

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	5	0.05	0.25
Water Truck	3	1.1	3.3

Emissions Calculations
Grading Phase

Phase: Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Rubber Tired Dozers	6.25	13.37	0.55
Graders	4.15	6.86	0.34
Tractors/Loaders/Backhoes	2.23	2.70	0.18
Total	**12.6**	**22.9**	**1.1**

Onsite Fugitive Dust Emissions from Construction Operations

Equations:

Grading[y]: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.0}$ x VMTx (1 - control efficiency)

Storage Piles[v]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[i] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Efficiency[k] %	Unmitigated PM10[s] lb/day
Grading	61	0.11
Storage Piles	61	1.44
Material Handling	61	0.01
Total		**1.56**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Truck (lb/day)	0.001	0.004	0.000
Water Truck (lb/day)	0.008	0.048	0.000
Total Emissions (lbs/day)	**0.008**	**0.051**	**0.000**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	12.63	22.92	1.08	0.99
Combustion (Onroad)	0.01	0.05	0.00	0.00
Fugitive	---	---	1.56	0.33
Total	**12.64**	**22.98**	**2.64**	**1.32**

Note: Footnotes are located on the page after the calculations.

Phase Assumptions

Phase Duration 550 days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Tractors/Loaders/Backhoes	1	6.0	Based on CalEEMod Defaults
Welders	3	8.0	Based on CalEEMod Defaults
Generator Sets	1	8.0	Based on CalEEMod Defaults
Cranes	1	6.0	Based on CalEEMod Defaults
Forklifts	1	6.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Tractors/Loaders/Backhoes	0.372	0.450	0.030
Welders	0.199	0.230	0.019
Generator Sets	0.291	0.472	0.027
Cranes	0.440	1.019	0.043
Forklifts	0.220	0.316	0.016

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	9	0.05	0.45
Water Truck	3	-0.5	-1.5

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Tractors/Loaders/Backhoes	2.23	2.70	0.18
Welders	4.78	5.52	0.45
Generator Sets	2.33	3.77	0.21
Cranes	2.64	6.11	0.26
Forklifts	1.32	1.89	0.09
Total	**13.30**	**20.00**	**1.19**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Trucks Emissions (lbs/day)	0.001	0.006	0.000
Water Trucks Emissions (lbs/day)	-0.003	-0.022	0.000
Total Emissions (lbs/day)	**-0.002**	**-0.015**	**0.000**

Total Incremental Combustion Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	13.30	20.00	1.19	1.09
Combustion (Onroad)	0.00	-0.02	0.00	0.00
Fugitive	—	—	—	—
Total	**13.30**	**19.99**	**1.19**	**1.09**

Note: Footnotes are located on the page after the calculations.

Emissions Calculations
Architectural Coating Phase

Phase Assumptions

Phase Duration 190 days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Air Compressors	1	8.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Air Compressors	0.325	0.517	0.036

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	4	0.05	0.2

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Air Compressors	1.95	3.10	0.21
Total	**1.95**	**3.10**	**0.21**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[i]	0.0023	0.0144	0.0001
Haul Trucks Emiss. (lbs/day)	0.000	0.003	0.000
Total Emissions (lbs/day)	**0.000**	**0.003**	**0.000**

Total Incremental Combustion Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	1.95	3.10	0.21	0.20
Combustion (Onroad)	0.00	0.00	0.00	0.00
Fugitive	---	---	---	---
Total	**1.95**	**3.11**	**0.21**	**0.20**

Note: Footnotes are located on the page after the calculations.

Emissions Calculations
Paving and Landscaping Phase

Phase Assumptions

Paving + Landscape Area	26,658	Square Feet[a]
Phase Duration	270	days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Pavers	1	6.0	Based on CalEEMod Defaults
Cement and Mortar Mixers	1	6.0	Based on CalEEMod Defaults
Paving Equipment	1	8.0	Based on CalEEMod Defaults
Rollers	1	7.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	1	8.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Pavers	0.520	0.761	0.053
Cement and Mortar Mixers	0.042	0.055	0.002
Paving Equipment	0.423	0.684	0.047
Rollers	0.398	0.570	0.039
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[v]	VMT (miles/day)[w]
3	1

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.05

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content[p]	Dirt Handled (cy)[w]	Dirt Handled (lb/day)[t]
0.35	4.9	7.9	247	2,287

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	9	0.05	0.45
Water Truck	3	1.7	5.1

Emissions Calculations
Paving and Landscaping Phase

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Pavers	3.12	4.56	0.32
Cement and Mortar Mixers	0.25	0.33	0.01
Paving Equipment	3.39	5.47	0.38
Rollers	2.79	3.99	0.27
Tractors/Loaders/Backhoes	2.97	3.60	0.24
Total	**12.52**	**17.95**	**1.21**

