City of Los Angeles

Department of City Planning•Code Studies Division

City Hall • 200 N. Spring Street, Suite 701 • Los Angeles, CA 90012

INITIAL STUDY

Interim Control Ordinance For Five Single-Family Neighborhoods in the City of Los Angeles

Case Number: ENV-2016-1787-ND

Project Location: The Project Area includes all lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban located in the following five neighborhoods: Brookside (CD 4), Sherman Oaks (CD 4), Sycamore Square (CD 4), Picfair Village (CD 10), and Wilshire Vista (CD 10).

Council District: 4 – David E. Ryu; 10 – Herb J. Wesson, Jr.

Project Description:

The proposed Project is an Interim Control Ordinance (ICO) that would restrict the issuance of building permits for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The proposed Project, by itself, does not propose or authorize any development. The ICO would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the ICO and would ensure future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic the LAMC requirements remain in place.

PREPARED BY:

Impact Sciences, Inc.
28 N. Marengo Avenue
Pasadena, CA 91101

ON BEHALF OF:

City of Los Angeles
Department of City Planning
Code Studies Division

June 2016

INTERIM CONTROL ORDIANCE FOR FIVE SINGLE-FAMILY NEIGHBORHOODS IN THE CITY OF LOS ANGELES

INITIAL STUDY

Case No. ENV-2016-1787-ND

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 North Spring Street, Suite 701
Los Angeles, CA 90012-2601

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JUNE 2016

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I. INTRODUCTION

The subject of this Initial Study/Negative Declaration (IS/ND) (i.e., proposed Project) is an Interim Control Ordinance (ICO) that applies specific restrictions related to form and process to single family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area. (Refer to **Figure 1**). The ICO would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the ICO and would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. The proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1; Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic the LAMC requirements remain in place.

The Project Area includes all lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban located in the following five neighborhoods: Brookside (CD 4), Sherman Oaks (CD 4), Sycamore Square (CD 4), Picfair Village (CD 10), and Wilshire Vista (CD 10).

A full description of the proposed Project is provided in **Section II, Project Description**. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

PROJECT INFORMATION

Project Title:	Interim Control Ordinance for Five Single-Family Neighborhoods
Project Location:	Single-Family Zones (R1, RA, RE, RS) located in the Brookside (CD 4), Sherman Oaks (CD 4), Sycamore Square (CD 4), Picfair Village (CD 10), and Wilshire Vista (CD 10) neighborhoods.
Lead Agency:	City of Los Angeles Department of City Planning 200 N. Spring St., Room 750 Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

Introduction: This section provides introductory information such as the Project title, Project location, and the lead agency for the Project.

Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed Appendix G Initial Study Checklist included in the State CEQA Guidelines.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

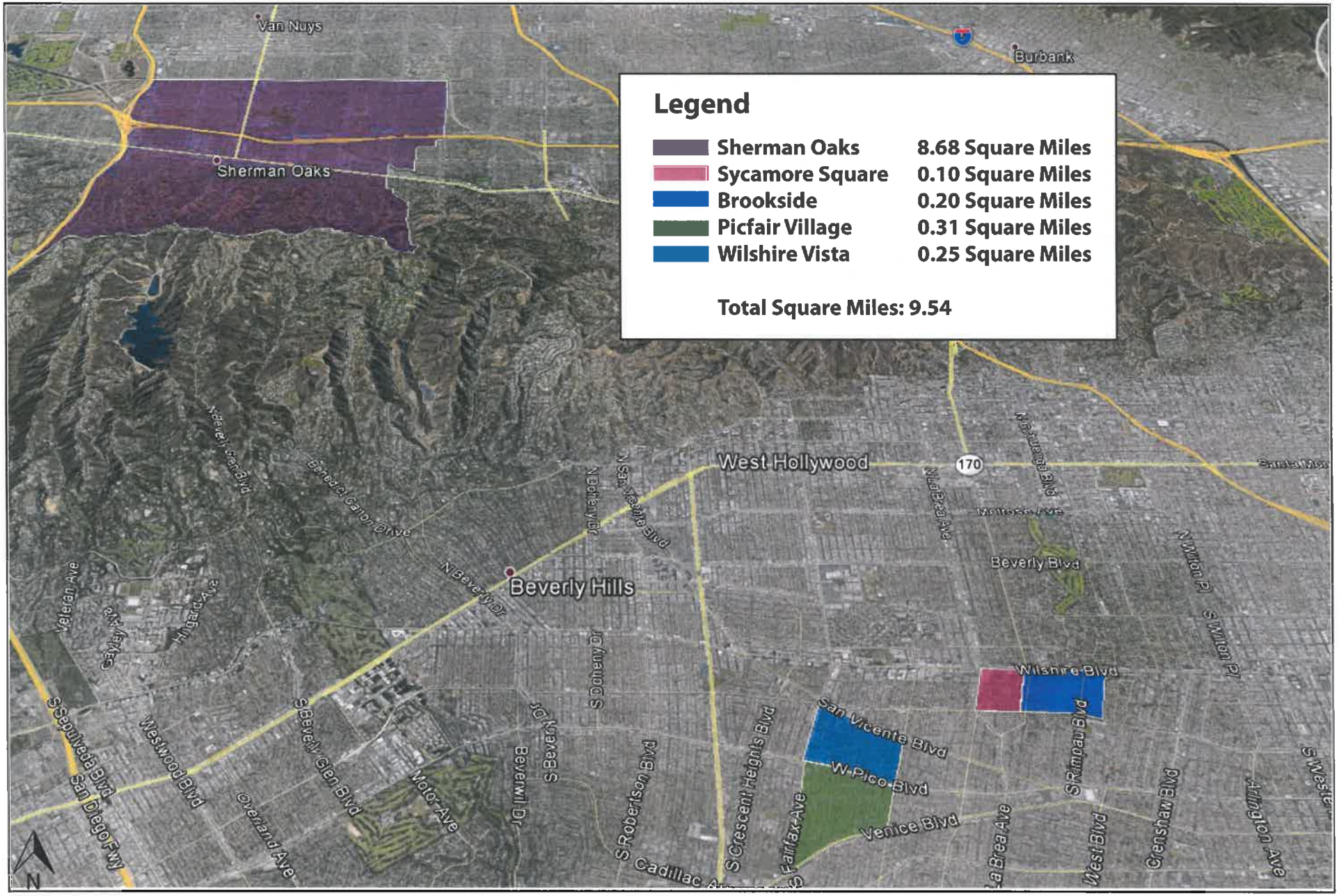
Project Location

The Project Area consists of five neighborhoods within the City of Los Angeles (refer to **Figure 1, ICO Project Area**). These five areas, although not directly adjacent to each other, total 9.54 square miles and are collectively referred to as the "Interim Control Ordinance Areas" or "ICO Project Area." The Interim Control Ordinance Area includes:

- Brookside Interim Control Ordinance Area (approximately 0.20 square miles)
- Sherman Oaks Interim Control Ordinance Area (approximately 8.68 square miles)
- Sycamore Square Interim Control Ordinance Area (approximately 0.10 square miles)
- Picfair Village Interim Control Ordinance Area (approximately 0.31 square miles)
- Wilshire Vista Interim Control Ordinance Area (approximately 0.25 square miles)

The Sherman Oaks ICO Area is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area; the remaining four ICO Areas are located in the Wilshire Community Plan Area.

The proposed Project would apply to all developed and vacant lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban located in the ICO Project Area as described above.



SOURCE: Google Earth, 2016

FIGURE 1

ICO Project Area

IMPACT SCIENCES

1264.002-4/16

Sherman Oaks

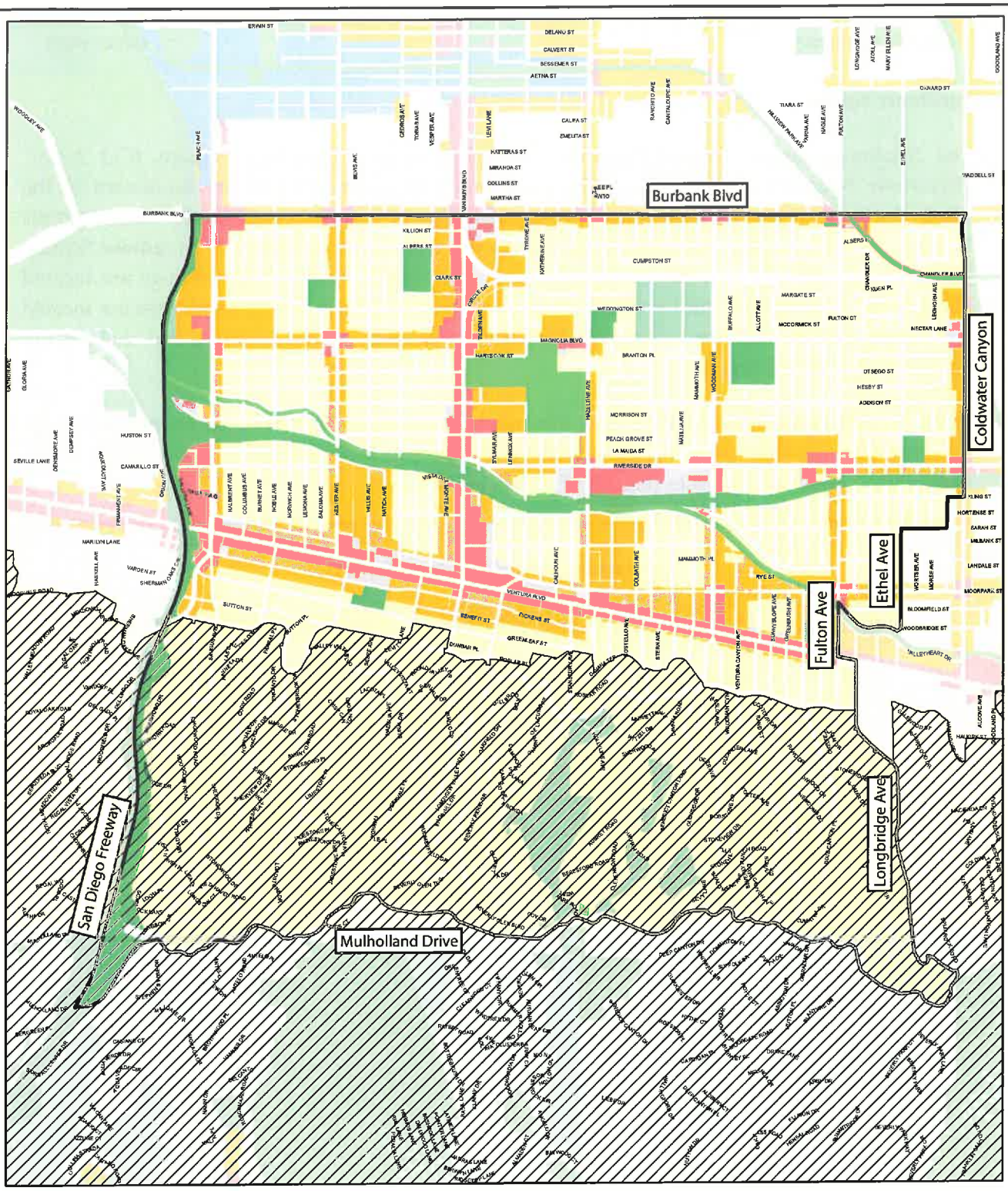
The Sherman Oaks Interim Control Ordinance Area ("Sherman Oaks ICO Area" "Sherman Oaks") encompasses 8.68 square miles in the southern San Fernando Valley. Sherman Oaks is bounded by Burbank Boulevard to the north, the San Diego Freeway (I-405) to the west, Mulholland Drive to the south, and Coldwater Canyon and Longridge Avenue to the east (refer to **Figure 2, Sherman Oaks ICO Area**). The Ventura Freeway (US-101) traverses the northern portion of Sherman Oaks from east to west, as does the Los Angeles River. The primary east-west arterial roadway traversing Sherman Oaks is Ventura Boulevard, while major north-south arterials include Sepulveda Boulevard, Van Nuys Boulevard, and Woodman Avenue. Single-family residences, multi-family residences, businesses, and Los Angeles Valley College are located immediately north of Sherman Oaks, additional single-family and multi-family residences as well as businesses are located to the east. Sherman Oaks encompasses a portion of the Santa Monica Mountains; low-density single-family residences as well as the Upper Franklin Canyon Reservoir are located in the southern part of the Santa Monica Mountains, south of Sherman Oaks, as are a limited number of businesses and educational facilities. A significant amount of land in the Santa Monica Mountains — both within and outside of Sherman Oaks — is undeveloped open space. Single-family residences, multi-family residences, businesses, and the Sepulveda Basin Recreation Area are located to the west of Sherman Oaks, across I-405.

Table II-1, Sherman Oaks ICO Area Zoning, includes a breakdown of the zoning designations within the Sherman Oaks ICO Area. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., R1, RA, RE, and RS).

Table II-1
Sherman Oaks ICO Area Zoning

Zoning	Square Feet	Percentage of ICO Area
Agriculture (A1/A2)	4,314,097.2	2.2
Commercial (C1, C1.5, C2, C4, CR)	9,915,991.6	5
Open Space (OS)	4,501,028.8	2.3
Parking (P, PB, R3P)	2,437,879.4	1.2
Public Facilities (PF)	12,979,106.9	6.6
Single-Family Residential (R1, RA, RE11, RE15, RE20, RE40, RE9, RS)	139,582,179.7	70.8
Multiple-Family Residential (R2, R3, R4, RD1.5, RD2, RD3, RD5	23,537,662.5	11.9
Total	**197,267,946.1**	**100**

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.



SOURCE: City of Los Angeles, 2016

FIGURE 2

Sherman Oaks ICO Area

IMPACT SCIENCES

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Sycamore Square

The Sycamore Square Interim Control Ordinance Area ("Sycamore Square ICO Area;" "Sycamore Square") encompasses 0.10 square miles, bounded by Wilshire Boulevard to the north, the rear lot line of parcels fronting the east side of Citrus Avenue to the east, Olympic Boulevard to the south, and La Brea Avenue to the west (refer to **Figure 3, Sycamore Square ICO Area**). Low- and mid-rise commercial and multi-family residential buildings are located along Wilshire Boulevard and portions of La Brea Avenue. Single-family residences are located beyond the commercial uses (along Wilshire Boulevard and La Brea Avenue), and to the south and east of Sycamore Square.

