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COMMISSIONERS

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

—
FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

November 28, 2018

BOARD FILE NO. 180126
C.D.: 11 (Councilmember M. Bonin)

Board of Building and Safety Commissioners
Room 1030, 201 North Figueroa Street

APPLICATION TO EXPORT 33,120 CUBIC YARDS OF EARTH

PROJECT LOCATION: 11601 WEST DUNSTAN WAY
AKA: 11600 WEST DUNSTAN WAY

TRACT: WESTGATE ACRES

BLOCK: NONE

LOT: FR 4 (ARB 2), FR 4 (ARB 4), FR 4 (ARB 5)

OWNER:

11601 Dunstan Partners LP
c/o Moss and Company
15300 Ventura Boulevard, Suite 405
Sherman Oaks, CA 91403

APPLICANT:

Chloe Parker
23622 Calabasas Road, Suite 100
Calabasas, CA 91302

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.

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AKA: 11600 WEST DUNSTAN WAY

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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 33,120 cubic yards of material moved 3.0 miles within the hillside area at a rate of \$0.29 per cubic yard per mile would exceed the maximum changeable under the Ordinance. Therefore, the maximum fee chargeable, \$3,000.00 shall be due.
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 Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, 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

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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.

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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 Commission Office will be required.
14. Hauling shall commence no later than eighteen months after Board action approval.
15. 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.
16. All hauling vehicles must prominently display a unique placard identifying the project address on the vehicle or in the front windshield, lower back, and lower front of such vehicle. The signage shall include the project address and board file number with a minimum font size of 199 printed in block letters. Any placard shall be no less than 22" x 11" in size.
17. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.
18. Hauling vehicles shall be spaced so as to discourage a convoy affect.
19. 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.
20. **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.**
21. **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 but not limited to, 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

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lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any 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 2:00 p.m. on Mondays through Fridays. No hauling is permitted 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 80 hauling days which may take place over a maximum of 120 days.
3. Staging is allowed on site only. Staging shall not interfere with traffic nor access to neighboring driveways.
4. The approved haul vehicles are truck and trailer trucks and bottom dump trucks.
5. Total amount of dirt to be hauled shall not exceed 33,120 cubic yards.
6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
7. A minimum of five 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 at the east end of Dunstan Way.
 - B. The intersection of Dunstan Way and Barrington Avenue.
 - C. Three wherever needed to coordinate with the truck traffic near the project site.

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."

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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 streets of the haul route, if necessary.
9. The recommended route is as follows:

LOADED TRUCKS:

From the project site, travel southbound on Barrington Avenue, turn left (east) on San Vicente Boulevard, left (east) on Wilshire Boulevard, enter northbound I-405 Freeway, and continue to the disposal site located outside the city limits.

EMPTY TRUCKS:

Reverse of “LOADED TRUCKS” route.

10. Prior to hauling, the applicant shall provide the following information to Los Angeles Fire Department Station #19 located at 12229 West Sunset Boulevard, Los Angeles, CA 90049; telephone (310) 575-8519:
 - 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.
11. 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.
12. 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.
12. Stagger haul trucks and limit the number of trucks to a maximum of eight (8) per hour.

D. ENVIRONMENTAL CONDITIONS

A Mitigated Negative Declaration (MND) (Case No. ENV-2016-457-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-2016-457-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-2016-457-MND).

CODE:

SEC. 91.7006. CONDITIONS PRECEDENT TO ISSUING A GRADING PERMIT.

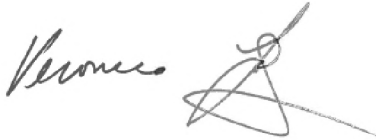
Section 91.7006.7. Limitation of Export and Import

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.

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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.

FRANK BUSH
General Manager
Superintendent of Building

A handwritten signature in dark ink, appearing to read 'Veronica', followed by a large, stylized, circular flourish or scribble.

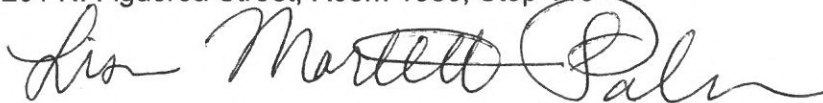
Veronica Lopez
Staff Engineer, Commission Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

11 - Western SR# 180126
11600 & 11601 W. Dunstan Wy.

Date: October 30, 2018

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



From: Lisa Martellaro-Palmer, Transportation Engineer Associate III
Western District, Department of Transportation

Subject: **HAUL ROUTE**
11601 WEST DUNSTAN WAY, A.K.A. 11600 WEST DUNSTAN WAY
Board File No: 180126

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 Barrington Avenue, east (left) on San Vicente Boulevard, east (left) on Wilshire Boulevard, enter onto I-405 Freeway North to the export site outside the City Limits.

EMPTY TRUCK ROUTE: From the export site outside the City Limits, south on I-405 Freeway, exit at Wilshire Boulevard West, continue west on Wilshire Boulevard, , west (right) on San Vicente Boulevard, north (right) on Barrington Avenue to the project site.

HOURS OF OPERATION: Monday thru Friday: 9:00 AM to 2:00 PM.

STAGING: San Vicente Boulevard (north side) between Wilshire Boulevard and Bringham Avenue is within the Los Angeles County jurisdiction. Staging of trucks at this segment of San Vicente Boulevard would require their review and approval. Trucks are not allowed to stage on San Vicente Boulevard within the City of Los Angeles boundaries. Flag control is required at the project site during the hauling and staging operations.

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.