Onsite Fugitive Dust Emissions from Construction Operations

Equations:

Grading[V]: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.5}$ x VMT x (1 - control efficiency)

Storage Piles[K]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[I] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Eff. (%)[K] %	PM10 (lb/day) lb/day
Earthmoving/Grading	61	0.11
Storage Piles	61	0.72
Material Handling	61	0.00
Total		**0.83**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[I]	0.0023	0.0144	0.0001
Haul Truck (lb/day)	0.001	0.006	0.000
Water Truck (lb/day)	0.012	0.074	0.001
Total Emissions (lbs/day)	**0.013**	**0.080**	**0.001**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[M]
Combustion (Offroad)	12.52	17.95	1.21	1.12
Combustion (Onroad)	0.01	0.08	0.00	0.00
Fugitive	---	---	0.83	0.17
Total	**12.53**	**18.03**	**2.04**	**1.29**

Note: Footnotes are located on the page after the calculations

Emissions Calculations
Footnotes

Notes:

a) Provided by Applicant.

b) Emissions factors are defaults from the SCAQMD LST example calculations.

c) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

d) Mean wind speed based on the CalEEMod default for Los Angeles County

e) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28

f) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, p 2-28. Debris weight to area ratio = 0.046 ton/sq. ft

g) Based on 30 cy or 25 ton truck capacity for material transport trucks. Water trucks assumed to water 3 times a day.
During building, architectural coating, and paving phases trucks transport materials and people to and form site. Number of trips are estimated for those phases.

h) Assumed haul trucks travel 0.1 mile through project site per round trip. Water truck distance based on the distance required to spray the area disturbed during that phase if the water spray is 6' wide. During the building phase, the disturbed area is assumed to be the total disturbed area - the building footprint.

i) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28.

j) EPA suggests using the material handling equation for demolition emission estimates.

k) Includes watering at least three times a day per Rule 403 (61% control efficiency)

l) On road emissions factors based on EMFAC2014, for HHD diesel vehicles in Los Angeles County during 2015. Construction is expected to begin in 2016, but 2015 factors are utilized in order to ensure that the assessment remains conservative if the Project begins early in 2015.

m) PM2.5 emissions based on PM2.5 fractions from CARB's CEIDARS database. Off-road combustion = 0.92, on road combustion = 0.96, and construction dust = 0.92

n) Caterpillar Performance Handbook, Edition 33, October 2003 Operating Speeds, p 2-3.

o) Assumed 13 foot wide blade with 2 foot overlap (11 foot wide). Rounded up to nearest whole mile.

p) USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations

q) Number of precipitation days per year based on CalEEMod default for Los Angeles County.

r) Assumed storage piles are: 0.1 acres (over 4,300 square feet) during grading and 0.05 acres (over 2,100 sf) during site prep and landscaping.

s) Not used.

t) Assume 1 cy of dirt weighs 2,500 lbs.

u) USEPA, AP-42, July 1998, Table 11.9-1, Equation for bulldozer, overburden, ≤ 10 µm

v) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-450/2-92-004, Equation 2-12

w) The amount of dirt handling during landscaping/paving is based on 1/4 foot depth over the entire area being landscaped/paved (i.e., mulch/road base)

x) Assume top 6" of soil throughout site is handled during site preparation phase. Also, amount of debris hauled away during site prep is based on the SCAQMD example projects for a similar sized project.

y) USEPA, AP-42, Jan 1995, Table 11.9-1, Equation for Site Grading ≤ 10 µm

z) Surface area to floor area ratio and the fraction of surface area coated based on CalEEMod default for residences.

SESPE
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November 10, 2015

865 Stradella Road Project Applicant
c/o Tony Russo
Crest Real Estate
10960 Wilshire Blvd., Suite 1510
Los Angeles, CA 90024

Re: Air Quality Assessment
865 Stradella Road Project

Dear Mr. Russo:

This letter summarizes the Air Quality Assessment (AQA) prepared for the construction of a single family residence at 865 Stradella Road (Project) in Beverly Hills, California 90077. It has been prepared at the direction of Crest Real Estate.

This AQA was prepared in anticipation of a South Coast Air Quality Management District (SCAQMD) requirement. Recently, the SCAQMD has requested that proposed single family residences include an analysis of potential localized criteria pollutant impacts in the environmental review process. Specifically, SCAQMD has requested that their Localized Significance Threshold (LST) screening methodology be followed. While no specific request for an AQA has been received for this Project, the Applicant has elected to have an AQA prepared at this time in order to minimize the potential for delays during the environmental review process.