Table II-2, Sycamore Square ICO Area Zoning, includes a breakdown of the zoning within the Sycamore Square ICO Area. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., R1, RA, RE, and RS).

Table II-2
Sycamore Square ICO Area Zoning

Zoning	Square Feet	Percentage of ICO Area
Commercial (C1, C2, C4)	417,988.8	19.7
Public Facilities (PF)	227,769.9	10.8
Single-Family Residential (R1)	688,733.9	32.5
Multiple-Family Residential (R2, R3,RAS4)	782,241.7	37
Total	**2,116,734.3**	**100**

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.

Project Area consists of properties located in Single Family Residential Zone.

SOURCE: City of Los Angeles, 2016

FIGURE 3

Sycamore Square ICO Area

IMPACT SCIENCES

1264.002-5/16

Brookside

The Brookside Interim Control Ordinance Area ("Brookside ICO Area;" "Brookside") encompasses 0.20 square located immediately east of the Sycamore Square ICO Area. Brookside is bounded by Wilshire Boulevard to the north, Muirfield Road to the east, Olympic Boulevard to the south, and the rear lot line of parcels fronting on the west side of Highland Avenue to the west (refer to **Figure 4, Brookside ICO Area**). Low- and mid-rise commercial and multi-family residential buildings are located along Wilshire Boulevard to the north, while single-family residences are located to the south, east, and west. Los Angeles High School is located south of Brookside, along Olympic Boulevard.

Table II-3, Brookside ICO Area Zoning, includes a breakdown of the zoning within the Brookside ICO Area. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., R1, RA, RE, and RS).

Table II-3
Brookside ICO Area Zoning

Zoning	Square Feet	Percentage of ICO Area
Commercial (C4, CR(PKM)	455,685.5	11.6
Open Space (OS)	109,214.1	2.8
Single-Family Residential (R1)	2,989,360.8	76.1
Multiple-Family Residential (RD3, RS)	376,508	9.6
Total	**3,930,768.4**	**100.1**

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.

SOURCE: City of Los Angeles, 2016

FIGURE 4

Brookside ICO Area

IMPACT SCIENCES

1264.002-5/16

Picfair Village

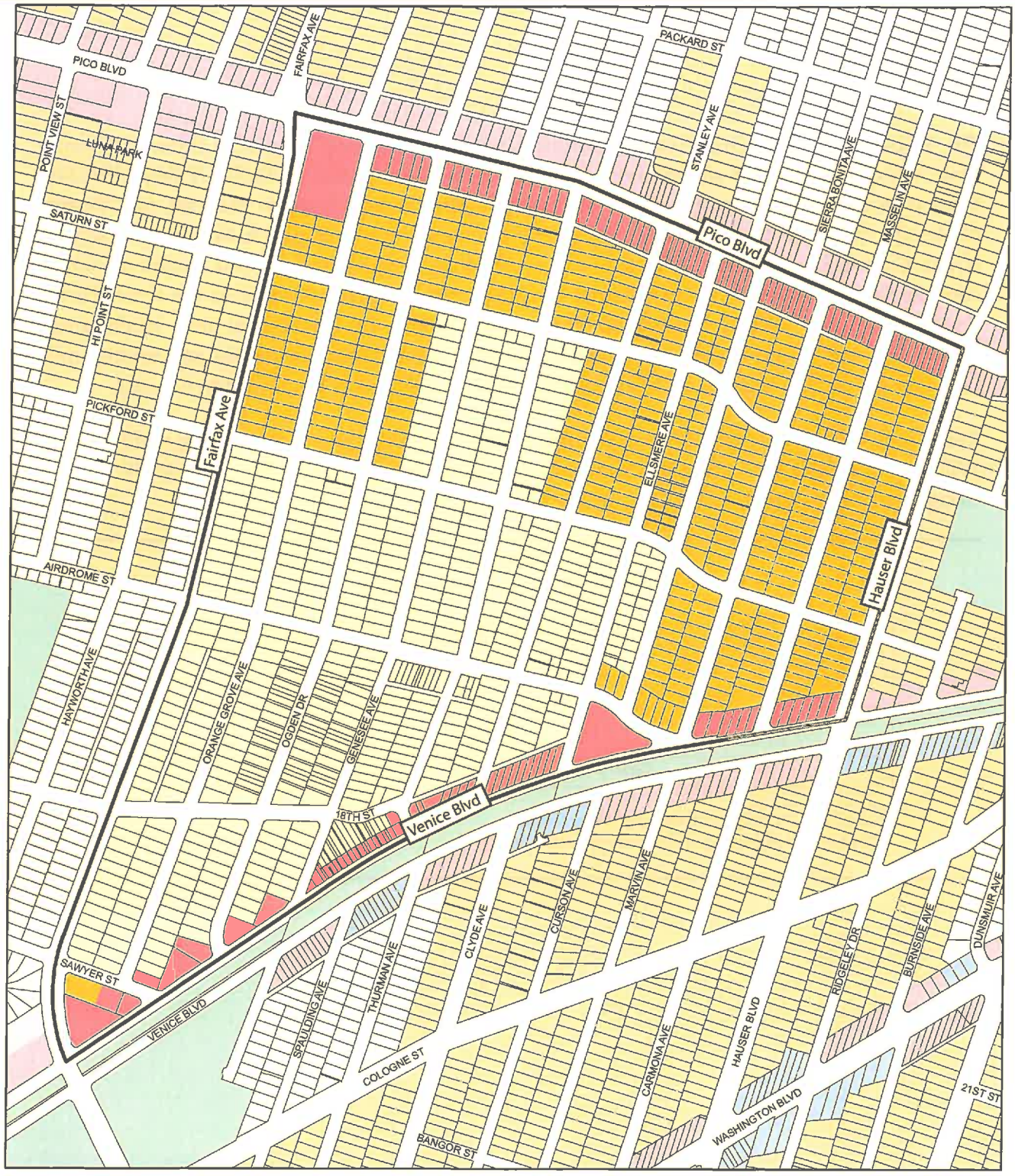
The Picfair Village Interim Control Ordinance Area ("Picfair Village ICO Area;" "Picfair Village") encompasses approximately 0.31 square miles in the southern portion of the Mid-City area. Picfair Village is bound by Pico Boulevard to the north, Hauser Boulevard to the east, Venice Boulevard to the south, and Fairfax Avenue to the west (refer to **Figure 5, Picfair Village ICO Area**). Commercial uses are located along Pico Boulevard and Venice Boulevard to the north and south, respectively. Single-family and multi-family residences are located to the west and multi-family residences to the east. In addition, the Wilshire Vista ICO Area is located to the immediate north.

Table II-4, Picfair Village ICO Area Zoning, includes a breakdown of the zoning within the Picfair Village ICO Area. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., R1, RA, RE, and RS).

Table II-4
Picfair Village ICO Area Zoning

Zoning	Square Feet	Percentage of ICO Area
Commercial (C2, C4)	656,615.6	10.6
Single-Family Residential (R1)	2,821,315.9	46
Multiple-Family Residential (R2, R3)	2,661,581.9	43.4
Total	**6,139,513.4**	**100**

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.



Project Area consists of properties located in Single Family Residential Zone.

SOURCE: City of Los Angeles, 2016

FIGURE 5

Picfair Village ICO Area

IMPACT SCIENCES

1264.002-5/16

Wilshire Vista

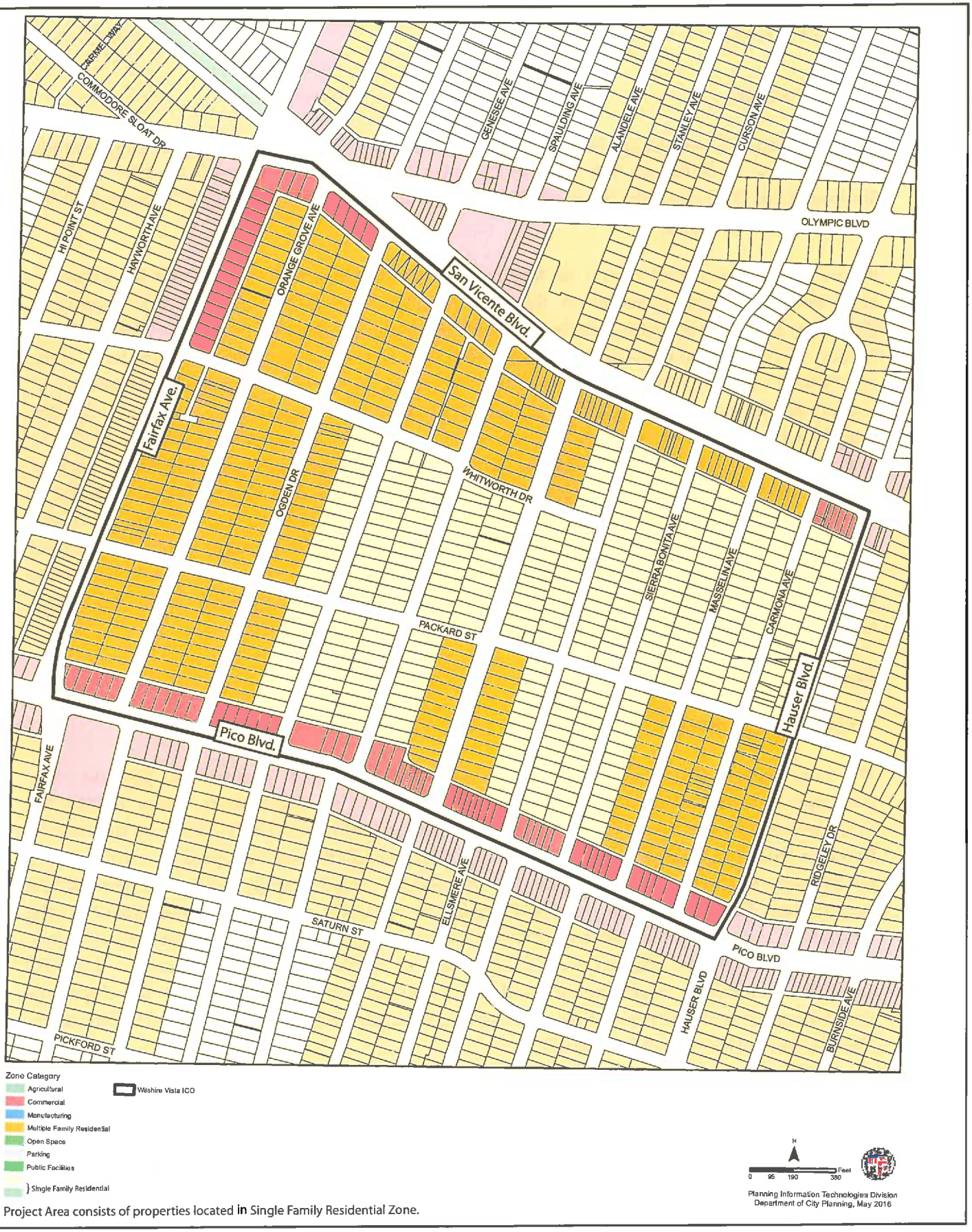
The Wilshire Vista Interim Control Ordinance Area ("Wilshire Vista ICO Area" "Wilshire Vista") encompasses 0.25 square miles and is immediately adjacent to Picfair Village. Wilshire Vista is bounded by Pico Boulevard to the south, Hauser Boulevard to the east, San Vicente Boulevard to the north, and Fairfax Avenue to the west (refer to **Figure 6, Wilshire Vista ICO Area**). Commercial uses are located to the south along Pico Boulevard, and a combination of commercial and multi-family residential uses exist along Fairfax Avenue to the west. To the north along San Vicente Boulevard are a combination of commercial and multi-family residential uses. Single-family residences are located beyond the commercial and multi-family uses along Pico, San Vicente, and Fairfax, as well as across Hauser Boulevard to the east.

Table II-5, Wilshire Vista ICO Area Zoning, includes a breakdown of the zoning within the Wilshire Vista ICO Area. As stated above, the proposed Project would only apply to the designated single-family zones (e.g., R1, RA, RE, and RS).

Table II-5
Wilshire Vista ICO Area Zoning

Zoning	Square Feet	Percentage of ICO Area
Commercial (C2, C4)	435567.9	8.7
Single-Family Residential (R1)	2,103,455	41.9
Multiple-Family Residential (R2, R3, R4, RD1.5)	2481371.1	49.4
Total	5020394	100

Source: City of Los Angeles Department of City Planning
Totals in table may not appear to add exactly due to rounding.



SOURCE: City of Los Angeles, 2016

FIGURE 6

Wilshire Vista ICO Area

IMPACT SCIENCES

1264.002-5/16

Hillside Areas

The proposed ICO would apply to properties (vacant and developed) zoned for single-family residential use, including R1, RA, RE, and RS zones, and located in: the Brookside ICO Area, the Sherman Oaks ICO Area, the Sycamore Square ICO Area, the Picfair Village ICO Area, and the Wilshire Vista ICO Area.

Future development that occurs on lots in designated "Hillside Areas" would be subject to applicable provisions included in the Los Angeles Municipal Code (LAMC) Chapter 1, (Planning and Zoning Code), Article 2 (Specific Planning-Zoning Comprehensive Zoning Plan), Section 12.21 (General Provisions), Subsection C (10), as well as any other relevant local, state, and federal rules. In addition, development that occurs on lots in a designated "Hillside Area" would be subject to the City's "Hillside" Development regulations, including specific requirements regarding setback requirements, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10). In addition, as stated in LAMC Section 12.21.C (10), the provisions included in LAMC Section 12.21.C(10) pertaining to maximum RFA, height limits, and grading may be superseded by a Hillside Neighborhood Overlay adopted pursuant to LAMC Section 13.14 (Community Plan Implementation Overlay District). See **Appendix A** for the Single-Family Hillside Area Development Standards (LAMC Section 12.21C(10)).

PROPOSED PROJECT

Project Background

The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In 2008 the City Council adopted the 2008 Baseline Mansionization Ordinance (BMO), followed by the 2011 Baseline Hillside Ordinance (BHO). While the BMO and BHO were adopted to restrict future out-of-scale single-family developments, out-of-scale single family units continue to be constructed. The Department of City Planning is currently drafting an amendment to the regulations enacted by the 2008 and 2011 ordinances. To address residents' immediate concerns, the City Council has adopted an ICO covering 15 single-family neighborhoods. This ICO establishes temporary development standards to ensure that new single-family developments are compatible with the scale of the existing single-family neighborhoods in which they occur. The ICO is effective until March 2017.