LMP/Haul Route 11600 W Dunstan Wy DOT Review

cc: Ron Jackson, Debra Scott, Investigation & Enforcement
Dina Elkinawy, Edmond Lee, Michel Claiborne-Thompson, Kathleen Piril, Jenny Horsley,
Veronica Lopez, LADBS
Rudy Guevara, LADOT

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 19, 2018

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

FROM: Adel H. Hagekhalil, P.E.
General Manager and Executive 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 – EXPORT OF EARTH
MATERIAL (HILLSIDE AREAS) –11600 WEST DUNSTAN WAY
11601 WEST DUNSTAN WAY**

I. FIELD MEETING/INSPECTION

- A. An inspection was made by Senior Street Services Investigator II, Debra Scott, of the Street Services Investigation and Enforcement Division, on November 18, 2018.
- B. The applicant's request was forwarded to the following Departmental representatives, and their recommendations have been received:
1. Madeline Smith, Management Analyst, Bureau of Street Services
 2. Lisa Martellaro-Palmer, Transportation Engineer Associate III, Department of Transportation
- C. The approved haul route is as follows:

Loaded:

- From the project site
- Head south on Barrington Avenue
- Turn left (east) on San Vicente Boulevard
- Turn left (east) on Wilshire Boulevard
- Enter onto I-405 Freeway North to the export site

Empty:

- From the export site
- Head south on I-405 Freeway
- Exit Wilshire Boulevard West
- Continue west on Wilshire Boulevard
- Turn right (west) on San Vicente Boulevard
- Turn right (north) on Barrington Avenue to the project site

Staging: San Vicente Boulevard (north side) between Wilshire Boulevard and Bringham Avenue is within the Los Angeles County jurisdiction. Staging of trucks at this segment of San Vicente Boulevard would require their review and approval. Trucks are not allowed to stage on San Vicente Boulevard within the City of Los Angeles boundaries. Flag control is required at the project site during the hauling and staging operations.

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 33,120 cubic yards of material moved 3.0 miles within the hillside at a rate of \$0.29 per cubic yard per mile would exceed the maximum chargeable under the Ordinance. Therefore, the maximum fee chargeable, \$3000.00 shall be due.
- 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 Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5090.

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 2:00 p.m. on Mondays through Fridays. No hauling shall be performed on Saturdays, Sundays, and holidays.
2. The vehicles used for hauling shall be Truck and trailers and Bottom 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 33,120 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.

AH/GH/DS:ca

S:haul routes 11600 - 11601 WEST DUNSTAN WAY

cc: Bureau of Street Services
Madeline Smith, Management Analyst
Mail Stop #550

Bureau of Engineering
District Engineer
Mail Stop #503

Department of Transportation
Lisa Martellaro-Palmer, Transportation Engineer Associate III
Western Traffic District
Mail Stop #730

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

Bureau of Street Services
Debra Scott, Senior Street Services Investigator II
1149 South Broadway, Suite 350
Los Angeles, CA 90015

Owner: Dunstan Partners LP
P. O. Box 491485
11727 Barrington Court
Los Angeles, CA 90049

Applicant: Chris J. Parker
23622 Calabasas Road, Suite 100
Calabasas, CA 91302
(818) 591-9309

Contractor: Dispatch Transportation
14032 Santa Ana Avenue
Fontana, CA 92337
(909) 355-5531

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 2

CATEGORICAL EXEMPTION QUESTIONNAIRE

JOB ADDRESS: 11600 Dunstan Way, Los Angeles, CA 90049

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):

excavation for 54-unit multifamily residential building, to be built above 2 levels subterranean parking

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? ☐ Yes ☒ No
ND/MND/EIR NO. _____ Date: _____

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 ($\leq 15\%$)? ☐ Yes ☐ No

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

- 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

Steve Nakada

print: Applicant's name



Signature

05 FEB 2014

Date

nakada@nakadapartners.com

E-mail

213.448.1561 c

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. A. Alarcon
(Planning/Public Works 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
City of Los Angeles

COUNCIL DISTRICT
CD 11 - MIKE BONIN

PROJECT TITLE
ENV-2016-457-MND

CASE NO.

PROJECT LOCATION
526, 536 S BARRINGTON AVE, 11600 W DUNSTAN WAY

PROJECT DESCRIPTION

The proposed project consists of the demolition of three multi-family structures, ranging in height from one to three stories, containing a total of 35 dwelling units and the construction of a new 54-unit, four-story, 44 feet-in-height, multi-family structure with two subterranean levels of parking providing a total of 135 parking spaces. The total project size is approximately 87,404 square feet. The subject lot is an irregularly-shaped interior parcel, comprised of three lots with a total area of 44,939 square feet. The property is located in the Brentwood-Pacific Palisades Community Plan Area, zoned R3-1, and has a General Plan Designation of Medium Residential. The project site contains 15 non-protected trees, all to be removed, and requires the approval of a haul route to permit the export of 33,120 cubic yards of dirt in a Special Grading Area.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Nakada and Associates
550 S. Hope Street Suite 1740
Los Angeles, CA 90071

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-maker may adopt the mitigated negative declaration, 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

JULIET OH

Planning Assistant

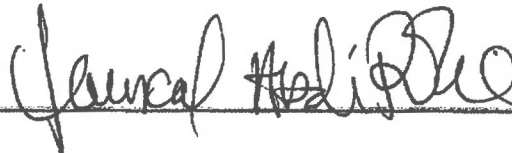
(213) 978-1186

ADDRESS

SIGNATURE (Official)

DATE

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012



MAY 31, 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.

III-90. Air Quality

- Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:
- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban 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).
- 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:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, 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.
- 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 until August 31.
- 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 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.
- 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-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.