Project

The Project includes the construction of one (1) single family residence (SFR) at 865 Stradella Road in Beverly Hills in the greater Los Angeles area. Construction of this Project has not yet begun. There is no structure currently on this property, so demolition will not be required.

The operation phase of this Project is not expected to cause considerable air quality impacts. Therefore, this AQA focuses on the localized air quality impacts associated with construction of the Project. The reader of this AQA should keep in mind that all impacts presented herein are short term in nature and will cease once construction is complete. The construction schedule in Table 1 has been developed in coordination with the Applicant. This schedule forms the basis of this AQA.

ENV-2015-3737-MND

Table 1 – Construction Schedule

Construction Phase	Phase Start	Phase End	Duration (days)
Site Preparation	6/30/2016	8/29/2016	60
Grading	8/30/2016	9/29/2016	30
Building	9/30/2016	7/12/2017	285
Architectural Coating	6/12/2017	8/11/2017	60
Paving and Landscaping	7/12/2017	9/30/2017	80

In addition to the construction schedule in Table 1, the Applicant has provided the following information that is used in the attached emissions calculations:

- The total size of the Project property and nature of construction (no existing structure, no demolition, etc.).
- The portions of the Project property that require clearing and grading.
- The total material handling required (i.e., cut + fill).
- The amount of material that needs to be transported to and/or from the Project.
- The total size of the structure, hardscaped areas, and landscaped areas.

The type, number, and hours of usage for the off-road equipment for each construction phase are based on CalEEMod defaults for this size project. The Applicant has reviewed these assumptions to ensure their consistency with the planned construction activities.

Significance Thresholds

SCAQMD's LST methodology presents a method by which Project construction emissions of CO, NOx, PM10, and PM2.5 on a pounds per day basis are compared to thresholds derived from screening air dispersion models prepared by the SCAQMD. In order to determine the appropriate LST thresholds the following information about the Project must be known:

- **Project Size.** The Project lot is 0.77 acres, which is less than the smallest project size category in the SCAQMD's LST methodology, 1 acre. Therefore, the 1 acre project size is utilized to determine the applicable thresholds.
- **Distance to the nearest receptor.** Residential receptors surround the Project and are adjacent to it in multiple locations. In some areas, the distance between the source and receptor is less than 25 meters. Therefore, per LST guidance, the smallest available source-receptor distance of 25 meters is used to determine the applicable threshold.
- **The source receptor (SR) area.** This Project is located in Beverly Hills, which is in SR Area 2 – Northwest Coastal Los Angeles County.

With this information, the SCAQMD's LST tables are consulted to determine the appropriate significance threshold in pounds per day for each pollutant. The significance thresholds applicable to this Project are presented in Table 2. Note that the criteria pollutants that do not have SCAQMD published LST thresholds (e.g., ROC and SOx) are not included in this analysis.

Table 2 – Significance Thresholds

Parameter	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Significance Thresholds	562.0	103.0	4.0	3.0

Impact Assessment

Project construction emissions have been calculated for each phase based on the methodologies outlined in the SCAQMD's LST guidance and example project calculations. Emissions from off-road equipment operations, on-road haul truck travel while onsite, and fugitive dust (from grading/clearing, material handling, and stockpile wind erosion) are included. Additional details regarding the methods and assumptions used can be found in the attached calculations.

Table 3 presents the emissions calculated for each construction phase. In addition, emissions from phases that have overlapping operations are summed to determine the total daily emissions during that period. All phases and combined phases are compared to the significance thresholds to determine the significance of the Project's localized construction emissions.

Table 3 – Project Construction Phase Emissions and Significance Determination

Phase	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	Significant?
Site Preparation	7.7	11.5	3.3	1.1	No
Grading	8.7	11.6	1.3	0.8	No
Building	10.3	15.0	0.8	0.8	No
Architectural Coatings	2.0	3.1	0.2	0.2	No
Paving and Landscaping	10.0	13.8	1.3	0.9	No
Building + Architectural Coatings	12.3	18.1	1.0	1.0	No
Architectural Coatings + Paving and Landscaping	12.0	16.9	1.5	1.1	No
Significance Thresholds	**562.0**	**103.0**	**4.0**	**3.0**	—

Conclusion

This AQA finds that the localized emissions impacts for this Project are less than significant for all construction phases. No mitigation is necessary.

Please call Joe King or me at (805) 275-1515 if you have any questions or if you need additional information.

Respectfully submitted,

Garrett Zuleger, P.E.
Project Manager I – Engineering
Sespe Consulting, Inc.