Similar to the ICO previously adopted by the City, the proposed Project is a set of additional regulations that would be applicable to the Project Area described herein. Recently, an influx of development, including the demolition/construction of, alteration of, and/or addition to single-family units has occurred throughout the Project Area, demonstrating the need for additional temporary regulations. The total square footage of new construction, demolition, additions, and rehab from 2005 to 2015 for each neighborhood is displayed in **Table II-6, Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project**

Area from 2005 to 2015. The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten-year time frame more accurately represents trends.

As shown in **Table II-6**, each of the five ICO Areas have experienced a net increase in square footage of development within the single family zones (i.e., total square footage of new development and/or additions to existing structures). Brookside received 87,450 square feet of new single-family residential development, with the largest amount coming in the form of additions (94 percent). Picfair Village received 129,443 square feet of new single family development with 68.3 percent being additions. Sherman Oaks, the largest of the neighborhood Areas (comprising 90 percent of the Project Area), received 3,948,165 square feet of new single family residential development with 52.6 percent being new construction and 47 percent being additions.[1] Sycamore Square, the smallest of the neighborhoods received 13,734 square feet of new single family development with 71.9 percent as additions to existing structures. Wilshire Vista received 55,103 square feet of new development with 76.6 percent in the form of additions.

As shown in **Table II-6**, and described above, a large portion of the single family development that is occurring in these neighborhoods is in the form of additions to existing homes. The adoption of an ICO for the Project Area would create a set of regulations for the form and size that these additions could take within the single family zones in the ICO Areas. For example, the proposed ICO would provide provisions for maximum Residential Floor Area for new construction and additions, as well as provisions for step-backs and articulation on second story additions. The major components of the proposed Project are described further in the following section.

Table II-6
Total Square Footage for New Single-Family Construction, Additions, and Demolition Activities in the Project Area from 2005 to 2015

ICO Area	Size (sq mi)	Demolition (sf)	New Construction (sf)	Additions (sf)	Total New Const. & Additions (sf)
Brookside	0.20	10,925	5,264	82,186	87,450
Picfair Village	0.31	4,906	40,694	88,369	129,443
Sherman Oaks	8.68	622,172	2,078,666	1,855,560	3,948,165
Sycamore Square	0.10	6,192	3,862	9,872	13,734
Wilshire Vista	0.25	4,589	11,466	42,204	55,103
Total	9.54	648,784	2,139,952	2,078,191	4,233,895

Source: City of Los Angeles Department of City Planning and Department of Building and Safety
Notes: Data for each Interim Control Area includes R1, RA, RE, and RS zones.

1 An additional 13,939 square feet are rehab/adaptive reuse where a non-residential structure/use is changed/adapted to residential use.

In addition to new home additions, some new development is expected to occur on vacant lots within the Project Area. While the majority of the Project Area is built out, a total of 301 vacant lots zoned for single-family use are located in the Project Area including 293 lots in the Sherman Oaks ICO Area, three lots in the Brookside ICO Area, one lot in the Sycamore Square ICO Area, and four lots in the Wilshire Vista ICO area. There are no vacant lots located in the Picfair Village ICO Area.[2] It is important to note that 190 of the 293 vacant lots located in the Sherman Oaks ICO Area are located in designated "Hillside Areas" and would be subject to applicable to provisions included in LAMC Section 12.21C(10), as described above. These lots may or may not be developed depending on several factors including engineering feasibility and market conditions.

Proposed Project

The proposed Project is an ICO that applies specific requirements related to form and process to single family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The ICO would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the ICO and would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's RFA, as defined in LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic, the LAMC requirements remain in place. Major provisions of the ICO are provided below.

The proposed Project would apply the development standards for single-family homes contained in one of two RFA Districts (the Beverly Grove RFA District and Studio City RFA District) to each proposed ICO Area. Demolition/construction of, alteration of, and/or addition to a single-family unit located in the Brookside, Sycamore Square, Picfair Village, or Wilshire Vista ICO Areas would be subject to the regulations set forth in the Beverly Grove RFA District. Development located in the Sherman Oaks ICO Area would be subject to the regulations set forth in the Studio City RFA District. Once approved, the ICO would be valid for up to two years. The proposed Project does not apply to the construction, redevelopment, rehabilitation, or renovation of multi-family housing units or any properties not zoned for single family use, or any properties not within the specified Project Area.[3]

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2 Charles Lee, City of Los Angeles Department of City Planning, Systems, GIS, Graphics & Demographics Division, written communication May 5, 2016

3 Multi-family housing units include two-family dwelling units, multiple dwellings, group dwellings, and apartment houses.

A summary of the regulations included in the Beverly Grove and Studio City RFA Districts is provided in **Table II-7, Major Provisions – Beverly Grove RFA District Development Standards (Proposed for Brookside, Sycamore Square, Picfair Village, Wilshire Vista ICO Areas)** and **Table II-8, Major Provisions – Studio City RFA District (Proposed for Sherman Oaks ICO Area).** In general, the RFA Districts establish zoning standards for:

- Maximum base RFA
- Permitted and maximum bonuses
- Areas exempt from the floor area calculation
- Additions to existing buildings
- Damaged or destroyed legally non-conforming buildings
- Minimum building size
- Exemptions for projects already in plan check

INCORPORATION BY REFERENCE

The following documents are referenced throughout the IS/ND and are available at the City of Los Angeles City Clerk Connect website at:

https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=c.search&tab=ORD:

- Beverly Grove RFA District Ordinance (No. 182,754)
- Studio City RFA District Ordinance (No. 182,048)
- 2008 Baseline Mansionization Ordinance (BMO) (No. 179,883)
- 2011 Baseline Hillside Ordinance (BHO) (No. 181,624)

Table II-7
Major Provisions – Beverly Grove RFA District Development Standards (Proposed for Brookside, Sycamore Square, Picfair Village, Wilshire Vista ICO Areas)

Maximum Residential Floor Area
• The maximum residential floor area ratio (FAR) shall not exceed 0.42.
Bonuses
The maximum allowable residential FAR, after all bonuses described below, is 0.50 • Detached garage bonus – If the required parking is located in a private detached garage at the rear of the lot, an additional 0.06 of FAR is allowed. • Additional bonus – In combination with the detached garage bonus, an additional 0.02 far is allowed if any of the following regulations are followed: - 1) For exterior front or side walls with a maximum uninterrupted length of 30 feet, portions of the wall that extend beyond 30 feet is recessed 10 feet (minimum) for front walls and 5 feet (minimum) for side walls. - 2) For multi-story buildings; the total residential floor area (excluding the base floor) doesn't exceed 75% of the base floor area; a minimum of 15 linear feet (excluding the base floor) is stepped back in the front by at least 5 feet more than the minimum required pursuant to the zone. - a) For this subsection the base floor area shall not include covered parking, attached porches, patios and/or breezeways with a solid roof. The calculation of each store (excluding the base floor) shall include includes al portions of a story with a ceiling height greater than 14 feet. - 3) The maximum height of a building is reduced by 20% of the maximum allowable height pursuant to the zone. - 4) All side yard setbacks are at least 2 feet greater than the minimum required pursuant to the zone and are maintained for the entire depth of the lot.
Areas Exempt from Residential Floor Area Calculation
• The first 400 square feet of detached covered parking area that is located at the rear of the lot. • Detached accessory building not exceeding 200 square feet. • A basement (not used for parking), when the elevation of the upper surface of the floor or roof above does not exceed 2 feet in height (at any point) above the finished or natural grade, whichever is lower. • Rooftop equipment enclosures set back at least 10 feet from the roof perimeter.
Additions to Existing Buildings
• A remodel shall mean the alteration of an existing building or structure provided that at least 50% of the perimeter length of the continuous exterior wall and 50 % of the roof are retained.
Verification of Existing Residential Floor Area
• For additions with cumulative residential floor area of less than 1,000 square feet constructed after 01/01/08, or remodels of buildings built prior to 01/01/08, the existing floor area shall be the same as the building square footage shown on the most recent LA County Tax Assessor's records at the time the plans are submitted to DBS and a plan check fee is paid. • RFA may be calculated as defined in LAMC Section 12.03 when a complete set of fully dimensioned plans with area calculations of all structures on the lot, prepared by a licensed architect or engineer, is submitted by the applicant. Any work that does not qualify as a remodel, as defined above, or additions that are 1,000 square feet or larger would require a complete set of fully dimensioned plans with area calculations of the structures on the lot, prepared by a licensed architect or engineer.
Minimum Building or Structure Size
• In no event shall a lot be limited to less than 2,000 square feet of residential floor area.

Damaged or Destroyed Legally Non-Conforming Buildings or Structures
• No changes would be requested to single-family units constructed prior to the adoption of this ordinance that do not conform to the RFA District regulations. Accordingly, legal non-conforming buildings damaged or destroyed by any cause expect arson or other intentional destruction, may be rebuilt with the same RFA as existing prior to the destruction.
Exemption for Projects Already in Plan Check
• Projects currently in plan check prior to the adoption of the ordinance, or that acquired a vested right pursuant to Section 12.26 of this Code prior to the effective date of this ordinance, would be exempt from the provisions of this ordinance.

Source: City of Los Angeles Department of City Planning
Notes: Project area includes R1, RA, RE, and RS zones.
*See **Appendix B** for the Beverly Grove RFA District Ordinance (No. 182,754)*

Table II-8
Major Provisions – Studio City RFA District (Proposed for Sherman Oaks ICO Area)

Maximum Residential Floor Area
• The maximum residential floor area ratio (FAR) shall not exceed 0.33
Bonuses
The maximum allowable percentage increase from each bonus is determined by lot size, bonus type, and number of bonus options. Refer to the Studio City RFA District Ordinance, Table 1 in **Appendix C** for the complete list of permitted percentage increases. • Proportional stories bonus – The total RFA of each story other than the base floor in a multi-story building does not exceed 75% of the base floor area. • Building step back from front façade step back bonus – At least 75% of a portion of the building facing the front yard above 14 feet is stepped back an additional 10 feet from the required front yard setback. The length of the garage is exempt from the 75% calculation. • LEED Gold green building bonus – Applicable to new single-family units that comply with the LEED Gold level or higher. • CAL Green Tier 1 or better of the LA Green Building Code bonus – Applicable for projects with an energy efficiency level that meet the LA Green Building Code CAL Green Tier 1 or better • General articulation bonus (as approved by the City Planning Department) – To limit the construction of plain walls, a building façade is relieved by one or more variations that total at least 20% of the façade with a minimum average depth of 9". • Additional side yard setback bonus – All side yard setbacks shall be at least two feet greater than the minimum required pursuant to the zone and maintained at a minimum for the entire depth of the property. For existing homes only side yard setbacks of new exterior walls are required to have the additional setback. • Reduced height bonus – The maximum height of a building shall be reduced by 20% of the maximum allowable height pursuant to the home. For existing homes, a new addition and parts of the existing house where the roof lines are altered are required to be at a lower height. • Pitched roof bonus – New construction or building additions that include a single or multiple pitched roof(s) on all roof areas above 14 feet that has a minimum slope of 4:12 for the roof area, a maximum 15% of the roof area is allowed to have a slope less than 4:12. For existing homes only additions and parts of the existing house where the roof lines are altered shall apply in the calculation. • Placement of garage bonus – detached garages, attached garages located at the front or side of the house no wider than one half the width of the house, or attached garages located at the front or side of the house whose front door is no wider than eight feet and has no more than two doors total with a minimum one foot space between the doors.
Maximum Residential Floor Area for Additions to an Existing Building or Structure
The following is applicable to existing buildings or structures located on R-1 and RE zoned lots and within the boundaries of the Studio City RFA District Ordinance • Base residential floor area limitation – The FAR for a lot located in the RFA suffix shall not exceed 0.33, however for an existing building the base FAR can be increased with the following types of additions, without the need to use a bonus option: - 1) An addition can be made to an existing building on the a lot in the RFA suffix so long as the addition does not cause the FAR to exceed 0.40. - 2) On a lot zoned RE 11 or RE 20 and located in the RFA suffix and which is less than 15,000 square feet in size, an addition can be made to any existing building so long as the addition does not cause the FAR to exceed 0.35. - 3) On a lot zoned RE 11 or RE 20 and located in the RFA suffix and which is 15,000 square feet or greater in size, an addition can be made to any existing building so long as the addition does not cause the FAR to exceed 0.34. • Permitted residential floor area bonus options – Under certain circumstances, a lot may qualify to utilize FAR bonus options which will generate bonuses that allow the lot to exceed the maximum FAR. The specific circumstances are based on lot size, existing FAR, and bonus type. Refer to the Studio City RFA District Ordinance, Table 2 in **Appendix C** for the complete list of permitted percentage increases.

Areas Exempt from Residential Floor Area Calculation
• The first 400 square feet of covered parking area • Detached accessory buildings not exceeding 200 square feet • The first 250 square feet of attached porches, patios, and breezeways with a solid roof if the area opens on at least two sides. • Porches, patios, and breezeways that have an open lattice roof. • The first 100 square feet of any story or portion of a story of the main building on a lot with a ceiling height greater than 14 feet shall be counted only once. • A basement when the elevation of the upper surface of the floor or roof above the basement does not exceed two feet in height at any point above the finished or natural grade whoever is lower.
Minimum Building or Structure Size
• In no event shall a lot be limited to less than 2,000 square feet of residential floor area if one bonus method is used as part of the project.
Damaged or Destroyed Legally Non-Conforming Buildings or Structures
• Any legally non-conforming buildings, which are damaged or destroyed by any cause except arson or other intentional destruction may be rebuilt with the same FAR as existed prior to the destruction, without the need to comply with the RFA regulations set forth in this ordinance
Posting and Reporting
• During the time of construction which runs from the date that the first permit is pulled until the date that the Certificate of Occupancy is issued, an applicant must post on the lot, in public view, a clear and legible "Studio City RFA Clearance Sheet."
Exemption for Projects Already in Plan Check
• Projects currently in plan check prior to the adoption of the ordinance, or that acquired a vested right pursuant to Section 12.26 of this Code prior to the effective date of this ordinance, would be exempt from the provisions of this ordinance.
Source: City of Los Angeles Department of City Planning *Notes: Project area includes R1, RA, RE, and RS zones.* *See **Appendix C** for the Studio City RFA District Ordinance (No. 182,048)*

The proposed ICO development standards include various types of permitted exemptions including: (1) construction activities (e.g., the repair, removal, or demolition of an unsafe structure) that comply with orders issued by the City's Department of Building and Safety (DBS), (2) all repairs resulting from the impacts of a natural disaster (e.g., fire, earthquake flood, etc.), and (3) for individual construction activities whose: (a) plan checks have been approved by the DBS, (b) plan check fees have been paid in full, and (c) no subsequent changes are made to the approved plans that increase or decrease the height, floor area, or occupant load by more than five percent, that result in a change in use, or that violate the City's Zoning Code regulations in place when the plan check fee was paid.