VIII-40. Hillside Construction Staging and Parking Plan

-
- Prior to the hearing for a Haul Route Approval, the applicant shall submit a Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners. Each plan shall be designed to prevent the blockage of two-way traffic on streets in the vicinity of the construction site.
- The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:
 - No construction equipment or material shall be permitted to be stored within the public right-of-way.
 - During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.
 - On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
 - Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.
- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- 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.
- Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.
- 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.
- The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.
- 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.
- The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site.
- During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

XVI-30. Transportation (Haul Route)

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- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- 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.
- 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.

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

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

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 through 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.

XVIII-30. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

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: City of Los Angeles		COUNCIL DISTRICT: CD 11 - MIKE BONIN	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2016-457-MND		RELATED CASES:	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: HAUL ROUTE PERMIT FOR EXCAVATION & EXPORT OF 33,120 CUBIC YARDS OF SOIL ASSOCIATED W. CONSTRUCTION OF NEW 54-UNIT APARTMENT PROJECT.			
ENV PROJECT DESCRIPTION: The proposed project consists of the demolition of three multi-family structures, ranging in height from one to three stories, containing a total of 35 dwelling units and the construction of a new 54-unit, four-story, 44 feet-in-height, multi-family structure with two subterranean levels of parking providing a total of 135 parking spaces. The total project size is approximately 87,404 square feet. The subject lot is an irregularly-shaped interior parcel, comprised of three lots with a total area of 44,939 square feet. The property is located in the Brentwood-Pacific Palisades Community Plan Area, zoned R3-1, and has a General Plan Designation of Medium Residential. The project site contains 15 non-protected trees, all to be removed, and requires the approval of a haul route to permit the export of 33,120 cubic yards of dirt in a Special Grading Area.			
ENVIRONMENTAL SETTINGS: The property is an irregularly-shaped, 44,939 square-foot residential parcel comprised of three lots. The site is improved with three multi-family structures (with 35 dwelling units) ranging from one to three stories in height. The property is relatively flat with a 50-foot high 1¼:1 (horizontal to vertical) descending slope below the northeasterly property line. The subject lot fronts Barrington Avenue with a frontage of approximately six feet and Dunstan Way (private street) with a frontage of approximately 20 feet. Barrington Avenue is a designated Avenue II (Secondary Highway) with a right-of-way width of 86 feet and 56-foot roadway and Dunstan Way is a private street with a width of 20 feet and length of 275.62 feet, extending from Barrington Avenue to the interior lots. The subject site is located within the Brentwood-Pacific Palisades Community Plan area and within a Special Grading Area. The neighborhood and the surrounding adjoining/abutting properties are zoned R3-1 and are developed with multi-family residential structures approximately two to four stories in height. The subject site and adjacent residential lots (northwest and south of the site) maintain minimal to moderate landscaping; immediately northeast and east of the site is property owned by the federal government. The federally-owned land maintains the U.S. Department of Veteran Affairs Greater Los Angeles Medical Center and is comprised of various uses; the portion of the campus adjacent to the project site is comprised of an undeveloped open space/landscape buffer. The subject site contains a total of 15 non-protected trees, all to be removed.			
PROJECT LOCATION: 526, 536 S BARRINGTON AVE, 11600 W DUNSTAN WAY			
COMMUNITY PLAN AREA: BRENTWOOD - PACIFIC PALISADES STATUS:		AREA PLANNING COMMISSION: WEST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL:
<input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan			
EXISTING ZONING: R3-1		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 per 800 SF	

GENERAL PLAN LAND USE: MEDIUM RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 per 800 SF	LA River Adjacent:
	PROPOSED PROJECT DENSITY: 54 du	

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.



Signature

Planning Assistant

Title

(213) 978-1186

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 than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier 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.

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

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

Background

PROPONENT NAME:

Nakada and Associates

PHONE NUMBER:

() -

APPLICANT ADDRESS:

550 S. Hope Street Suite 1740
Los Angeles, CA 90071

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

04/05/2016

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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
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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
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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 facilities?			✓	

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?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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-2016-457-MND**. 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:
JULIET OH	Planning Assistant	(213) 978-1186	04/13/2016

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	<p>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. 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. The project is located within a residential neighborhood, developed with multi-family residential structures ranging from two to four stories in height. The project site is immediately adjacent to property that houses the U.S. Department of Veteran Affairs Greater Los Angeles Medical Center Campus; immediately northeast of the project site is the landscape buffer to the VA Campus. The subject project is subject to the height limits of Height District 1 for the R3 zone, which limits the height of residential structures to no more than 45 feet; project implementation would not obstruct any views of unique scenic vistas or focal points. The subject site is an interior lot adjacent to an undeveloped portion of the VA Medical Center Campus. As such, the project is expected to have no impact on any scenic vistas.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.</p>	
c.	NO IMPACT	<p>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</p>	

Impact?	Explanation	Mitigation Measures
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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 consists of the demolition of three multi-family residential structures and the construction of a new four-story multi-family residential structure with two subterranean levels of parking. The project is subject to the height and floor area limitations of the R3-1 zone and is expected to have no impact on the visual character and quality of the site and surroundings; the neighborhood consists of similar multi-family residential structures ranging from two to four stories in height.

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. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The proposed project consists of the demolition of three multi-family residential structures and the construction of a new four-story multi-family residential structure with two subterranean levels of parking. The project is subject to the height and floor area limitations of the R3-1 zone. The majority of the neighborhood is developed with similar residential structures, therefore a moderate level of ambient nighttime light exists. Furthermore, the project will be required to comply with mitigation measures addressing

**I-120, I-130
Outdoor light sources are required to be shielded from view; non reflective and non-glare architectural materials and finishes are to be utilized.**

Impact?	Explanation	Mitigation Measures
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outdoor lighting and glare, less than significant impacts are expected.