Attachments: Emissions Calculations

Emissions Per Construction Phase

Phase	Timeframe		Emissions (lbs/day)			
	Start	Finish	CO	NOx	PM10	PM2.5
Site Prep	6/30/2016	8/29/2016	7.7	11.5	3.3	1.1
Grading	8/30/2016	9/29/2016	8.7	11.6	1.3	0.8
Building	9/30/2016	7/12/2017	10.3	15.0	0.8	0.8
Architectural Coatings	6/12/2017	8/11/2017	2.0	3.1	0.2	0.2
Paving and Landscape	7/12/2017	9/30/2017	10.0	13.8	1.3	0.9

Emissions During Overlapping Phases

Overlapping Phases	Timeframe		Emissions (lbs/day)			
	Start	Finish	CO	NOx	PM10	PM2.5
Building + Architectural Coatings	6/12/2017	7/12/2017	12.3	18.1	1.0	1.0
Arch. Coat. + Pave and Landscape	7/12/2017	8/11/2017	12.0	16.9	1.5	1.1
		LST Thresholds*:	562.0	103.0	4.0	3.0

* Threshold based on 25 meters source-receptor distance, area #2, and 1 acre project size.

Phase Assumptions

Site Prep Area	27,399	sf[a]
Phase Duration	60	days[e]

Offroad Equipment	No. of Equipment	hr/day	Notes
Graders	1	8.0	Based on CalEEMod Defaults
Rubber Tired Dozers	0	0.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	1	8.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Graders	0.593	0.979	0.049
Rubber Tired Dozers	1.042	2.229	0.092
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Clearing Parameters

Silt Content[p]	Moisture Content[d]
6.9	7.9

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.02

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content (%)[e]	Dirt Handled (cy)[x]	Debris Handled (cy)[x]
0.35	4.9	7.9	507.4	20
		Pounds Per Day:	21,141	0

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	18	0.025	0.45
Water Trucks	3	1.8	5.4

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Graders	4.7	7.8	0.4
Rubber Tired Dozers	0.0	0.0	0.0
Tractors/Loaders/Backhoes	3.0	3.6	0.2
	7.7	**11.4**	**0.6**

Onsite Fugitive Dust Emissions from Material Handling

Equations:

Clearing[g]: PM10 Emissions (lb/day) = 0.75 x (silt content$^{1.5}$)/(moisture content$^{1.4}$) x loader hours (hr/day) x (1 - control efficiency)

Storage Piles[v]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[i] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Eff. (%)[k]	PM10 (lb/day)
Clearing	61	2.35
Storage Piles	61	0.29
Material Handling (Dirt)	61	0.00
Total		**2.64**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Haul Truck EF (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Truck Emissions (lbs/day)	0.00	0.01	0.000
Water Truck (lb/day)	0.012	0.078	0.001
Total Emissions (lbs/day)	**0.01**	**0.08**	**0.001**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Off-road Equipment	7.72	11.43	0.63	0.58
On-Road Equipment (Onsite)	0.01	0.08	0.00	0.00
On Site Fugitive	---	---	2.64	0.55
Total Onsite Emissions	**7.73**	**11.52**	**3.27**	**1.13**

Note: Footnotes are located on the page after the calculations.

Phase Assumptions

Grading Area	6,000	Square Feet[e]
Phase Duration	30	days[e]
Material Handling (Cut + Fill)	4,200	cubic yards[e]
Material Hauling	3,200	cubic yards[e]

Offroad Equipment	No. of Equipment	hr/day	Notes
Rubber Tired Dozers	1	1.0	Based on CalEEMod Defaults
Concrete/Industrial Saws	1	8.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	2	6.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Rubber Tired Dozers	1.042	2.229	0.092
Concrete/Industrial Saws	0.398	0.492	0.037
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[n]	VMT(miles/day)[o]
3	1.00

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.03

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content[p]	Dirt Handled (cy)[a]	Dirt Handled (lb/day)[t]
0.35	4.9	7.9	4,200	350,000

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	4	0.025	0.1
Water Truck	3	0.4	1.2

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Rubber Tired Dozers	1.04	2.23	0.09
Concrete/Industrial Saws	3.19	3.94	0.30
Tractors/Loaders/Backhoes	4.46	5.39	0.36
Total	**8.7**	**11.6**	**0.7**

Onsite Fugitive Dust Emissions from Construction Operations

Equations:

Grading[y]: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.0}$ x VMTx (1 - control efficiency)

Storage Piles[v]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[i] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Efficiency[k] %	Unmitigated PM10[e] lb/day
Grading	61	0.11
Storage Piles	61	0.43
Material Handling	61	0.01
Total		**0.55**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Truck (lb/day)	0.000	0.001	0.000
Water Truck (lb/day)	0.003	0.017	0.000
Total Emissions (lbs/day)	**0.003**	**0.019**	**0.000**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	8.69	11.56	0.75	0.69
Combustion (Onroad)	0.00	0.02	0.00	0.00
Fugitive	---	---	0.55	0.12
Total	**8.69**	**11.58**	**1.30**	**0.81**

Note: Footnotes are located on the page after the calculations.