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

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**
City of Los Angeles	CD 4 and CD 10

PROJECT TITLE:	**ENVIRONMENTAL CASE NO:**
Interim Control Ordinance for Five Single-Family Neighborhoods.	ENV-2016-1787-ND

PROJECT LOCATION: Single-family zoned properties in five neighborhoods in the City of Los Angeles: Brookside (CD 4), Sherman Oaks (CD 4), Sycamore Square (CD 4), Picfair Village (CD 10), and Wilshire Vista (CD 10).

PROJECT DESCRIPTION: The proposed Project is an Interim Control Ordinance (ICO) that applies specific requirements related to form and process to single family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit and would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in the LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic, the LAMC requirements remain in place.

The proposed Project would apply the development standards for single-family homes located in one of two Residential Floor Area (RFA) Districts (the Beverly Grove RFA District and Studio City RFA District) to each proposed ICO Area. Demolition/construction of, alteration of, and/or addition to a single-family unit located in the Brookside, Sycamore Square, Picfair Village, or Wilshire Vista ICO Areas would be subject to regulations set forth in the Beverly Grove RFA District. Development located in the Sherman Oaks ICO Area would be subject to the regulations set forth in the Studio City RFA District. Once approved, the ICO would be valid for up to two years. It should be noted that the proposed Project is not applicable to the construction, redevelopment, rehabilitation, or renovation of multi-family housing units or any properties not zoned for single family residential use, or any properties not within the specified Project Area.

FINDING: The Department of City Planning of the City of Los Angeles finds that the proposed Project WILL NOT have a significant effect on the environment, an ENVIRONMENTAL IMPACT REPORT is NOT required. The INITIAL STUDY/NEGATIVE DECLARATION prepared for this project is attached.

PROPONENT NAME	**TITLE**	**TELEPHONE NUMBER**
Phyllis Nathanson	City Planner	213-978-1474
ADDRESS 200 North Spring Street, Suite 701 Code Studies Division Los Angeles, CA 90012	**SIGNATURE (Official)** 	**DATE** June 22, 2016

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**	**DATE:**
City of Los Angeles	CD 4 – DAVID E. RYU CD 10 – HERB J. WESSON, JR.	June 22, 2016

RESPONSIBLE AGENCY: Department of City Planning

ENVIRONMENTAL CASE:	
ENV-2016-1787-ND	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
An Interim Control Ordinance applicable to single-family zoned properties within five single-family neighborhoods located in the City of Los Angeles.

ENVIRONMENTAL PROJECT DESCRIPTION:
The proposed Project is an Interim Control Ordinance that applies specific requirements related to form and process to single family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit and would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in the LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic the LAMC requirements remain in place.

ENVIRONMENTAL SETTING:
The Project Area consists of single-family-zoned properties in five neighborhood areas within the City of Los Angeles (refer to **Figure 1, ICO Project Area**). These five areas, although not directly adjacent to each other, total 9.54 square miles and are collectively referred to as the "Interim Control Ordinance Area" or "ICO Project Area." The proposed Project would apply to all developed and vacant lots zoned "R1" One-Family Residential, "RA" Suburban, "RE" Residential Estate, and "RS" Suburban located in the ICO Project Area as described above.

PROJECT LOCATION:

The ICO Area includes:

- Brookside ICO Area (approximately 0.20 square miles)
- Sycamore Square ICO Area (approximately 0.10 square miles)
- Wilshire Vista ICO Area (approximately 0.25 square miles)
- Sherman Oaks ICO Area (approximately 8.68 square miles)
- Picfair Village ICO Area (approximately 0.31 square miles)

COMMUNITY PLAN AREA: Wilshire Community Plan; Sherman-Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan **STATUS:** ❑ Preliminary ❑ Proposed ☒ **ADOPTED,**	☒ Does Conform to Plan ❑ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** Wilshire; Sherman-Oaks	**CERTFIED NEIGHBORHOOD COUNCIL:** Wilshire; Sherman Oaks
EXISTING ZONING: R1, RA, RE, RS		**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Single-Family Residential			

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	City Planner Title	213-978-1474 Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a

previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

❑ AESTHETICS	❑ GREENHOUSE GAS EMISSIONS	❑ POPULATION AND HOUSING
❑ AGRICULTURE AND FOREST RESOURCES	❑ HAZARDS AND HAZARDOUS MATERIALS	❑ PUBLIC SERVICES
❑ AIR QUALITY	❑HYDROLOGY AND WATER QUALITY	❑ RECREATION
❑ BIOLOGICAL RESOURCES	❑ LAND USE AND PLANNING	❑ TRANSPORTATION AND TRAFFIC
❑ CULTURAL RESOURCES	❑ MINERAL RESOURCES	❑ UTILITIES
❑ GEOLOGY AND SOILS	❑ NOISE	❑ MANDATORY FINDINGS OF SIGNIFICANCE

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

PROPONENT NAME:
City of Los Angeles Department of City Planning

PHONE NUMBER:
(213) 978-1474

APPLICANT ADDRESS:
200 N. Spring St., Suite 701
Los Angeles, CA 90012

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE
June 22, 2016

PROPOSAL NAME (If Applicable):
Interim Control Ordinance for Five Single-Family Neighborhoods

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	❑	❑	☒	❑
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED 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, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	❑	❑	❑	☒
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	❑	❑	❑	☒
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(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 SCAQMD OR CONGESTION MANAGEMENT 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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	❑	❑	☒	❑
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY (continued)**				
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	❑	❑	❑	☒
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME 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 TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	❑	❑	☒	❑
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**				
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	❑	❑	❑	☒
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	❑	❑	☒	❑
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	❑	❑	☒	❑
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS**				
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	☐	☐	☐	☒
ii.	STRONG SEISMIC GROUND SHAKING?	☐	☐	☒	☐
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☒	☐
iv.	LANDSLIDES?	☐	☐	☒	☐
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	☐	☐	☒	☐
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☐	☐	☒	☐
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	☐	☐	☒	☐
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	☐	☐	☐	☒
VII.	**GREENHOUSE GAS EMISSIONS**				
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?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (continued)					
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 THE PEOPLE RESIDING OR WORKING IN THE AREA?	❑	❑	❑	☒
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	❑	❑	☒	❑
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	❑	❑	☒	❑
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND 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 AN 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?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY (continued)**				
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	☒	❑
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	☒	❑
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY 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 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, 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 IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	❑	❑	☒	❑
b.	EXPOSURE OF PEOPLE 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	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE (continued)					
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?	❑	❑	❑	☒
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.	FIRE PROTECTION?	❑	❑	☒	❑
b.	POLICE PROTECTION?	❑	❑	☒	❑
c.	SCHOOLS?	❑	❑	☒	❑
d.	PARKS?	❑	❑	☒	❑
e.	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/CIRCULATION					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION (continued)					
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 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?	❑	❑	❑	☒
XVII. UTILITIES					
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 STORMWATER 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 RESOURCE, 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?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT 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, 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 WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	❑	❑	❑	☒
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	❑	❑	☒	❑

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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, Geology, etc.). Impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the Project Area, and 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 City'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 proposed Project as identified in the Project Description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report is not necessary.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the City's EIR Unit, Room 750, City Hall, 200 N Spring Street.

For City information, addresses, and phone numbers: visit the City's EIR Unit, Room 750, City Hall, 200 N Spring Street, or the City's websites at:

http://www.lacity.org; and City Planning and Zoning Information Mapping Automated System (ZIMAS) at http://www.cityplanning.lacity.org/.

Engineering/Infrastructure/Topographic Maps/Parcel Information is available at:

http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PROPONENT NAME:	**TITLE:**	**TELEPHONE NO:**	**DATE:**
Phyllis Nathanson	City Planner	(213) 978-1474	June 22, 2016

IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/Negative Declaration (IS/ND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the State CEQA Guidelines.

IMPACT ANALYSIS

1. AESTHETICS

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

Less Than Significant Impact. A scenic vista is generally defined as a public view of highly valued visual and scenic resources exhibiting a unique or unusual feature, such as mountains, hillsides, bodies of water and/or urban skylines. A scenic vista may also be a particular distant view that provides visual relief from less attractive nearby features. Designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape. Examples of local scenic views include public views of the Pacific Ocean, the Santa Monica Mountains, and, the downtown Los Angeles skyline.

The Project Area consists of five single family residential neighborhoods located in the City and includes all developed and vacant lots zoned R1, RA, RE, and RS. These five areas, although not directly adjacent to each other, comprise the 9.54 square mile Project Area. In general the Project Area is largely urbanized (excluding the hillside portion of the Sherman Oaks ICO Area), with developed and built-out single-family residential neighborhoods, commercial corridors, and public facilities such as retail uses, restaurants, and park and recreation facilities.

The proposed Project is an Interim Control Ordinance (ICO) that applies specific requirements related to form and process to single family-zoned properties within the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in the LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Where the ICO is silent on a topic the LAMC requirements remain in place. Major provisions of the ICO are provided in **Section II, Project Description.**

It is expected that development will continue to occur in the Project Area, and that development could include demolition, new construction, and additions to single family units. Four of the five ICO Project Areas (e.g., Brookside, Picfair Village, Sycamore Square, and Wilshire Vista) are located in built-out areas of the City characterized by relatively flat topography. In general, the type of development (single family residential) would not block views or vistas as they would be one or two stories. Further, due to the developed nature of these areas, public views of scenic vistas (e.g., the Hollywood Hills to the north) are intermittent and would continue to be so even after adoption of the proposed Project. Further, many of the views and vistas available to the public can be seen from the main corridors; any new development that occurs pursuant to the proposed Project would occur in the single family zones and would most likely be screened from view by the existing (higher scale) development along these commercial corridors.

A portion of the Sherman Oaks ICO Area is located in the Santa Monica Mountains, where the potential for scenic views does exist. However, the type and relatively small magnitude of development (e.g., single-family units) permitted under the proposed Project would not result in significant impacts to publicly available views of the Santa Monica Mountains. In addition, individual projects located along Mulholland Drive would be required to abide by the design standards, environmental protection measures, grading limits, and building standards included in the Mulholland Scenic Parkway Specific Plan and all future development (e.g., new construction, additions, and/or rehab), that occurs on lots in designated "Hillside Areas" would be subject to the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**).

Development (e.g., demolition, additions, new construction) of single-family units that occurs pursuant to the proposed Project would be required to abide by the provisions included in the ICO and all applicable regulations included in the Wilshire Community Plan, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, the Mulholland Scenic Parkway Specific Plan (which is applicable to a portion of the Sherman Oaks ICO Area), and the LAMC Chapter 1, Planning and Zoning Code, that address preservation of publicly available scenic vistas.

Therefore, the proposed Project would not block or otherwise impede an existing public view of a scenic vista. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. The Project Area consists of five neighborhood areas within the City and includes all developed and vacant lots zoned R1, RA, RE, and RS. The five areas, although not directly adjacent to each other, comprise the 9.54 square mile Project Area. In general the Project Area is largely urbanized (excluding the hillside

portion of the Sherman Oaks ICO Area), with developed and built-out single-family residential neighborhoods and commercial corridors. The Project Area is not located along or near a state scenic highway. Currently, the only portion of a scenic highway officially designated by the California Department of Transportation (Caltrans) within the City of Los Angeles is a short portion of the Pasadena Freeway (also known as the Arroyo Seco Historic parkway).[4]

The City has classified roadways comprised of distinct scenic resources as City-Designated Scenic Highways. The City has determined that Designated Scenic Highways merit special design standards to ensure the existing scenic resources located along the roadways are protected. While portions of four roadways located in the Wilshire Community Plan Area are Designated Scenic Highways, none of the designated roadways are located in the Project Area.[5]

No Designated Scenic Highways are identified in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area however, the Mulholland Scenic Parkway Specific Plan provides protection against unrestricted development along Mulholland Drive, including within the Sherman Oaks ICO Area. Specifically, the Mulholland Scenic Parkway Specific Plan establishes protective land use controls (e.g., environmentally protection measures, grading limits, and building and design standards) for public and private properties located along the Scenic Parkway (e.g., Mulholland Drive). Future development of single-family units constructed along Mulholland Drive and within the Project Area would be subject to the regulations included in the Mulholland Scenic Parkway Specific Plan. Impacts to the Scenic Parkway would be less than significant.

Thus, compliance with existing regulations and implementation of the proposed Project would ensure future single-family development is in concert with the surrounding land uses and would not result in significant impacts to surrounding visual resources. Impacts would be less than significant. No further analysis is required.

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

Less Than Significant Impact. In general the Project Area is largely urbanized (excluding the hillside portion of the Sherman Oaks ICO Area), and developed with single family uses. The visual character of the Project Area consists of one- to two-story single family residences.

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4 State of California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/ScenicHwys.html, accessed February 23, 2016.

5 The four Designated Scenic Highways in the Wilshire Community Plan Area include: Highland Avenue (north-south from Rosewood Avenue to Wilshire Boulevard); Wilshire Boulevard (east-west from La Brea Avenue to Fairfax Avenue); Burton Way (east-west from La Cienega Boulevard to Oakhurst Drive), and; San Vicente Boulevard (southeast-northwest from Pico Boulevard to La Cienega Boulevard).

The Brookside, Picfair Village, Sycamore Square, and Wilshire Vista ICO Areas are located in the Mid-City and Mid-Wilshire neighborhoods. The Mid-City and Mid-Wilshire neighborhoods are among the densest neighborhoods in the City, with approximately 15,000 people per square mile.[6] The general topography of both neighborhoods is flat and both are primarily built-out and are comprised of residential (e.g., single and multi-family units) neighborhoods flanked by commercial corridors, and public facilities.