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	The property is not designated as any type of farmland, nor is it located near protected farmland.	
b.	NO IMPACT	The property is not zoned for agricultural use, nor is it under a Williamson Act contract.	
c.	NO IMPACT	The property is not zoned as forest land or for timberland use.	
d.	NO IMPACT	The project has no impact on the loss or conversion of forest land use.	
e.	NO IMPACT	The proposed project would not result in the conversion of farmland or forest land to non-agricultural or non-forest use.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The 2012 AQMP provides base year emissions and future baseline emission projections for the South Coast Air Basin. In doing so, the 2012 AQMP incorporates, in part, Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2012-2035 RTP/SCS socio-economic forecast projections of regional population and employment growth. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The levels of population for the project are consistent with population forecasts as adopted by SCAG. Therefore, the proposed project would not conflict with the AQMP, and impacts would be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod). According to the Air Quality and Green House Gases Impact Report (DKA Planning 2016), the overall Construction and Operation (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD's regional thresholds for the criteria pollutants: Volatile Organic Compounds (VOCs), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). However, construction activities could produce PM10 and PM2.5 emissions that exceed localized thresholds recommended by SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading phase. Compliance with the Mitigation Measures in this section are expected to mitigate construction impacts on localized air quality. In addition, the project is required to comply with SCAQMD Rule 403 (Best Available Control Measures for fugitive dust) and Rule 1113 (VOC content of architectural coatings). Average daily traffic associated with the proposed project is estimated to be less than significant according to LADOT, as it does not meet their threshold (40 units for residential apartments) for traffic impact analysis; the project will result in a net increase of 19 dwelling units. As mitigated, the proposed project would result in a less-than-significant impact related to regional and local construction and operational emissions.</p>	<p>III-90 The project is required to comply with mitigation measures to reduce emissions during the grading and construction phases.</p>
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State</p>	<p>III-90 The project is required to comply with mitigation measures to reduce emissions during the grading and construction phases.</p>

Impact?	Explanation	Mitigation Measures
	<p>non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. As previously discussed, based on the Air Quality and Greenhouse Gases Impact Report (DKA Planning 2016), the project (comprised of the addition of 19 net new dwelling units) is not expected to exceed SCAQMD's regional thresholds for construction and operational emissions. However, construction activities could produce PM10 and PM2.5 emissions that exceed localized thresholds recommended by SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the grading phase. Compliance with the Mitigation Measures in this section are expected to mitigate construction impacts on localized air quality. In addition, the project is required to comply with SCAQMD Rule 403 (Best Available Control Measures for fugitive dust) and Rule 1113 (VOC content of architectural coatings). As mitigated and compliance with the regulatory compliance measures, the project is not expected to result in a cumulatively considerable net increase of any criteria pollutant at the regional or local level during the construction or operational phase.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Based on the City of Los Angeles CEQA Thresholds Guide, 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</p>	<p>III-90 The project is required to comply with mitigation measures to reduce emissions during the grading and construction phases.</p>

Impact?	Explanation	Mitigation Measures
	<p>athletic facilities. The project site is surrounded by other multiple family residences, Barrington Recreation Center (535 feet northwest of the site), Veterans Administration Hospital (890 feet east of the project site), and Brentwood School (2,275 feet north of the project site). As previously discussed, construction related emissions would exceed SCAQMD LST thresholds for PM10 and PM2.5. However, compliance with the Mitigation Measures in this section and regulatory compliance measures would result in less than significant impacts. In addition, the long-term operation of the project would not result in CO hotspots or exceed CO air quality standards at roadways in the area. Based on LADOT's review, the net increase of 19 dwelling units is expected to result in a net increase of 126 average daily trips, 10 AM peak hour trips and 9 PM peak hour trips. In addition, the project will not result in substantial emissions of TACs during the construction or operational phase. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include</p>	

Impact?	Explanation	Mitigation Measures
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agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of a sensitive habitat. The project would demolish three existing multi-family residential structures within a developed residential area and construct a new 54-unit residential structure. The project site contains 15 trees of varying species, all of which will be removed. The property is adjacent to a portion of the VA Medical Campus with landscaping and trees. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>	<p>IV-20 The project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur.</p>
b.	NO IMPACT	<p>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 does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	

Impact?	Explanation	Mitigation Measures
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 a residential area. Therefore, the proposed project would not have any 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, and no impacts would occur.	
LESS THAN SIGNIFICANT IMPACT	The subject property is located in a developed residential area that lacks the continuity that is consistent with those areas known to support any non-avian candidate, sensitive, or special-status species. Further development of the site will not adversely or substantially interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, a less-than-significant impact is expected.	
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. A Tree Report (March 2016) prepared for the project site shows a total of 15 trees of varying species, all to be removed, ranging in size from 7 to 36 inches DBA; all removed trees 8 inches or greater in diameter shall be replaced. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), less than significant impacts are expected.	IV-70 All significant (8-inch or greater diameter) non-protected trees removed on site shall be replaced at a 1:1 ratio.