Phase Assumptions

Phase Duration 285 days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Tractors/Loaders/Backhoes	2	8.0	Based on CalEEMod Defaults
Welders	0	0.0	Based on CalEEMod Defaults
Generator Sets	0	0.0	Based on CalEEMod Defaults
Cranes	1	4.0	Based on CalEEMod Defaults
Forklifts	2	6.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Tractors/Loaders/Backhoes	0.372	0.450	0.030
Welders	0.199	0.230	0.019
Generator Sets	0.291	0.472	0.027
Cranes	0.440	1.019	0.043
Forklifts	0.220	0.316	0.016

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[e]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	9	0.025	0.225
Water Truck	3	-0.4	-1.2

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Tractors/Loaders/Backhoes	5.95	7.19	0.48
Welders	0.00	0.00	0.00
Generator Sets	0.00	0.00	0.00
Cranes	1.76	4.08	0.17
Forklifts	2.64	3.79	0.19
Total	**10.34**	**15.06**	**0.83**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[i]	0.0023	0.0144	0.0001
Haul Trucks Emissions (lbs/day)	0.001	0.003	0.000
Water Trucks Emissions (lbs/day)	-0.003	-0.017	0.000
Total Emissions (lbs/day)	**-0.002**	**-0.014**	**0.000**

Total Incremental Combustion Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	10.34	15.06	0.83	0.77
Combustion (Onroad)	0.00	-0.01	0.00	0.00
Fugitive	---	---	---	---
Total	**10.34**	**15.04**	**0.83**	**0.77**

Note: Footnotes are located on the page after the calculations.

Architectural Coating Phase

Phase Assumptions

Phase Duration 60 days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Air Compressors	1	6.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Air Compressors	0.326	0.517	0.036

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	4	0.025	0.1

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Air Compressors	1.95	3.10	0.21
Total	**1.95**	**3.10**	**0.21**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Trucks Emiss. (lbs/day)	0.000	0.001	0.000
Total Emissions (lbs/day)	**0.000**	**0.001**	**0.000**

Total Incremental Combustion Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	1.95	3.10	0.21	0.20
Combustion (Onroad)	0.00	0.00	0.00	0.00
Fugitive	—	—	—	—
Total	**1.95**	**3.11**	**0.21**	**0.20**

Note: Footnotes are located on the page after the calculations.

Emissions Calculations
Paving and Landscaping Phase

Phase Assumptions

Paving + Landscape Area	16,461	Square Feet[e]
Phase Duration	80	days[a]

Offroad Equipment	No. of Equipment	hr/day	Notes
Pavers	1	7.0	Based on CalEEMod Defaults
Cement and Mortar Mixers	4	6.0	Based on CalEEMod Defaults
Paving Equipment	0	0.0	Based on CalEEMod Defaults
Rollers	1	7.0	Based on CalEEMod Defaults
Tractors/Loaders/Backhoes	1	7.0	Based on CalEEMod Defaults

Construction Equipment Emission Factors[b]

Equipment Type	CO lb/hr	NOx lb/hr	PM10 lb/hr
Pavers	0.520	0.761	0.053
Cement and Mortar Mixers	0.042	0.055	0.002
Paving Equipment	0.423	0.684	0.047
Rollers	0.398	0.570	0.039
Tractors/Loaders/Backhoes	0.372	0.450	0.030

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[w]	VMT (miles/day)[v]
3	1

Fugitive Dust Stockpiling Parameters

Silt Content[p]	Precipitation Days[q]	Mean Wind Speed Percent	TSP Fraction	Area[r] (acres)
6.9	33	100	0.5	0.02

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[c]	Mean Wind Speed (mph)[d]	Moisture Content[p]	Dirt Handled (cy)[w]	Dirt Handled (lb/day)[t]
0.35	4.9	7.9	152	4,750

On-Site Number of Trips and Trip Length

Vehicle	No. of Roundtrips Loads/Day[g]	Round Trip Length (miles)[h]	Vehicle Miles Traveled (miles/day)
Haul Truck	9	0.025	0.225
Water Truck	3	1.1	3.3

Paving and Landscaping Phase

Phase Emissions

Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

Equipment Type	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)
Pavers	3.64	5.32	0.37
Cement and Mortar Mixers	1.00	1.31	0.06
Paving Equipment	0.00	0.00	0.00
Rollers	2.79	3.99	0.27
Tractors/Loaders/Backhoes	2.60	3.15	0.21
Total	**10.03**	**13.77**	**0.90**

Onsite Fugitive Dust Emissions from Construction Operations

Equations:

Grading[k]: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.5}$ x VMTx (1 - control efficiency)

Storage Piles[k]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[l] PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$ / (moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Eff. (%)[k] %	PM10 (lb/day) lb/day
Earthmoving/Grading	61	0.11
Storage Piles	61	0.29
Material Handling	61	0.00
Total		**0.40**

Combustion Emissions from Onroad Mobile Vehicles Operating Onsite

Equation: Emission Factor (lb/mile) x Vehicle Miles traveled (mile/day) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
Emissions Factor (lb/VMT)[l]	0.0023	0.0144	0.0001
Haul Truck (lb/day)	0.001	0.003	0.000
Water Truck (lb/day)	0.008	0.048	0.000
Total Emissions (lbs/day)	**0.008**	**0.051**	**0.000**

Total Onsite Emissions from Construction Activities

Sources	CO (lb/day)	NOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)[m]
Combustion (Offroad)	10.03	13.77	0.90	0.83
Combustion (Onroad)	0.01	0.05	0.00	0.00
Fugitive	—	—	0.40	0.08
Total	**10.04**	**13.82**	**1.30**	**0.92**

Note: Footnotes are located on the page after the calculations.

Emissions Calculations
Footnotes

Notes:

a) Provided by Applicant.

b) Emissions factors are defaults from the SCAQMD LST example calculations.

c) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

d) Mean wind speed based on the CalEEMod default for Los Angeles County

e) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28

f) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, p 2-28. Debris weight to area ratio = 0.046 ton/sq. ft

g) Based on 30 cy or 25 ton truck capacity for material transport trucks. Water trucks assumed to water 3 times a day.
During building, architectural coating, and paving phases trucks transport materials and people to and form site. Number of trips are estimated for those phases.

h) Assumed haul trucks travel 0.1 mile through project site per round trip. Water truck distance based on the distance required to spray the area disturbed during that phase if the water spray is 6' wide. During the building phase, the disturbed area is assumed to be the total disturbed area - the building footprint.

i) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28.

j) N/A

k) Includes watering at least three times a day per Rule 403 (61% control efficiency)

l) On road emissions factors based on EMFAC2014, for HHD diesel vehicles in Los Angeles County during 2015. Construction is expected to begin in 2016, but 2015 factors are utilized in order to ensure that the assessment remains conservative if the Project begins early in 2015.

m) PM2.5 emissions based on PM2.5 fractions from CARB's CEIDARS database. Off-road combustion = 0.92, on road combustion = 0.96, and construction dust = 0.92

n) Caterpillar Performance Handbook, Edition 33, October 2003 Operating Speeds, p 2-3.

o) Assumed 13 foot wide blade with 2 foot overlap (11 foot wide). Rounded up to nearest whole mile.

p) USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations

q) Number of precipitation days per year based on CalEEMod default for Los Angeles County.

r) Assumed storage piles are: 0.03 acres (over 1,300 square feet) during grading and 0.02 acres (over 850 sf) during site prep and landscaping.

s) Not used.

t) Assume 1 cy of dirt weighs 2,500 lbs.

u) USEPA, AP-42, July 1998, Table 11.9-1, Equation for bulldozer, overburden, ≤ 10 µm

v) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-450/2-92-004, Equation 2-12

w) The amount of dirt handling during landscaping/paving is based on 1/4 foot depth over the entire area being landscaped/paved (i.e., mulch/road base)

x) Assume top 6" of soil throughout site is handled during site preparation phase. Also, amount of debris hauled away during site prep is based on the SCAQMD example projects for a similar sized project.

y) USEPA, AP-42, Jan 1995, Table 11.9-1, Equation for Site Grading ≤ 10 µm

z) Surface area to floor area ratio and the fraction of surface area coated based on CalEEMod default for residences.