The density in the Sherman Oaks ICO Area is substantially lower than the Mid-Wilshire and Mid-City neighborhoods. With approximately 6,687 people per square mile, density in the Sherman Oaks ICO Area is among the lowest citywide.[7] The topography throughout the Sherman Oaks ICO Area ranges from level flatlands immediately south and north of Ventura Boulevard and developed and undeveloped hillsides in the Santa Monica Mountains. Commercial uses are concentrated along Ventura Boulevard, while residential uses (e.g., single and multi-family units), public facilities, and open space make-up the remaining portions of the Sherman Oaks ICO Area.

As shown in **Table II-6,** a substantial amount of new development including demolition of existing single-family units and additions to existing single-family units, has occurred throughout the Project Area. As some recent single-family construction is considered to be out of scale with surrounding single-family units, the proposed Project includes specific requirements tailored to the Brookside, Picfair Village, Sycamore Square, and Wilshire Vista ICO Areas, as well as specific requirements tailored to the Sherman Oaks ICO Area, related to form and process. The proposed Project, by itself, does not propose or authorize any development, and it is important to note that the ICO only applies to properties zoned for single-family use. The proposed Project would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks (i.e., visual character) compatible with the existing single-family units thereby maintaining the character and visual quality of the existing area. Development that occurs on lots in designated "Hillside Areas" would also be subject to applicable provisions included in the City's "Hillside" Development regulations (refer to LAMC Section 12.21C(10) in **Appendix A**). Therefore, the proposed Project would result in beneficial environmental effects related to visual character by having compatible form and design guidelines for single-family residential development (including additions and new construction) in these residential areas. These additional regulations would ensure new single-family development is consistent with the overall scale and character of each neighborhood in the Project Area.

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6 Los Angeles Times Mid-City and Mid-Wilshire Profiles, http://maps.latimes.com/neighborhoods/neighborhood/mid-city/, http://maps.latimes.com/neighborhoods/neighborhood/mid-wilshire/, accessed April 21, 2016.

7 Los Angeles Times Sherman Oaks Profile, http://maps.latimes.com/neighborhoods/neighborhood/sherman-oaks/, accessed April 27, 2016.

Impacts to the Project Area's visual character would be less than significant. No further analysis is required.

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

Less than Significant Impact. Light impacts are typically associated with the use of artificial light during the evening and nighttime 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.

Although a small number of vacant lots are located in the Project Area, the Project Area is generally made-up single-family residential neighborhoods with high levels of ambient nighttime lighting, including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

The proposed Project is an ICO that applies specific requirements related to form and process to single family-zoned properties in the Project Area that, as described above, are located in urban well-lit areas. The proposed Project, by itself, does not propose or authorize any development. In general, anticipated development includes demolition and modifications to existing single family homes and a small amount of new development. These uses either are currently producing some light (as in the case of existing homes) or would generally be located in areas that are urbanized and well lit. Further, single family residential uses would not be expected to emit large amounts of nighttime lighting. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would be required to comply with all applicable regulations that address light and glare including LAMC Chapter 9, Article 3, Section 93.0117.[8] Impacts would be less than significant and no further analysis is required.

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8 LAMC Chapter 9, Article 3, Section 93.0117: No exterior light source may cause more than two footcandles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range and Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Area is not included in the Important Farmland category.[9] While a small amount of land (approximately two percent) located in the Sherman Oaks ICO Area is zoned for agricultural use, the proposed Project would apply only to lots zoned R1, RA, RE, and RS. The remaining four ICO Areas do not have any properties zoned for agricultural use, and as described above, the proposed Project only applies to single family residentially zoned lots. Therefore, implementation of the proposed Project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required.

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

No Impact. As discussed in **Section 2(a)** above, only a small amount of land in the Project Area is zoned for agricultural use. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. The proposed Project applies only to properties zoned for single-family residential use. Accordingly, the Project Area does not contain any lands covered by a Williamson Act contract. Therefore, the proposed Project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur and no further analysis is required.

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

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9 State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2014 Important Farmland Map, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, accessed April 27, 2016.

Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Area consists of single-family residentially zoned properties in five single-family neighborhoods located in the City and includes all developed and vacant lots zoned R1, RA, RE, and RS. In general the Project Area and surrounding areas are largely urbanized (excluding the hillside portion of the Sherman Oaks ICO Area), with developed and built-out single-family residential neighborhoods, commercial corridors, and public facilities. The Project Area and the surrounding areas do not contain any forest land or land zoned for timberland production. The proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. No impacts would occur and no further analysis is required.

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

No Impact. See response to **Section 2(c)**, above.

Additionally, forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[10] Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[11] A variety of street trees are located throughout the Project Area, along the parkways adjacent to single-family residences and on private property, but are largely ornamental. There is no forest land or timberland in the Project Area or in the project vicinity and future development would not cause a loss of forest land or timberland. No impacts would occur and no further analysis is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See responses to **Sections 2(a)** through **2(d)**, above.

The proposed Project, by itself, does not propose or authorize development. Development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would not result in the conversion of farmland or forest land to other uses. No impacts would occur and no further analysis is required.

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10 California Public Resources Code Section 12220[g].

11 California Public Resources Code Section 4526.

3. AIR QUALITY

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

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

Less Than Significant Impact. The Project Area is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted a 2012 AQMP that focuses on achieving clean air standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles.[12] The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. (The 2016 RTP/SCS, adopted on April 7, 2016 accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040).

The 2012 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Consistency with the assumptions in the AQMP is established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The 2012 AQMP based its assumptions on growth forecasts contained in the SCAG's 2012 RTP/SCS.[13] The 2012 RTP/SCS is based on growth assumptions through 2035 developed by each of the cities and counties in the SCAG region.

The proposed Project is an ICO that applies specific requirements related to form and process to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units.

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12 SCAG adopted the 2016 RTP/SCS on April 7, 2016, however the AQMP has not been updated with the local growth forecasts included in the 2016 RTP/SCS.

13 South Coast Air Quality Management District, 2012, 2012 Air Quality Management Plan.

As discussed in **Section 13(a), Population and Housing** below, based on the number of vacant lots in the Project Area, only a minimal increase in population could be expected to occur in the two year time frame of the ICO.[14] This population growth would be well within SCAG projections for the City and would not exceed the growth assumptions in the AQMP. Thus, the proposed Project would be considered consistent with the air quality-related regional plans, and would not jeopardize attainment of state and federal ambient air quality standards. The proposed Project would have a less than significant impact. No further analysis is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO) volatile organic compounds (VOC), nitrogen dioxide (NO2), sulfur dioxide (SO2), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), and lead (Pb) are primary air pollutants. Of these, CO, SO2, NO2, PM10, and PM2.5 are "criteria air pollutants," which means that ambient air quality standards have been established for them at the federal (National Ambient Air Quality Standards (NAAQS)) and state level (California Ambient Air Quality Standards (CAAQS)). The SoCAB is currently in nonattainment for the one-hour and eight-hour ozone (O_3), PM10, PM2.5, and Pb.[15]

As discussed in **Section 3(a)** above, the proposed Project would be consistent with the air quality regional plans and the region's ability to meet state and federal ambient air quality standards. The following discussion provides a programmatic analysis of the proposed Project's construction and operation air quality impacts.

The proposed Project is an ICO that applies specific requirements related to form and process to single-family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

The majority of development anticipated to occur over the maximum two-year lifetime of the ICO would be expected to occur on lots currently developed with single-family units, although some new construction is expected, largely in the Sherman Oaks ICO Area. Development would generate temporary construction-related pollutant emissions that contribute to the concentrations of ozone, PM10, and PM2.5 and could exceed SCAQMD thresholds. While the details of individual future projects are not known at this time, the total square footage of new construction, demolition, additions, and rehab from 2005 to 2015 for each neighborhood (refer to **Section II, Project Description, Table**

14 Once approved, the ICO would remain in effect for up to two years.

15 2016 NAAQS and CAAQS Attainment Status for SCAB, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2, accessed May 4, 2016.

II-6) was used to project the amount of future development that could occur in the Project Area.[16]

Short-term air pollutant emissions would occur during site preparation and construction activities associated with the proposed Project. Construction activities have the potential to generate fugitive dust, stationary-source emissions, and mobile-source emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, type of machinery in use, and for fugitive dust, the prevailing weather conditions.

Construction emissions were modeled using CalEEMod, a land use and construction model used to calculate emissions generated from construction and operation of new development projects. Where Project specific information was not available, model default values provided by CalEEMod were used. Construction activities were estimated to take place over two years, consistent with ICO, beginning in 2016 and ending in 2018.

Estimated maximum air pollutant emission rates for construction activities in the SoCAB are shown in **Table 1, Estimated Construction Emissions for Future Development – South Coast Air Basin**. Emission rates for PM10 and PM2.5 include both vehicle exhaust and fugitive dust emissions. Values for PM10 and PM2.5 reflect the practice of watering the construction area as recommended by the SCAQMD.

Table 1
Estimated Construction Emissions for Future Development – South Coast Air Basin

	Maximum Emissions in Pounds per Day					
Construction Year	**VOC**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
2016	3.9	2.3	3.9	.004	0.5	0.4
2017	0.2	2.2	1.5	.003	0.3	0.2
2018	0.05	0.5	0.4	.005	0.03	0.03
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Source: Impact Sciences Inc., (2016) Emissions calculations are provided in ***Appendix D***
Totals in table may not appear to add exactly due to rounding in the computer model calculations.

As shown in **Table 1,** above, the proposed Project would not exceed any of the SCAQMD significance thresholds for air quality emissions during construction, impacts would be less than significant, and no mitigation is required.

16 The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten year time frame more accurately represents current and past trends.

Further, future individual projects would be required to implement dust control measures consistent with SCAQMD Rule 403 (Fugitive Dust) during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the dust generation source:

- Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Replace ground cover in disturbed areas as quickly as possible
- Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content.
- Water active grading sites at least twice daily during construction activities.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code/
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.
- Install wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the sites each trip.
- Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

Operational emissions would be generated by mobile sources, area sources, and stationary sources as a result of normal day-to-day activity in the Project Area. Mobile source emissions would be generated by motor vehicles traveling to, from, and within the Project Area. Area emissions would be generated by the combustion of natural gas in space and water heating devices, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (for building maintenance). As discussed above, a majority of the Project Area is developed with single-family units. Redevelopment of the developed individual project sites is not expected to increase operational emissions, as vehicles are already travelling to and from

the individual sites and activities that emit area source emissions (e.g., use of natural gas and landscaping equipment) already exist in the current condition.

Currently, 301 vacant lots exist in the Project Area; 293 are located in the Sherman Oaks ICO Area; three are located in the Brookside ICO Area; one is located in the Sycamore Square ICO Area; and four are located in the Wilshire Vista ICO Area.[17] While development of these vacant lots would result in an increase in operational emissions (i.e., an increase in vehicle trips), due a number of unknown variables including the size of each single-family unit as well the actual number of vacant sites that could be developed over the two year period, projecting the volume of operational emissions would be speculative at this time. Further, any new development that would occur would be more energy efficient than existing single-family residential units due to code requirements, thereby reducing potential emissions. In addition, it is likely that not all individual sites, specifically the 190 lots in designated "Hillside Areas" of the Sherman Oaks ICO Area, could be developed (e.g., due to the existing topography and geological site conditions). As a result, any increase in operational emissions would be minimal. Thus, impacts from operational activities would be less than significant and no further analysis is required.

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 threshold for ozone precursors)?

Less Than Significant Impact. A significant impact would occur if implementation of the proposed Project resulted in a cumulative net increase in any criteria pollutant above the SCAQMD significance threshold. The SCAQMD's approach for assessing cumulative air quality impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. The Project Area is in the SoCAB, and is designated under the CAAQS as nonattainment for O_3[18], PM10, PM2.5, and Pb. The SoCAB area is attainment for nitrogen oxides (NO_x) (a California standard only). Under the NAAQS, the SoCAB area is designated as nonattainment for ozone O_3[19], and PM2.5, but is within the attainment parameters for PM10.[20] Development that occurs pursuant to the proposed Project may increase existing levels of criteria pollutants and contribute to the nonattainment/attainment status for these criteria pollutants in the SoCAB. As mentioned above, short-term air pollutant emissions would only be temporary and fall below the SCAQMD thresholds.

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17 There are no vacant lots located in the Picfair Village ICO Area.

18 1-hour and 8-hour O_3.

19 1-hour and 8-hour O_3.

20 2016 NAAQS and CAAQS Attainment Status for SCAB, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2, accessed May 4, 2016.

The SCAQMD CEQA Guidelines state that SCAQMD emissions thresholds were developed such that emissions from an individual project that exceed the threshold would be cumulatively considerable. As emissions from future development would be below the threshold for all pollutants during both construction and operation, cumulative emissions would not be substantially increased. Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality. No impact would occur and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. An impact is significant if sensitive receptors (such as children and the elderly) are exposed to substantial pollutant concentrations such as toxic air contaminants (TACs) and CO concentrations. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The land uses located within the vicinity of the Project Area that are sensitive to air pollution include residential uses, schools, churches, and parks.

During construction, sensitive receptors could be exposed to a variety of airborne emissions including those from construction equipment. However, due to the limited scale and the short duration of future construction activities, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Development that occurs pursuant to the proposed Project would not include any sources of risk to sensitive receptors during operation. The surrounding land uses are primarily single-family residential and commercial, with no substantial sources of toxic air contaminants. Consequently, future development would not cause sensitive receptors to be exposed to substantial pollutant concentrations.

As a result, Project-related impacts to surrounding sensitive receptors would be less than significant. No further analysis is required.

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

Less Than Significant Impact. Potential sources that may emit odors during the construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to individual project sites. Development that occurs pursuant to the proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity would be required to comply with SCAQMD Rule 402.[21] A less than significant impact relative to

[21] SCAQMD Rule 402 states the following "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

an odor nuisance would occur during construction activities associated with future development.

According to the SCAQMD *California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[22] The proposed Project, by itself, would not authorize or propose any development. Further, development that occurs pursuant to the proposed Project would include single-family units and not any of the odor-producing uses listed above; odors associated with project operation would be limited to on-site waste generation and disposal. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, the implementations of the proposed Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required.

22 South Coast Air Quality Management District, CEQA Air Quality Handbook; http://www.aqmd.gov/ceqa/hdbk.html, December 11, 2015.