Impact?	Explanation	Mitigation Measures
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.	
CULTURAL RESOURCES		
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 currently maintains three residential structures constructed in 1949, 1957, and 1961; the structures have not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource or have any significant architectural features, based on the City's Survey LA findings. Therefore, no impact is expected.	
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 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	

Impact?	Explanation	Mitigation Measures
	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 would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact 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. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. 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	

Impact?	Explanation	Mitigation Measures
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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. NO IMPACT

A significant impact would occur if the proposed project would cause personal injury or death or result 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. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

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 entire Southern California region is susceptible to strong ground shaking from severe earthquakes. 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 Conservation, Division of Mines and Geology (CDMG), 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

Impact?	Explanation	Mitigation Measures
	engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	The property is not located in a liquefaction zone (ZIMAS). A LADBS Geology and Soils Report Approval Letter was issued for the project on October 29, 2015. The project shall comply with the conditions contained within the LADBS Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified. Compliance with the requirements of the Los Angeles Building Code and the conditions outlined in the LADBS approval letter will reduce any potential impacts to a less than significant level.	
d. LESS THAN SIGNIFICANT IMPACT	The property is not located within a designated landslide hazard area (ZIMAS). A LADBS Geology and Soils Report Approval Letter was issued for the project on October 29, 2015. The project shall comply with the conditions contained within the LADBS Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified. Compliance with the requirements of the Los Angeles Building Code and the conditions outlined in the LADBS approval letter and this document will reduce any potential impacts 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. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the	

Impact?	Explanation	Mitigation Measures
	<p>potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>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. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter (issued October 29, 2015), the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>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. Expansive soils have relatively</p>	

Impact?	Explanation	Mitigation Measures
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		high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, 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 impacts would be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.	

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 (CO ₂), methane (CH ₄), and nitrous oxide (N ₂ O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°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.181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of	
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Impact?	Explanation	Mitigation Measures
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		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	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development [proximate to a major transportation corridor (Sunset Blvd. and San Vicente Blvd.) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS.</p>	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	<p>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. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels,</p>	

Impact?	Explanation	Mitigation Measures
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		<p>oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>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 existing multi-family residential buildings on the project site were built between 1949 and 1961 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site is not located within one-quarter mile of an existing school, however, the Brentwood</p>	

Impact?	Explanation	Mitigation Measures
	<p>School East Campus is located approximately 0.7 mile north of the project site. The proposed project consists of infill development comprised of residential uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less-than-significant impact related to hazardous materials.</p>	
d. NO IMPACT	<p>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 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.</p>	
e. NO IMPACT	<p>The project is not located within an airport land use plan and is not within two miles of a public airport. Therefore no impact is expected.</p>	
f. NO IMPACT	<p>The project is not located within the vicinity of a private airstrip. Therefore no impact is expected.</p>	
g. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The nearest emergency route is San Vicente Boulevard, approximately 0.5 mile south of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit</p>	<p>VIII-40 The project will require a construction vehicle and materials staging plan to ensure that emergency access through the streets along the Haul Route are not significantly impacted</p>

Impact?	Explanation	Mitigation Measures
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H, November 1996.) 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. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). The project's haul route is also subject to review and approval by LADES as well as the mitigation measures in this section. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

during grading and construction.

h. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is developed with similar residential structures. Accordingly, the project site and the surrounding areas are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

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). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with 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

Impact?	Explanation	Mitigation Measures
	<p>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 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.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Furthermore, the project is subject to the conditions outlined in the LADB Soil Report Approval Letter (issued October 29, 2015). Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>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. There are no streams or rivers located in the project vicinity. 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</p>	

Impact?	Explanation	Mitigation Measures
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		(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. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in 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. There are no streams or rivers located in the project vicinity. 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. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.	
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. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts	

Impact?	Explanation	Mitigation Measures
	related to existing storm drain capacities or water quality.	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge. Therefore, less than significant impacts are expected.	
g. NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h. NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would 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 project site and the surrounding areas are not located within a flood hazard area. Accordingly, the 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.	

Impact?	Explanation	Mitigation Measures
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j.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located more than four miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.</p>	
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X. LAND USE AND PLANNING

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new residential, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.</p>	
b.	NO IMPACT	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Brentwood – Pacific Palisades Community Plan Area. The site is zoned R3-1, with a General Plan land use designation of Medium Residential. The proposed project would be comprised of 54 residential dwelling units; with a development density of 800 square feet (of lot area) per dwelling unit and a Floor</p>	

Impact?	Explanation	Mitigation Measures
	Area Ratio (FAR) restricted to 3:1 (LAMC). The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, no impact would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES		
a. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
XII. NOISE		

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the 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 Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, compliance with City regulations would result in a less-than-significant impact related to construction vibration.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits</p>	

Impact?	Explanation	Mitigation Measures
	noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.	
e.	NO IMPACT A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Santa Monica Municipal Airport, located more than 3 miles south of the project site. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING		
a.	LESS THAN SIGNIFICANT IMPACT A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 54 residential units (19 net new units). The increase in residential population resulting from the proposed	

Impact?	Explanation	Mitigation Measures
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		<p>project would not be considered substantial in consideration of anticipated growth for the Brentwood – Pacific Palisades Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.</p>	
b.	NO IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 35 residential units. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.</p>	
c.	NO IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 35 residential units. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.</p>	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by Fire Station 19, located at 12229 West Sunset Boulevard (approximately 1.2 miles west of the project site). The</p>	

Impact?	Explanation	Mitigation Measures
	<p>proposed project would result in a net increase of 19 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that an existing fire station is proximate to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 19 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's West Los Angeles Community Police Station, located at 1663 Butler Avenue (approximately 1.7 miles southeast of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed</p>	

Impact?	Explanation	Mitigation Measures
	<p>project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 19 net new residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 19 units, which could result in increased demand for parks and recreation facilities. The proposed project would include open space areas, as required by the LAMC. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not</p>	