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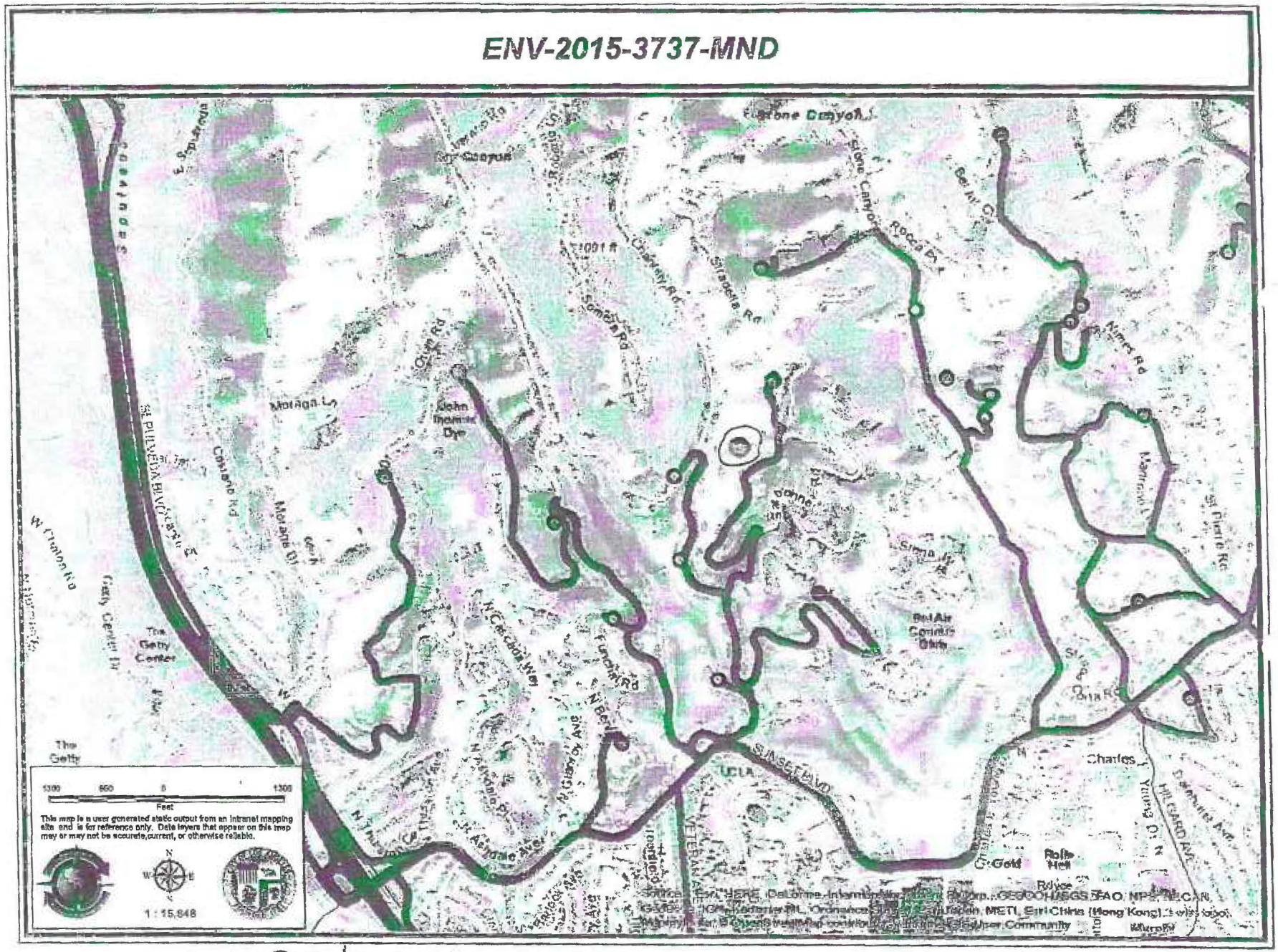

○ Subject Site

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

October 14, 2015

LOG # 89304-01
SOILS/GEOLOGY FILE - 2
LAN

Tione Residence LLC
911 N. Tione Road
Los Angeles, CA 90077

TRACT: Bel-Air // 11067 (M P 198-19/20) (M P 113-19/17 SHTS 6-14)
LOT(S): PT G & H (Arb. 23) // 27 (Arb.2)
LOCATION: 911 N. Tione Road // 869 N. Tione Road & 865 N. Stradella Road

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE(S) OF DOCUMENT	PREPARED BY
Addendum Report	GH17052-G	09/18/2015	Grover Hollingsworth

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE(S) OF DOCUMENT	PREPARED BY
Dept. Correction Letter	89304	08/18/2015	LADBS
Geology/Soils Report	GH17052-G	07/17/2015	Grover Hollingsworth

The Grading Division of the Department of Building and Safety has reviewed the referenced report providing recommendations for the proposed three-story residence and guest house with decks. Garages are proposed beneath the proposed residence and guest house. Retaining walls ranging up to about 25 feet in height are proposed for the subterranean floor levels. A tennis court is also proposed on the descending slope. It is also proposed to remove and recompact the existing uncertified fill on the site. Shoring will be required due to the proximity of the grading to the property lines. Subsurface exploration performed by the consultant consisted of 6 test pits and 3 deep borings which were supplemented by test pits and deep borings performed by prior consultants. The earth materials at the subsurface exploration locations consist of up to 18 feet of uncertified fill underlain by soil and sedimentary and slate bedrock. The consultants recommend to support the proposed structures on conventional and/or drilled-pile foundations bearing on competent bedrock.