4. BIOLOGICAL RESOURCES

Would the project:

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

No Impact. In general the Project Area is largely urbanized and does not support any special status species. Portions of the Sherman Oaks ICO Area are located in the Santa Monica Mountains and are identified as a Biological Resource Area in the City's General Plan Biological Resource Element[23] with the potential exception of native trees protected by Ordinance No. 177,404 in the LAMC. The proposed Project does not propose or authorize any new development in these Biological Resource Areas. As such, the proposed Project would not directly affect any special status species and would not modify any special status species habitat.

Species expected to occur within the Project Area would be limited to terrestrial species (such as squirrel, opossum, gopher) and birds that are commonly found in, and tolerant of, urban environments. Therefore, the proposed Project would not 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 US Fish and Wildlife Service. No impacts would occur and no further analysis is required.

Any future development proposed on a lot supporting a protected tree would be required to adhere to the native protected tree ordinance requirements that are part of the City's Municipal Code. The code is specifically designed to reduce any potentially significant impacts to a less than significant level, thus, no further analysis is required.

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23 City of Los Angeles General Plan Draft EIR, Biological Resources Element, Figure BR-1A and BR1B, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf, accessed April 27, 2016.

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

No Impact. No riparian habitat or other sensitive natural community exists within the Project Area or in the surrounding area.[24,25] Further, the proposed Project, by itself, does not propose or authorize any development.

Thus, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. Therefore, no impacts would occur and no further analysis is required.

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?

No Impact. See response to **Section 4(b)**, above.

The proposed Project, by itself, does not propose or authorize any development. The proposed Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur and no further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located within the Project Area. However, a number of mature trees are scattered along the parkways and located on private property within the Project Area. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding

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24 City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed April 27, 2016.

25 US Fish and Wildlife Service National Wetlands Inventory, Wetlands Data Mapper, http://www.fws.gov/wetlands/Data/Mapper.html, accessed April 27, 2016.

grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Development that occurs pursuant to the proposed Project would occur on lots zoned for single-family development and would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required.

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

Less Than Significant Impact. The City's Protected Tree Ordinance No. 177,404 (Chapter IV, Article 6 of the Los Angeles Municipal Code), defines protected trees as:

> Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:
>
> *Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa),*
>
> *Southern California Black Walnut (Juglans californica* var. *californica),*
>
> *Western Sycamore (Platanus racemosa), and*
>
> *California Bay (Umbellularia californica).*

There are a number of trees located along parkways and on private property within the Project Area that meet the requirements of the City's Protected Tree Ordnance and thus are protected trees. The proposed Project by itself does not propose or authorize any development. Development of single-family units that occurs pursuant to the proposed Project would be required to comply with the City's Protected Tree Ordinance.

Compliance with the City's Protected Tree Ordinance would ensure that impacts to protected trees would be less than significant and no further analysis is required.

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?

No Impact. See response to **Section 4(b)**, above.

There are no SEAs within the vicinity of the Project Area.[26] Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan is applicable to the proposed Project. Therefore, implementation of the proposed Project would not conflict with the provisions of an adopted habitat conservation plan. No impacts would occur and no further analysis is required.

26 City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed April 27, 2016.

5. CULTURAL RESOURCES

Would the project:

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

No Impact. A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[27] Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Under the City's Cultural Heritage Ordinance local buildings and sites that are deemed historic can be designated as "Historic-Cultural Monuments," however requests to designate a single-family unit as a Historic-Cultural Monument must be initiated by the property owner(s). Currently, over 1,000 Historic-Cultural Monuments are located within the City. In addition, the City has adopted 31 Historic Preservation Overlay Zones (HPOZs) for various single-family neighborhoods citywide.[28] No HPOZs are located within the Project Area boundaries.

The Department of City Planning Office of Historic Resources (OHR) has created a historic resources inventory that consists of buildings, structures, objects, natural features, cultural landscapes, areas, and districts from approximately 1850 to 1980 that are located in the City. The historic resources inventory includes properties and places that are eligible for recognition by the National Register, California Register, and/or City, as well as properties and places that are officially recognized as historic resources at the federal, state, and/or local level. OHR has compiled this information and made it available to the public on the SurveyLA and the HistoricPlacesLA websites.[29]

To determine the number of historic resources and Historic Cultural Monuments located in the Project Area the City's Geographic Information Systems, Graphics, and Demographics Division queried the City's historic resources and Historic Cultural Monument data. The query revealed that one historic resource is located in the Wilshire

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27 California Public Resources Code Section 21084.1

28 Department of City Planning Office of Historic Preservation, http://preservation.lacity.org/, accessed April 28, 2016.

29 SurveyLA website; http://preservation.lacity.org/survey HistoricPlacesLA website: http://preservation.lacity.org/survey/historic-places-la

Vista ICO Area; and two Historic Cultural Monuments are located in the Project Area; one in the Brookside ICO Area and one in the Sherman Oaks ICO Area. The historic resource is eligible for listing in the National Register and is listed in the California Register. The two Historic Cultural Monuments are recognized under the City's Cultural Heritage Ordinance as Historic Cultural Monuments. The lots surrounding the three properties are developed with single-family units.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. In addition, future "projects" would be subject to all federal, state, and local regulations regarding the protection and preservation of historic resources. Impacts to historic resources and the City's Historic Cultural Monuments would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources.

The proposed Project is an ICO applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would occur on lots zoned for single-family development, a majority of which have been previously developed.[30] Further, the amount of grading (if any) required for the permitted type of development (under the proposed Project) would be minimal as many of the projects expected would be additions.

Development associated with the proposed Project would continue to be subject to the numerous laws and regulations, cited below that require state, and local agencies to consider the effects of a proposed Project on potentially buried cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining compliance measures where potentially significant impacts may occur, such that in the event that archaeological resources are uncovered on the project site during grading or other construction activities, project applicants must notify the City of Los Angeles Planning Department immediately and work must stop within a 100-foot radius until a qualified archeologist to be approved by the City, has evaluated the find. Construction activity may continue unimpeded on other portions of a project site. If the find is determined by the qualified archeologist to be a unique archeological

30 According to the Los Angeles County Office of the Assessor there are 301 vacant lots in the Project Area.

resource, as defined by Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue. Project applicants shall bear the cost of implementing this mitigation measure.

Thus, compliance with regulatory measures would ensure that impacts to archaeological resources would be less than significant. No further analysis is required.

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

Less Than Significant Impact. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

The proposed Project is comprised of all lots located in the Project Area zoned R1, RA, RE, or RS. The vast majority of these lots are developed and, as a result, any earthwork that would occur would be expected to be minimal. In designated "Hillside Areas," it is possible that development involving earth movement could occur. All development would be subject to the numerous laws and regulations, cited below that require state, and local agencies to consider the effects of a proposed Project on potentially buried paleontological resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining appropriate actions where potentially significant impacts may occur. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Planning Department 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 a 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.

Compliance with regulatory measures would ensure that impacts to paleontological resources would be less than significant. No further analysis is required.

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

Less Than Significant Impact. The Project Area consists of the developed and vacant lots zoned R1, RA, RE, and RS within the ICO Areas. There are no known cemeteries near any portions of the Project Area.

In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California

Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, it requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis is required.

6. GEOLOGY AND SOILS

Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. These zones, which extend from 200 to 500 feet on each side of known active faults, identify areas where potential surface ruptures along active faults could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. There are no Alquist-Priolo Fault Zones located in the Project Area.[31] As the Project Area is not located within a designated Alquist-Priolo Fault Zone, no ground rupture is expected to occur. Therefore, there would be no impacts related to ground rupture. No further analysis is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Area is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes on the Santa Monica, Newport-Inglewood, Hollywood, Malibu Coast, or Anacapa-Dume Faults.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. All development would be required to comply with all relevant California Building Code (CBC)[32] and the City of Los Angeles Uniform Building Code (UBC) seismic standards, and if necessary the preparation of a site-specific geotechnical investigation that would evaluate the potential for seismic risk and identify appropriate mitigation measures. In addition, development that occurs on lots in designated "Hillside Areas," in the Sherman Oaks ICO Area, would be subject to the City's "Hillside"

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31 City of Los Angeles General Plan, Safety Element, Exhibit A Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

32 The CBC is published every three years, with supplements published in intervening years. The building regulations and standards have the same force of law, and take effect 180 days after the publication unless otherwise noted. The California Building Standards Commission's mission is to produce sensible and usable state building standards.

Development regulations, including specific requirements regarding setback requirements, maximum Residential Floor Area (RFA), verification of existing RFA, height limits, lot coverage, grading, off-street parking requirements, fire protection, street access, sewer connections, and all exceptions included in LAMC Section 12.21.C(10). Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less.

Portions of the Project Area are susceptible to liquefaction,[33] (including portions of Sherman Oaks ICO Area, Brookside ICO Area, and Picfair Village ICO Area), and thus may be susceptible to seismic-related ground failure such as lateral spreading, subsidence, or settlement. The proposed Project by itself does not propose or authorize any development. Development that occurs pursuant to the proposed Project would be required to comply with current seismic design provision of the CBC and City's Building Code, which incorporates relevant provisions related to protection against liquefaction. Compliance with regulatory measures would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required.

iv) Landslides?

Less Than Significant Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. Four of the five ICO Areas, as well as the surrounding areas are generally flat with gradual changes in elevation. However, portions of the Sherman Oaks ICO Area are located in a section of the City dominated by rolling hills and major slopes.

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33 City of Los Angeles General Plan, Safety Element, Exhibit B Areas Susceptible to Liquefaction in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

A number of the single-family zoned lots located in the Sherman Oaks ICO Area are susceptible to bedrock landslides and small shallow surface landslides.[34] Development would be required to comply with the all applicable regulations and design standards of the LAMC and the City's "Hillside" Development regulations, which sets specific building requirements beyond the CBC that relate directly to development of lots in designated "Hillside Areas." In addition, if deemed necessary by Department of Building and Safety, project applicants would be required to prepare a site-specific geotechnical investigation that would evaluate the potential for landslide risk and identify appropriate mitigation measures. Compliance with these regulatory measures would ensure that the proposed Project would not create substantial geologic risk due to landslides. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the Project Area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The Project Area is comprised of vacant and developed lots zoned R1, RA, RE, and RS in the Brookside ICO Area, the Sherman Oaks ICO Area, the Sycamore Square ICO Area, the Picfair Village ICO Area, and the Wilshire Vista ICO Area. The proposed Project, by itself, does not propose or authorize any development. However, as described in **Section II Project Description**, development is expected to occur over the maximum two year lifetime of the ICO in two ways: 1) new development of single family homes on existing vacant lots and 2) additions to existing structures. Development of single-family units located on lots in designated "Hillside Areas" would be subject to all applicable Best Management Practices (BMPs) relating to erosion and stormwater runoff and included in the City's Low Impact Development (LID) Ordinance (LAMC Ordinance No. 181899).[35] LID is a stormwater management strategy that seeks to mitigate the impacts of runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and BMPs that are designed to address runoff and pollution at the source. Thus, the proposed Project would not result in substantial erosion or loss of topsoil. Impacts would be less than significant and no further analysis is required.

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34 City of Los Angeles General Plan, Safety Element, Exhibit C Landslide Inventory & Hillside Areas in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

35 The City's LID Ordinance became effective in May 2012. The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Refer to **Section 6 a (iii)** and **(iv)**.

As previously discussed, portions of the Project Area are susceptible to small shallow surface landslides (and located in probable bedrock landslide zones) and liquefaction.

Also as described above, development that occurs pursuant to the proposed Project would be designed and constructed in conformance with the CBC, as well as Los Angeles UBC requirements and other laws designed to protect site occupants from risks related to unstable soil. Compliance with existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction or collapse would reduce potential impacts to less than significant levels. No further analysis is required.

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

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content and poor drainage. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape found on these soils.

The proposed Project does not propose or authorize development. The proposed Project would establish temporary zoning standards pertinent to the demolition and construction of single-family units located in the Project Area, including a maximum base Residential Floor Area, permitted bonuses and additions, as well as exemptions. Development would be designed and constructed in conformance with the Los Angles UBC, and would be subject to the requirements of the CBC. Compliance with existing laws, as required by the Department of Building and Safety (including the City's "Hillside" Development regulations (refer to **Appendix A**) would reduce potential impacts to less than significant levels. No further analysis is required.

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

No Impact. The Project Area is currently served by the City of Los Angeles wastewater (sewer) system (refer to **Section 17 (a-b), Utilities and Service Systems**). It is expected that existing development connects to the sewer system and all new development would connect to existing sewers mainlines and service lines, which are located in the surrounding roadways. Thus, future development would not require the use of septic systems. Therefore, no impact would occur and no further analysis is required.

7. GREENHOUSE 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?

Less Than Significant Impact.

GHGs trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO_2, denoted as CO_2e.

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO_2 is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

The Office of Planning and Research's (OPR) recommended amendments to the CEQA Guidelines for GHGs were adopted by the California Natural Resources Agency on December 30, 2009. Analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. However, such analysis must be consistent with existing CEQA principles and, therefore, the amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Modifications address those issues where analysis of GHG emissions may differ in some respects from more traditional CEQA analysis. Other modifications clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

The following two questions relating to the effects of GHGs were added to the CEQA Guidelines, Appendix G.

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[36]

Although GHG emissions can be quantified, CARB, SCAQMD and the City of Los Angeles, have yet to adopt project-level numerical significance thresholds for GHG emissions that would be applicable to the Project. [37]

As indicated above, the CEQA Guidelines were amended in response to Senate Bill 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of

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36 See generally Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009).

37 The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2, accessed March 2, 2015.

the project. [38]To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency[39]. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." [40]Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions. [41]

Executive Orders S-3-05 and B-30-15, SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, in the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions: Executive Orders S-3-05 and B-30-15; Senate Bill (SB 375); SCAG's Sustainable Communities Strategy; and the City of Los Angeles Green Building Ordinance (i.e., threshold 7(b) above)

The proposed Project is an ICO that applies specific requirements related to form and process to single family-zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

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38 14 CCR § 15064(h)(3).

39 14 CCR § 15064(h)(3).

40 14 CCR § 15064(h)(3).

41 See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO2e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

Nonetheless, it is expected that development will occur in the single family zones over the lifetime of the ICOs. Such development would result in the generation of GHG emissions. During construction, future development would directly contribute to climate change through its contribution of the GHGs from the exhaust of construction equipment and construction workers' vehicles. The manufacture of construction materials used by future development would indirectly contribute to climate change (upstream emission source). Upstream emissions are emissions that are generated during the manufacture of products used for construction (e.g., cement, steel, and transport of materials to the region). The upstream GHG emissions for the proposed Project, which may also include perfluorocarbons and sulfur hexafluoride, are not estimated in this impact analysis because they are not within the control of the City and the lack of data precludes their quantification without speculation.