Impact?	Explanation	Mitigation Measures
	create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 19 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.	
XV. RECREATION		
a. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 19 units, which could result in increased demand for parks and recreation facilities. The proposed project would include open space areas, as required by the LAMC. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts	

Impact?	Explanation	Mitigation Measures
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		associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 19 units, which could result in increased demand for parks and recreation facilities. The proposed project would include open space areas, as required by the LAMC. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.</p>	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The project is the construction of a 54-unit apartment building on a site currently occupied by three multi-family residential structures with 35 units, or a net increase of 19 units. The DOT Referral Form (April 2016) indicates that the project will result in a net increase of 126 Average Daily Trips, 10 AM Peak Hour Trips and 9 PM Peak Hour Trips. Although the new project will result in an increase in trips, the increase does not exceed the LADOT threshold of 40 new units to require a traffic analysis. Therefore, impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The project is the construction of a 54-unit apartment building on a site currently occupied by three multi-family residential structures, or a net increase of 19 units. The DOT Referral Form (April 2016) indicates that the project will result in a net increase of 126 Average Daily Trips, 10 AM Peak Hour Trips and 9 PM Peak Hour Trips. Although the new project will result in an increase in trips, the increase would not add more than 50 trips during either the a.m. or p.m. peak hours. Therefore, impacts would be less than significant.</p>	
c.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.</p>	
d.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> <p>A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. However, the project may have potentially significant impacts on pedestrians on the street during</p>	<p>XVI-30 The proposed Haul Route is subject to review by the Department of Building and Safety and Department of Transportation.</p>

Impact?	Explanation	Mitigation Measures
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		construction phases and as part of the haul route. With implementation of the referenced mitigation measure, the potential impacts related to hazards would be reduced to less-than-significant.	
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster route to the project site is San Vicente Boulevard (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). 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. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). The project includes a haul route for the export of 33,120 cubic yards of dirt in a Special Grading Area, and is subject to further review by LADBS. Furthermore, the project is subject to the mitigation measures in this section. Therefore, the proposed project would not result in inadequate emergency access, and less than significant impacts would occur.	XVI-30, XVI-60 The proposed Haul Route is subject to review by the Department of Building and Safety, Department of Transportation, and the Los Angeles Fire Department.
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such 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 (LARWQCB). All wastewater from the project would be treated according to requirements of the	

Impact?	Explanation	Mitigation Measures
	NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact would 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 Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 19 net new units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of	

Impact?	Explanation	Mitigation Measures
	polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would 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 Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 19 net new units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would 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 Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 19 net new units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply</p>	

Impact?	Explanation	Mitigation Measures
	<p>entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible</p>	

Impact?	Explanation	Mitigation Measures
	<p>for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		
<p>a. LESS THAN SIGNIFICANT IMPACT</p>	<p>Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.</p>	
<p>b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>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.</p>	<p>XVIII-10 Overall, with the implementation of the proposed mitigation measures in the environmental review, the project's incremental contribution to cumulative impacts are anticipated to be less than significant.</p>

Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p> <p>XVIII-20, XVIII-30 As mitigated, the project would not have the potential to result in substantial adverse effects on human beings; impacts would be less than significant.</p>

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<http://planning.lacity.org>

October 25, 2018

Applicant/Property Owner
11601 Dunstan Partners, LP
PO Box 491485
LA, CA 90049

Representative
Nakada+Associates
550 S. Hope Street, Suite 1740, Los
Angeles, CA 90071.

Case No.: ENV-2016-457-MND

CEQA: ENV-2016-457-MND

Location: 11601 Dunstan Way

Council District: 11 – Mike Bonin

Neighborhood Council: None

Community Plan Area: Brentwood-Pacific Palisades

Land Use Designation: Medium Residential

Zone: R3-1

California Environmental Quality Act (CEQA) Findings

On October 4, 2016, the Los Angeles Board of Building and Safety Commissioners approved a haul route permit ("2016 Haul Route Permit") and a Mitigated Negative Declaration (No. ENV-2016-457-MND) for the construction of a 54-unit, four story, multifamily structure with two subterranean levels of parking located at 526 and 536 South Barrington Avenue and 11600 West Dunstan Way. The 2016 Haul Route Permit was for excavation and export of 33,120 cubic yards of soil associated with the construction of the Project. The approved Haul Route is as follows:

Loaded Trucks: Exit the Project Site northbound on Barrington Avenue, turn right (east) on Sunset Boulevard, enter northbound I-405 Freeway and continue to the disposal site outside the City limits.

Empty Trucks: From the disposal site, travel southbound on I-405 Freeway, exit onto Wilshire Boulevard off ramp, turn right (west) on Wilshire Boulevard, right (north) on San Vicente Boulevard, right (north) on Barrington Avenue and continue to the Project Site.

On October 11, 2016, the Project Approvals were appealed to the Los Angeles City Council. The City Council denied the appeal on November 8, 2016.

On December 6, 2016, a petition for writ of mandate and complaint for damages was filed in the case entitled, *Harel Simon v. The City of Los Angeles et al.*, Los Angeles Superior Court case number BS166574 (the "Action") challenging the Project Approvals.

On March 24, 2017, the Action was dismissed with prejudice. At that time the MND became a final, legally valid document for CEQA purposes beyond further challenge.

On or about March 24, 2018, the 2016 Haul Route Permit expired; all other Project Approvals, namely the adoption of the MND remain valid and enforceable and beyond legal challenge.

The Applicant has applied for a new haul route permit ("2018 Haul Route Permit") for the same route as set forth above and same excavation and export (33,120 cubic yards of soil). The Project remains the same, and no changes to the Project have been made or are sought.