Affidavit No. 20151262601 was recorded with the Los Angeles County Registrar-Recorder/County Clerk on 10/14/2015 to acknowledge that the previously installed foundation piles for the existing tennis court will remain on the site subsequent to the demolition of the tennis court.

The site is located in a designated seismically induced landslide hazard zone as shown on the "Seismic Hazard Zones" map issued by the State of California. The above reports include an acceptable seismic slope stability analysis and the requirements of the 2014 City of Los Angeles

Building Code, have been satisfied.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Conformance with the Zoning Code Section 12.21 C8, which limits the heights and number of retaining walls, will be determined during structural plan check.

2. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Constituent Service Division for the proposed removal of support and/or retaining of slopes adjoining to public way. (3307.3.2)
   1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

3. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports. (7006.1)

4. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

5. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)

6. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)

7. All graded, brushed or bare slopes shall be planted with low-water consumption, native-type plant varieties to protect slopes against erosion. (7012)

8. All new graded slopes shall be no steeper than 2H:1V (7010.2 & 7011.2).

9. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Grading Division. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.

10. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section

91.7011.3 of the Code. (7011.3)

11. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)

12. Subdrains must be installed in all natural drainage courses within which compacted fill is to be placed. (7013.8)

13. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)

14. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)
1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

15. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)

16. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

17. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties and/or public ways. Report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)

18. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)

19. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)

20. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining

walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

21. Unsurcharged temporary excavations in bedrock may be cut vertical up to 6 feet. For excavations over 6 feet, the excavation shall be trimmed back at a uniform gradient not exceeding 1:1 (horizontal to vertical) from top to bottom of excavation, as recommended.

22. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Excavation" starting on page 35 of the 07/17/2015 report; all surcharge loads shall be included into the design. Total lateral load on shoring piles shall de determined by multiplying the recommended EFP by the pile spacing.

23. Shoring shall be designed for a maximum lateral deflection of ½ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation.

24. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

25. All foundations shall derive entire support from competent bedrock, as recommended and approved by the geologist and soils engineer by inspection.

26. Foundations adjacent to a descending slope steeper than 3:1 (H:V) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2). Where the slope is steeper than 1:1, the required setback shall be measured from an imaginary plane 45 degrees to the horizontal, projected upward from the toe of the slope.

27. Buildings adjacent to ascending slopes steeper than 3:1 (H:V) in gradient shall be set back from the toe of the slope a level distance equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1). Where the slope is steeper than 1:1, the toe of the slope shall be assumed to be at the intersection of a horizontal plane drawn from the top of the foundation and a plane drawn tangent to the slope at an angle of 45 degrees to the horizontal.

28. Pile caisson and/or isolated foundation ties are required by Code Sections 1809.13 and/or 1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2014-030.

29. Pile and/or caisson shafts shall be designed for a lateral load of 1000 pounds per linear foot of shaft exposed to fill, soil and weathered bedrock. (P/BC 2014-050)

30. The design passive pressure shall be neglected for a portion of the pile with a set back distance (horizontal set back) less than five feet from fill, soil or contact plane with bedrock.

31. When water over 3 inches in depth is present in drilled pile holes, a concrete mix with a strength of 1000 p.s.i. over the design p.s.i. shall be tremied from the bottom up; an

admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. (1808.8.3)

32. Existing uncertified fill shall not be used for lateral support of deep foundation. (1810.2.1)

33. Slabs on uncertified fill shall be designed as a structural slab. (7011.3)

34. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.

35. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.

36. The seismic design shall be based on a Site Class C as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

37. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 32 of the 07/17/2015 report. Note: If stacked retaining walls are planned, piles for the upper wall shall derive passive resistance below a 1:1 plane projected upwards from the base of the lower wall. All surcharge loads shall be included into the design.

38. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 33 of the 07/17/2015 report (1610.1). All surcharge loads shall be included into the design.

39. 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. (7013.11)

40. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)

41. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)

42. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)

43. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

44. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)

45. The structure shall be connected to the public sewer system. (P/BC 2014-027)

46. All roof and pad drainage shall be conducted to the street in an acceptable manner; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer. (7013.10)

47. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

48. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)

49. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).

50. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to utilization in the field. (7008.3)

51. 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. (7008 & 1705.6)

52. All friction pile or caisson drilling and installation shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent bedrock in a written field memorandum. (1803.5.5, 1704.9)

53. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

54. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, pile installation, protection fences and dust and traffic control will be scheduled. (108.9.1)

55. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)

56. Prior to the placing of compacted fill, a representative of the 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 LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

57. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

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Engineering Geologist Associate II

ALAN DANG
Structural Engineering Associate II

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WL District Office

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9
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