The primary GHG emissions during construction are CO_2, CH_4, and N_2O. These emissions are the result of fuel combustion by construction equipment and motor vehicles. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of future development. The CalEEMod software was used to estimate the construction-related CO_2 emissions using the same assumptions described in **Section 3, Air Quality**, for the construction portion of the air quality analysis. Because detailed information regarding construction phasing and scheduling was not available for future projects, the total square footage of new construction, demolition, additions, and rehab from 2005 to 2015 for each neighborhood was used as a proxy to determine the amount of future development that could occur in the Project Area.[42]

Site preparation, building construction, asphalt paving, and architectural coating activities were assumed to occur over a two year period. In reality, construction activity would occur in spurts as individual projects are designed in detail, approved, and constructed. However, while the year-to-year construction-related GHG emissions would vary, the total construction-related GHG emissions should generally and reasonably reflect the full extent of development.

Table 2, Estimated GHG Construction Emissions for Projected Future Development Pursuant to the Proposed Project, shows a summary of total estimated GHG emissions from future construction activities associated with the proposed Project. The construction emissions of GHGs were estimated using the CalEEMod model. As shown in **Table 2**, the estimated construction related GHG emissions are 700.2 $MTCO_2e$.

42 The square footages are based on building permit data provided by the Los Angeles Department of Building and Safety. Due to the recent boom and bust cycle in development (i.e., housing bubble from 2005-2008, housing bust from 2008 to 2013) and the recent uptick in housing, a ten year time frame more accurately represents the current and past trends.

Once operational, the Project would result in GHG emissions, primarily as a result of fuel combustion from building heating systems and motor vehicles. Direct emissions of CO2 emitted from operation of the Project include area source emissions and mobile source emissions. As discussed above, a number of variables including the size of each single-family unit, the location (e.g., located on a vacant lot in a designated "Hillside Area" compared to a level vacant lot), and the timing of future individual projects are not know at this time. Thus, it would be speculative to estimate any increase in operational emissions derived from future development that occurs pursuant to the proposed Project. It is unlikely that all 301 vacant lots would be developed during the ICO timeframe (which would remain in effect for two years); however, it is not possible to reasonably estimate how many of those lots may be developed. In part, some of the vacant lots (190) are located on lots in designated "Hillside Areas," where factors such as engineering practices limit the feasibility of building on them. A review of each of the 301 vacant lots would be necessary to determine if such lots are "buildable." As such, any number chosen (i.e., 10 percent or 90 percent) to represent the number of lots that will be developed would be arbitrary. Some of the lots are located in urbanized areas which may result in fewer emissions compared to lots in designated "Hillside Areas" (based on a reduced need for vehicle trips). Further, assuming all of the lots are developed to present a "worst-case" would not accurately describe the project.

In addition, new homes would be constructed to the latest standards (i.e., Title 24, Los Angeles Green Building Ordinance) and would be energy efficient resulting in less energy use compared to existing homes. Likewise, additions to homes that may add square footage would be expected to upgrade HVAC systems to be more efficient. Some of the new construction could occur in areas with transit which would reduce trips. As the ICOs would ensure the additions and new construction would not be substantially larger than the existing homes, any increase in energy use for heating/cooling would be minimal.

Therefore, based on the number of vacant lots (301) and the maximum length of the proposed Project (two-years), it is assumed that there would be some operational increase in GHG emissions due to new development, but that any increase in GHG emissions associated with operation of the project would be minimal. Further, the quantification of GHG emissions is provided for informational purposes only.

Table 2
Estimated Construction GHG Emissions

Year	Project Emissions (Metric Tons CO_2e/year)
2016	521.3
2017	195.5
2018	46.9
Total GHG Emissions	**763.7**
Amortized GHG Emissions[1]	**25.5**

Source: Impact Sciences, Inc., (2016). Emissions calculations are provided in ***Appendix D***
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
[1] *Amortized GHG emissions are calculated by dividing the total construction GHG emissions over a recommended project lifetime of 30 years.*

Greenhouse gas emissions are addressed at the federal, state, and local level through a number of plans, policies, and regulations.

At the federal level, in 2007, the US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency* (127 S. Ct. 1436) that greenhouses gases are pollutants under the federal Clean Air Act, and therefore, the US Environmental Protection Agency has the responsibility to regulate greenhouse gases.

In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 (Health and Safety Code Section 38500 et. seq) mandated a reduction in the state's GHG levels. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The SCAQMD adopted the GHG significance thresholds specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32. In addition, Senate Bill 375 (SB375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans and sustainable communities strategy that reduce vehicle miles travelled. In accordance with SB375, SCAG prepared and adopted the 2016 RTP/SCS with the primary goal of enhancing sustainability by increasing mobility through various public transit options, increasing the number and variety of housing options to meet the demands of the growing population, creating more compact communities while decreasing urban sprawl, and ensuring people are able to live closer to work, school, and recreation uses. Additionally, the 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. Development that occurs pursuant to the proposed Project would be consistent with the following land use policies included in the 2016 RTP/SCS:[43]

43 SCAG 2016 RTP/SCS, p. 75.

- Develop "Complete Communities"
- Continue to protect stable, existing single-family areas
- Incorporate local input and feedback on future growth

Pursuant to the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the City adopted a Climate Action Plan (CAP) in 2007 with the goal of reducing the City's GHG emissions to 35 percent below the 1990 levels by the year 2030. The CAP details steps for City departments and agencies to reduce GHG emissions and create a more sustainable environment.[44] The proposed Project would not prohibit the implementation of City policies and objectives included in the City's CAP.

As of January 3, 2014, the City of Los Angeles implemented Ordinance No. 182,849 as the most recent update to the Los Angeles Green Building Code. The Los Angeles Green Building Code is based on the 2013 California Green Building Standards Code and commonly known as *CAL*Green, that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)

Specific measures to be incorporated into future development to the extent feasible could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a "cool roof" that reflects the sun's heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;
- Use of locally (within 500 miles) manufactured construction materials, where possible;

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44 City of Los Angeles 2007 Climate Action Plan, http://environmentla.org/pdf/greenla_cap_2007.pdf, accessed May 4, 2016.

- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Enhanced refrigerant management;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15 percent of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping; and
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to stormdrain systems.
- Provision of electric vehicle charging stations in the parking structure; 5% of total spaces will be designated for low emitting, fuel efficient and carpool/van pool vehicles.

Development (E.g., additions and new construction) that occurs pursuant to the proposed Project would be subject to the measures included in the Los Angeles Green Building Code. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that development that occurs pursuant to the proposed Project's GHG emissions would actually cause a measurable increase in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions associated with future development that occurs over the maximum two-year period would not likely cause a direct physical change in the environment. Consistency with GHG reduction strategies is an important priority, and reasonable reduction efforts should be taken. As shown in **Table 3, Consistency with Applicable Greenhouse Gas Reduction Strategies,** future development that would be permitted during the two year period would be consistent with GHG reduction measures from other applicable plans.

Table 3
Consistency with Applicable Greenhouse Gas Reduction Strategies

Source	Category/Description	Consistency Analysis
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from 2012 through 2016. Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020	**Consistent.** The proposed Project would not conflict with implementation of the vehicle emissions standards.
Executive Order S-3-05	Establishes the following GHG emission reduction targets: • By 2010 reduce GHG emissions to 2000 levels • By 2020 reduce GHG emissions to 1990 levels • By 2050 reduce GHG emissions to 80 percent below 1990 levels	**Consistent.** The proposed Project would not prohibit the state from reaching these targets.
SB 1368	Establishes an emissions performance standard for power plants within the State of California.	**Consistent.** The proposed Project would not conflict with implementation of the emissions standards for power plants.
SB 375	Supports the state's climate actions goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under SB375 the California Air Resources Board set regional targets for GHG emissions reductions from passenger vehicle use.	**Consistent.** The proposed Project would not conflict with the implementation of passenger vehicle emission reduction measures.
Executive Order B-30-15	Establishes a state GHG reduction target of 40 percent below 1990 levels by 2030.	**Consistent.** The proposed Project would not prohibit the state from reaching the 2030 GHG reduction target.
Low Carbon Fuel Standard	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	**Consistent.** The proposed Project would not conflict with implementation of the transportation fuel standards.
California Green Building Code Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	**Consistent.** The Project would comply with the Title 24 Building Standards Code as required by the City's Green Building Code (Ordinance No. 181,480).
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	**Consistent.** The proposed Project would not conflict with implementation of designated public parking spaces for carpool or alternative fuel vehicles.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	**Consistent.** The proposed Project would not conflict with installation of short-term and long-term bicycle parking when required by the City.
	Stormwater Pollution Prevention Plan (SWPPP) required.	**Consistent.** Development that occurs pursuant to the proposed Project would not disturb one acre of land (SWPPP requirement). The proposed Project would comply with the Los Angeles Green Building Code (LAGBC) that requires future development that disturb less than one

Source	Category/Description	Consistency Analysis
		acre of land and is not part of a larger common plan of development which in total disturbs one acre or more, to manage storm water drainage during construction by implementing one or more of the following measures (LAGBC, Article 9, Division 4, 99.04.106.2): • Retention basins of sufficient size shall be utilized to retain storm water on the site; • Where stormwater is conveyed to a public drainage system, collection point, gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle or other method approved by the City Compliance with the City's stormwater management ordinance.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	**Consistent.** Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	**Consistent.** Development that occurs pursuant to the proposed Project would meet this requirement as part of its compliance with the LAGBC requirements (Article 9, Division 4, 99.04.304.1.1)
	Requires a minimum of 50% recycle or reuse of non-hazardous construction and demolition debris.	**Consistent.** Development that occurs pursuant to the proposed Project would exceed this requirement and recycle or reuse 65 percent of non-hazardous construction and demolition debris.
Climate Action Team	Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	**Consistent.** Development that occurs pursuant to the proposed Project would exceed this requirement as part of its compliance with the City's requirements.
	Plant five million trees in urban areas by 2020 to effect climate change emission reductions.	**Consistent.** The proposed Project would not conflict with the planting of trees in public spaces.
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	**Consistent.** Development that occurs pursuant to the proposed Project would be required to comply with LAGBC Article 9, Division 4, 99.04.303.1, which requires a reduction of the overall water use of potable water within a single-family unit by at least 20%.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new	**Consistent.** The proposed Project would comply with the Title 24 Building Standards Code.

Source	Category/Description	Consistency Analysis
	standards are currently in development.	
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	**Consistent.** The proposed Project would permit development of single-family units on vacant lots zoned R1, RA, RE, and RS and located in the Project Area. Development that occurs pursuant to the proposed Project would not conflict with strategies that integrate transportation and land-use decisions.
	Reduce energy use in private buildings.	**Consistent.** Development that occurs pursuant to the proposed Project would comply with the Title 24 Building Standards Code.

Source: Impact Sciences, 2016.

Thus, the proposed Project would comply with all applicable plans, policies, and programs adopted for the purpose of reducing GHG emissions. The net increase in GHG emissions, direct and indirect, would be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. A significant impact would occur if the proposed Project would create a significant hazard though the routine transfer, use, or disposal of hazardous materials. The proposed ICO would not specifically result in the transport, use, and disposal of construction-related hazardous materials, as no specific development is proposed. Any development under the proposed Project would occur in conformance with all applicable local, state, and federal regulations governing such activities. For example, all future development would be required to implement standard BMPs set forth by the Regional Water Quality Control Board (RWQCB) which would ensure that wastes generated during the construction process are disposed of properly. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction and impacts would be less than significant.

Operation of future development (e.g., single-family units) would require the use of common hazardous materials for cleaning purposes, landscaping, and routine maintenance. Examples of such materials could include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported, stored, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Compliance with existing local, state, and federal regulations would ensure the transport, storage, and disposal of these materials would not pose a significant hazard to the public or the environment. Impacts related to this issue would be less than significant. No further analysis is required.

b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Refer to **Section 8 (a)**, above.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

A majority of the existing single-family units located in the Project Area were built prior to 1978 and may contain lead-based paint (LBP) and/or asbestos containing materials (ACMs). If not properly abated, the demolition of these structures could accidently release hazardous materials, and as such, could create a public health risk. Development

(e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and renovation activities. California Code of Regulations (CCR) Title 8, Section 1532 et seq. requires that all LBPs be abated and removed by a licensed lead contractor. Further, as stated above, development that occurs within the Project Area would be required to comply with existing local, state, and federal regulations to mitigate potential hazardous conditions on individual project sites. Thus, future development activities would not 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. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. The Project Area consists of R1, RA, RE, and RS zoned properties in the ICO Area

A number of schools (public and private) are located within and adjacent to the Project Area and may be located next to properties zoned for single family use that undergo development. As discussed in **Section 8(a)** above, development that occurs pursuant to the proposed Project would involve the use of those hazardous materials that are typically necessary for construction of single-family units (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction activities would involve routine transport, use, and disposal of these types of hazardous materials. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. As the proposed Project only applies to single family zoned parcels, development would not result in land uses (e.g., dry cleaners, gas stations, automobile repair stations) that emit hazardous emissions. Materials that would be used for facility upkeep would include cleaning solvents, fertilizers, pesticides, and herbicides for landscaping, and painting supplies. If used inappropriately, these materials could be considered hazardous.

All potentially hazardous materials transported, stored, or used on individual project sites for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Future development would be required to comply with all federal, state and local standards and regulations. Therefore, the proposed Project is not expected to adversely affect the existing schools in and around the Project Area. Impacts would be less than significant and no further analysis is required.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.[45]

A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. A review of the Envirostor website showed that there are no environmental cleanup sites[46] and/or permitted facilities[47] in the Project Area.[48] According to the SWRCB's GeoTracker website several Leaking Underground Storage Tanks (LUSTs), Permitted Underground Storage Tanks, and Cleanup Program Sites are located throughout the Project Area, a majority of which are located along commercial corridors, not in areas zoned for single-family development. In addition, it should be noted that several Permitted Underground Storage Tanks are located beneath gas stations and public facilities (e.g., fire stations), as well as one LUST Cleanup site (that has been closed and remedied) which is located beneath a school, in the Sherman Oaks ICO Project Area (within the single-family zone).[49] Thus, none of the lots zoned for single-family use are located on a list of hazardous material sites. Therefore, it is considered unlikely that any impact would occur related to causing a significant risk to the public. While, the proposed Project does not include any specific development projects, development that would occur as part of the proposed Project would be limited to single family zones. Further, any new development would be required to comply with existing regulations related to hazardous materials.