The Los Angeles Board of Building and Safety Commissioners now finds, based in its independent judgment, and after consideration of the whole of the administrative record, the Project and the 2018 Haul Route Permit were assessed in the adopted MND and pursuant to CEQA Guidelines 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the 2018 Haul Route Permit.

15162 findings

- (1) No substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

The 2018 Haul Route Permit is for the exact same Haul Route (route, excavation and export of 33,120 cubic yards of soil) and Project. The Project remains the construction of a 54-unit, four story, multi-family structure with two subterranean levels of parking. The Project and Haul Route were fully considered and analyzed in the Project's previously adopted MND, which concluded that with required mitigation, no significant impacts would result from the implementation of the Project or the issuance of the Haul Route Permit. With the dismissal of the Action, the adoption of the MND is final and beyond legal challenge.

No changes have been made to the uses, height, density, intensity or design of the Project. All mitigation measures previously adopted by the MND would continue to apply to the Project. Therefore, because no changes, substantial or otherwise, have been proposed for the Project or its associated Haul Route, there can be no corresponding new or different environmental effects. As a result, no revisions are required to the previous MND, and no subsequent environmental analysis is required pursuant to CEQA Guidelines Section 15162.

- (2) No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

As noted above, with the dismissal of the Action, the adoption of the MND is final and beyond legal challenge. Since that time, there have been no substantial changes with respect to the circumstances under which the Project is being undertaken. Specifically, there have been no changes to the Haul Route (route and excavation quantity are exactly the same). The exact same zoning, land use, environmental, and public health and safety regulations continue to apply to the Project Site. Previously adopted mitigation measures continue to apply and do not require any changes or modifications. Similarly, there have not been any changes to the existing conditions of the Project Site. Because the circumstances under which the Project would be undertaken have remained exactly the same since the adoption of the MND became final, there can be no new environmental effects, or any increase in the severity of previously identified potentially significant effects.

As a result, no revisions are required to the previous MND, and no subsequent environmental analysis is required pursuant to CEQA Guidelines Section 15162.

- (3) No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

The Project and the Haul Route were fully considered and analyzed in the Project's previously adopted MND, which concluded that with required mitigation, no significant impacts would result from the implementation of the Project or the issuance of the Haul Route Permit. No changes have been made to the uses, height, density, intensity or design of the Project. Therefore, because no changes, substantial or otherwise, have been proposed for the Project or its associated Haul Route, there can be no corresponding new or different environmental effects. As a result, no revisions are required to the previous MND, and no subsequent environmental analysis is required pursuant to CEQA Guidelines Section 15162.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

No changes have been made to the uses, height, density, intensity or design of the Project or to the Haul Route. Therefore, because no changes, substantial or otherwise, have been proposed for the Project or its associated Haul Route, there can be no increase in severity of environmental effects the adopted MND determined could be mitigated to less than significant. As a result, no revisions are required to the previous MND, and no subsequent environmental analysis is required pursuant to CEQA Guidelines Section 15162.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

In connection with the adopted MND, no mitigation measures were found to be infeasible. Moreover, as described in detail above, since the adoption of the MND, no new potential environmental impacts have been identified that would require new mitigation measures. Accordingly, no further environmental analysis of the Project is required.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In connection with the adopted MND, certain mitigation measures were adopted and required as Project conditions of approval. As described in detail above, since the adoption of the MND, no new or different potential environmental impacts have been identified, and accordingly, no new or different mitigation measures are required. Therefore, no further environmental analysis of the Project is required.



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GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

October 29, 2015

LOG # 82799-01
SOILS FILE - 2

Chris Liebes Properties
P. O. Box 491485
Los Angeles, CA 90049

TRACT: Westgate Acres (MP 7-90/91)
LOT: FR 4 (Arb 5) / FR 4 (Arb 2) / FR 4 (Arb 4)
LOCATION: 11600 / 11601 / 11610 W. Barrington Avenue

CURRENT REFERENCE	REPORT	DATE(S) OF	
<u>REPORT/LETTER(S)</u>	<u>NO.</u>	<u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	BG 20660	10/08/2015	Byer Geotechnical, Inc.
PREVIOUS REFERENCE	REPORT	DATE(S) OF	
<u>REPORT/LETTER(S)</u>	<u>NO.</u>	<u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	BG 20660	12/06/2013	Byer Geotechnical, Inc.
Dept. Correction Letter	82799	02/04/2014	LADBS

The Grading Division of the Department of Building and Safety has reviewed the referenced report providing recommendations for a 4-story residential building over subterranean parking to a depth of 30 feet. According to the report, the 3 parcels consist of a partially graded site, mostly level with a 50-foot high 1¼:1 (horizontal to vertical) descending slope below the northeasterly property line. Up to 34 feet of uncertified fill consisting of a soft to stiff sandy silt with gravel was encountered in borings, underlain by older alluvium consisting of sand, sandy silt and silt.

The site is not located in a designated seismically induced landslide nor a designated liquefaction hazard zone according to the "Seismic Hazard Zones" map issued by the State of California, and therefore, is not subject to the Code requirements for evaluation of seismically induced landslide and a liquefaction hazards.

The 12/06/2013 does not satisfy the earthquake loading conditions for retaining walls revised by the Department in July of 2014 for the 2014 L.A. Building Code. When queried, the soils engineer stated that the design team had informed him that the project is under the 2011 L.A. Building Code.

The property activity report indicates that permit application 13010-1000 12/31/2013 and would remain valid if it has not expired.

The reports are acceptable, provided the following conditions are of development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2011 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletin can be found on the internet at LADBS.ORG.)

1. Where a valid permit/plan check application was initiated before January 1, 2011 and is active and not expired, the 2011 City of LA Building Code applies. The Los Angeles City Building Code applies.
2. Where the Los Angeles Building City Code applies, a supplement to the Grading Division for review. No permits shall be issued until approved. (7006.2)
3. Conformance with the Zoning Code Section 12.21.C8, which limits the height of retaining walls, will be determined during structural plan check.
4. Approval shall be obtained from the Department of Public Works, Constituent Service Division for the proposed removal of support structure adjoining to public way. (3307.3.2)
1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8
5. Prior to recordation of the map and issuance of any permits, secure the Subdivision Section of the Department of City Planning for (proposed condominium, townhome development,) and/or use of the property.
200 N. Spring Street, Room # 763 (213) 978-1
6. Secure the written consent (form #33, Attached) from all owners of the property. Proposed grading is to extend. (7006.6)
7. The soils engineer shall review and approve the detailed plans and permits. This approval shall be by signature on the plans which the soils engineer has reviewed the plans prepared by the design engineer. The plans shall include the recommendations contained in their reports. (7006.1)
8. All recommendations of the reports which are in addition to or in conflict with the conditions contained herein shall be incorporated into the plans.
9. A copy of the subject and appropriate referenced reports and the plans shall be attached to the District Office and field set of plans. Submit one copy of the plans to the Building Department Plan Checker prior to issuance of the permit.
10. A grading permit shall be obtained for all structural fill and retaining walls.
11. All new graded slopes shall be no steeper than 2:1 (7010.2 & 7010.3)

12. 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)
13. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2 & 7011.3)
14. Drainage in conformance with the provisions of this Code shall be maintained during and subsequent to construction. (7013.12)
15. 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) 575-8625
16. 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)
17. Construction of trenches or excavations which are 5 feet or deeper and into which a person is required to descend requires a permit from the State Division of Industrial Safety prior to obtaining a grading permit. (3301.1)
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. Where any excavation would remove lateral support (as defined in 3307.3.1) from a public way or adjacent property or structure, unshored excavations are not allowed and the excavation shall be shored as recommended.
20. Unsurcharged temporary excavations in older alluvium may be cut vertical up to 5 feet. For excavations over 5 feet, the lower 5 feet in older alluvium may be cut vertically and the portion of the excavation above 5 feet in older alluvium and all excavation in fill shall be trimmed back at a gradient not exceeding 1:1 (horizontal to vertical), as recommended.
21. Shoring shall be designed for lateral earth pressures no less than that due to an equivalent fluid pressure (EFP) of 30 pcf and 38 pcf, for shoring up to a height of 21 feet and 36 feet, respectively, as recommended in the response to Item 7 on page 4 of the 10/08/2018 report; all surcharge loads shall be included into the design.
22. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (7006.1)

23. Installation of shoring, underpinning, and/or slot cutting excavations shall be performed under the inspection and approval of the soils engineer. (7008.2)
24. Shoring shall be designed for a maximum lateral deflection of ½ inches adjacent to structures, as recommended.
25. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
26. All foundations shall be supported in competent native soils, as recommended and approved by the soils engineer by inspection.
27. Frictional and passive resistance of end bearing foundations may be combined, provided the passive bearing resistance does not exceed two-thirds of the allowable passive bearing.
28. Foundations adjacent to a descending slope steeper than 3:1 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 foundation bottom to the face of the older alluvium slope. (1808.7.2)
29. Footings shall comply with minimum requirements of Information Bulletin P/BC 2014-116 for footings placed in expansive soils.
30. 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 2002-30.
31. Pile and/or caisson shafts shall be designed for a lateral load due to creep of 1000 pounds per linear foot of shaft exposed to uncertified fill, and soil over bedrock. (P/BC2011-050)
32. Building slabs-on-grade shall be placed on undisturbed competent older alluvium or on approved compacted fill placed on competent older alluvium, as recommended. 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, where placed on compacted fill and/or expansive soils, as required by the Department. Slab designs shall conform to the minimum requirements of Information Bulletin P/BC 2011-116 for expansive soils.
33. The Site Class per the 2011 LABC is D. Plan checker shall determine that design spectral response acceleration parameters utilized are determined in conformance with Department requirements.
34. Retaining/basement walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 16 of the 12/16/2013 report. All surcharge loads shall be incorporated into the design.
35. 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)
36. All retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall, as recommended. 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 Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (7008.2 & 108.9)

37. Basement walls and floors shall be waterproofed/dampproofed with an L.A. City approved "Below-grade" waterproofing/dampproofing material with a research report number. (1703)
38. Where no hydrostatic pressure will occur, basement walls and floor slabs-on-grade shall be dampproofed (1805.2).
39. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
40. The building shall be connected to the public sewer system. (P/BC 2008-27)
41. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
42. All roof and pad drainage shall be conducted to the improved street or other location in a manner that is acceptable to the Department and acceptable to the Department of Public Works.
43. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of shoring, protection fences and dust and traffic control will be scheduled.
44. The soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008.2)
45. A registered grading deputy inspector approved by and responsible to the soils engineer shall be required to provide continuous inspection for the shoring, tie-back, and pile foundations installation . (1704.7)
46. 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 to the City Building Inspector. (1803.5.5, 1704.9)
47. Prior to the pouring of concrete, a representative of the soils engineer shall inspect and approve the footing excavations. He 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)
48. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the earth materials inspected meets the conditions

of the report(s), 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)

49. No foundations or slabs-on-grade supported in new compacted fill shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.
50. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirements For Temporary Tieback Earth Anchors", whatever is more restrictive. (Research Report #23835)



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