Accordingly, compliance with state and local laws and regulations would ensure impacts would be less than significant. No further analysis is required.

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?

No Impact. The Project Area is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport to the Brookside, Sycamore Square, Picfair Village, and Wilshire Vista ICO Areas is the Los

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45 These lists include, but are not limited to, the 'EnviroStor' (http://www.envirostor.dtsc.ca.gov/public/) and 'GeoTracker' (http://geotracker.waterboards.ca.gov/) lists maintained by the DTSC and the SWRCB, respectively.

46 Environmental cleanup sites can include: Superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, etc. A full list of the types of cleanup sites is included on the website.

47 Permitted sites are categorized as operating, post-closure, or non-operating.

48 DTSC Envirostor website, http://www.envirostor.dtsc.ca.gov/public/,.

49 SWRCB GeoTracker website, http://geotracker.waterboards.ca.gov/,

Angeles International Airport (LAX), located approximately 10.7 miles south of this portion of the Project Area. The Van Nuys Airport, a private airport is located approximately 3.3 miles north of the Sherman Oaks ICO Area. Therefore, no impact would result in a safety hazard for people residing or working within an airport land use plan would occur. No further analysis is required.

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?

No Impact. See response to **Section 8(e)**, above. No further analysis is required.

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

Less Than Significant Impact. Emergency services in the City are provided by the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD). Emergency incidents of a larger natural or manmade disaster require coordinated efforts between the LAFD, LAPD and the City's Emergency Operation Center (EOS). The EOC is the focal point for coordination of the City's emergency planning, training, response and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple City departments.

The Project Area is largely urbanized and includes City designated disaster routes.[50] Implementation of the proposed Project would not require or result in modifications to any of the roadways that would impact emergency traffic. The proposed Project does not propose or authorize development and would not make changes to existing policies, programs, or regulations that address emergency response. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). "Projects" (as defined above) that occur pursuant to the proposed Project would be reviewed by the LAFD and LAPD to ensure new development conforms to all applicable regulations (including those applicable to construction related traffic) that address emergency response and access, including the LAFD Fire Code requirements.

Therefore, the proposed Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant and no further analysis is required.

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50 City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

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?

Less Than Significant Impact. The hillside portion of the Sherman Oaks ICO Area is located in a City designated Wildfire Hazard Areas, specifically the Mountain Fire District and Fire Buffer Zone[51] The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development and would not make changes to existing policies, programs, or regulations that address wildfire risk.

Prior to the issuance of any building permits for a "project," development (e.g., demolition, addition to, new construction) of single-family units that occur pursuant to the proposed Project would be reviewed by the LAFD to ensure new development (specifically located in a City-designated Wildfire Hazard Area) is designed and constructed in conformance with all applicable LAFD Fire Code policies applicable to wildfire protection. This would include project features such the installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, potential impacts from wildland fires would be less than significant. No further analysis is required.

51 City of Los Angeles General Plan, Safety Element, Exhibit D Selected Wildfire Hazard Areas in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

9. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Urban stormwater runoff from municipal storm drain systems has been identified by local regional and national agencies as one of the principal causes of water quality impacts in urban areas. Urban stormwater runoff contains a host of pollutants such as debris, bacteria, sediments, nutrients, and toxic chemicals. A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB).

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

As none of the single-family lots within the Project Area are one-acre or more, individual project applicants are not required to obtain a National Pollution Discharge Elimination System (NPDES) permit.[52] However, development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would be required to comply with the City of Los LID Ordinance (No. 181,899)[53] and the Department of Public Works Bureau of Sanitation Watershed Protection Division's Water Quality Compliance Master Plan for Urban Runoff (Master Plan).[54]

The LID Ordinance applies to all development and redevelopment greater than 500 feet in the City of Los Angeles that requires a building permit. The LID Ordinance requires projects to capture and treat the first ¾-inch of rainfall in accordance with established stormwater treatment priorities. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that future development would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. The Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. In

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52 City of Los Angles Stormwater Program, Regulatory Mandates, http://www.lastormwater.org/about-us/regulatory-mandates/, accessed May 4, 2016.

53 The LID Ordinance was adopted in September 2011.

54 The Master Plan was adopted in April 2009.

addition, the Master Plan summarizes regulatory requirements for water quality, describes BMPs required by the City for stormwater quality management, and discusses related plans for water quality that are implemented within the Los Angeles region.

Development that occurs pursuant to the proposed Project and within the Project Area would not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the proposed Project would result in a less than significant impact to water quality and waste discharge and no further analysis is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. A significant impact would occur if the proposed Project substantially depleted groundwater or interfered with groundwater recharge.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources, including water supplied by the Metropolitan Water District (MWD) (53 percent; Bay Delta 45 percent, Colorado River 8 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local groundwater (12 percent), and recycled water (1 percent).[55] Based on the City's most current Urban Water Management Plan (UWMP)[56], in 2011-2014 the LADWP has an average a water demand of 566,990 acre-feet[57] per year. Over the last five years, groundwater, largely from the San Fernando Basin (SFB) has provided approximately 12 percent of the total water supply for Los Angeles. Groundwater levels in the City are maintained through an active process via spreading grounds and recharge basins found primarily in the San Fernando Valley.

The majority of lots within the Project Area are developed with single family residences and would not be expected to substantially change surface area on the lot, in part due to the proposed ICO which includes restrictions on height, massing, etc. In addition, compliance with LID requirements describe above would ensure development of vacant lots would not significantly interfere with groundwater recharge. Further, development (e.g., demolition, addition to, and new construction) of single-family units that would occur pursuant to the proposed Project would not excavate soils to a depth that would

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55 Los Angeles Department of Water and Power - Water: Facts and Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=18i8d8hpzl_21&_afrLoop=430938015435485 , access May 4, 2016.

56 An UWMP is prepared and adopted by LADWP every five years to forecast the future water demands and water supplies under average and dry year conditions. LADWP is currently in the process of preparing the 2015 UWMP.

57 One acre foot equals 325,851 gallons of water.

impact the groundwater table. Groundwater recharge in the Project Area would continue to be negligible, similar to existing conditions.

Impacts related to groundwater supplies would be less than significant. No further analysis is required.

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?**

Less Than Significant Impact. A significant impact would occur if the proposed Project substantially altered the drainage pattern of the Project Area or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. In general the Project Area is largely urbanized (excluding the hillside portion of the Sherman Oaks ICO Area), with developed and built-out single-family residential neighborhoods and commercial corridors. There are no natural watercourses within the Project Area.

The majority of located in the Project Area and zoned R1, RA, RE, or RS are developed with an existing single family residence. Currently stormwater runoff flows to the local stormdrain system during a storm event.

As discussed in **Section 9(a)** above, development that occurs pursuant to the proposed Project would be required to comply with all federal, state, and local regulations regarding stormwater runoff, including the City's LID Ordinance (during operation), BMPs included in the Master Plan, and the City's "Hillside" Development regulations (refer to **Appendix A**). Compliance with these regulatory measures would reduce the amount of surface water runoff leaving the Project Area after a storm event. The LID Ordinance would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Therefore, development that occurs pursuant to the proposed Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is required.

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?**

Less Than Significant Impact. As discussed in **Section 9(c)** above, development that occurs pursuant to the proposed Project is not anticipated to substantially change the drainage pattern of the Project Area. Further, future development would be required to comply with the BMPs included in the LID Ordinance and Master Plan and would not substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site. Future development would be confined to lots zoned for single-family use and would not alter any watercourse. As such, impacts would be less than significant and no further analysis is required.

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?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Area were to increase to a level which exceeds the capacity of the storm drain system serving the individual project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Development that occurs pursuant to the proposed Project would consist only of new development of single family homes on existing vacant lots and additions to existing structures.

The majority of lots located in the Project Area and zoned R1, RA, RE, or RS are developed and largely paved. A majority of the development that occurs pursuant to the proposed Project would be confined to lots that are or were previously developed with single-family units. While construction of single-family units would be permitted on the vacant lots located in the Project Area, it is unlikely that the increase in stormwater volume would exceed the design capacity of the surrounding stormwater drainage system. Further, prior to the issuance of a building permit for a "project," (as defined above) the City's Sanitation Department would review the "project" to ensure the projected stormwater runoff would not exceed the stormwater drainage system. Impacts to the existing stormwater drainage system in the Project Area would be less than significant.

Three general sources of potential short-term construction-related stormwater pollution associated with future development are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, or BMPs, can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. Grading activities can greatly increase erosion processes. Two general

strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Second, the area should be secured to control off-site migration of pollutants. During construction, project applicants shall be required to implement all applicable and mandatory BMPs in accordance with the LID Ordinance and the Master Plan. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level.

Activities associated with operation of future development would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by parked cars could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced as future development must comply with water quality standards and wastewater discharge BMPs set forth by the City's LID Ordinance and Master Plan. Compliance with existing regulations would reduce the potential for the proposed Project to exceed the capacity existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff impacts to a less than significant level. No further analysis is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. See response to **Section 9(a)** above. No further analysis is required.

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?

Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk. The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The Project Area is comprised of five single family residential neighborhoods and is limited to those lots zoned R1, RA, RE, and RS. **Table 4, Project Area Flood Risk,** lists the flood zones for each of the five ICO Areas.

Table 4
Project Area Flood Risk

ICO Area	FEMA Flood Zone	Flood Zone Definitions
Brookside	Zone X and AH	• **Zone X:** Areas determined to be outside the 500-year floodplain and outside the 1% and 0.2% annual chance floodplain • **Zone AH:** An area inundated by 1% annual chance flooding, for which no base flood elevations have been determined. • **Zone D:** An area of undetermined but possible flood hazards.
Picfair Village	Zone X	
Sherman Oaks	Zones X and D	
Sycamore Square	Zone X	
Wilshire Vista	Zone X	

Source: Federal Emergency Management Agency 2016.

A majority of the Project Area is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[58] A small portion of the Brookside ICO Area (e.g., the intersection of Olympic Boulevard and Hudson Avenue) is located in an AH Zone, an area subject to a one percent annual chance of flooding. However, the existing lots zoned single-family are developed. A large portion of the Sherman Oaks ICO Area is zoned D, an area of undetermined but susceptible to possible flooding.

To minimize impacts to properties located in areas prone to flooding, mudflow, and coastal inundation, the City adopted the 1980 Flood Hazard Management Specific Plan and amended it in 1988 (Ordinance No. 163,913).[59] The amendment requires properties that are located in areas prone to flooding, mudflow, and/or coastal inundation to undergo additional permit review and implement mitigation measures (as necessary), including additional structure reinforcement, increase base elevation (compared to existing regulations), anchoring, and installation of protective barriers. Therefore, as future development that occurs pursuant to the proposed Project and is located in areas that is subject to flooding would be required to comply with the Flood Hazard Management Plan and Ordinance No. 163,913, impacts would be less than significant and no further analysis is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less Than Significant Impact. See response to **Section 9(g)**, above. Impacts would be less than significant and no further analysis is required.

58 As per FEMA Flood Insurance Rate Map No. 06037C1320F, 06037C1315F, and 06037C1615F effective as of 09/26/2008, accessed May 4, 2016. The map can be accessed by following the directions provided through this portal: https://msc.fema.gov/portal.

59 City of Los Angeles General Plan Safety Element, p. II-15, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed May 16, 2016.

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?

No Impact. A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

The Project Area is not located within a potential inundation area.[60] As such, there would be no impacts related to potential inundation from the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. The Project Area is not located within a coastal area, and no water bodies are on or adjacent to the Project Area that would impact future projects due to a seiche. Impacts would be less than significant.

A tsunami is a series of waves generated by large earthquakes that create vertical movement on the ocean floor. Tsunamis can reach more than 50 feet in height, move inland several hundred feet, and threaten life and property. Often, the first wave of a tsunami is not the largest. Tsunamis can occur on all coastal regions of the world, but are most common along margins of the Pacific Ocean. Tsunamis can travel from one side of the Pacific to the other in a day, at a velocity of 600 miles an hour in deep water. A locally generated tsunami may reach the shore within minutes. Due to its inland location, the Project Area is not susceptible to tsunamis.[61] Impacts would be less than significant in this regard.

In addition, as discussed in **Section 9(g)** above, single-family lots that are subject to mudflow and/or flooding would be required to comply with the City's Flood Hazard Management Specific Plan, including Ordinance No. 163,913. Thus, impacts are anticipated to be less than significant with regard to the inundation by seiche, tsunami, or mudflow. No further analysis of this issue is required.

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60 As per FEMA Flood Insurance Rate Map No. 06037C1320F, 0637C1315F, and 0637C1615F, effective as of 09/26/2008, accessed May 4, 2015. The map can be accessed by following the directions provided through this portal: https://msc.fema.gov/portal.

61 City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf., access May 5, 2016.

10. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed Project is limited to the single family zones within the Project Area. Any new development that may occur would be limited to single family development (new construction or additions). As shown in **Table II-6**, each of the five ICO Areas has experienced a net increase in square footage of development within the single family zones (i.e., total square footage of new development and/or additions to existing structures). The adoption of the ICO for the Project Area would create a set of regulations for the form that these additions could take within the single family zones in these neighborhoods. For example, the proposed ICOs would establish provisions for maximum Residential Floor Area for new constructions and additions as well as regulations for step-backs and articulation on second story additions. The major components of the proposed Project are further described in **Section II, Project Description.** Further, the ICO itself includes form and design guidelines that aim to ensure new development (and additions to existing development) are compatible with the surrounding community. As such, the proposed Project would have a beneficial effect on established communities. There would be no impact and no further analysis is required.

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?

No Impact. The Los Angeles City Council has adopted several ordinances that aim to provide more prescriptive development standards for properties located in single-family zones. In 2008 the City Council adopted the 2008 Baseline Mansionization Ordinance (BMO), followed by the 2011 Baseline Hillside Ordinance (BHO). The Department of City Planning is currently drafting an amendment to the regulations enacted by the 2008 and 2011 ordinances. The City Council has adopted an ICO covering 15 single-family residential neighborhoods. That ICO establishes temporary development standards to ensure that new single-family developments are compatible with the scale of the existing single-family neighborhoods in which they occur. The ICO is effective until March 2017.

Similar to the ICO previously adopted by the City, the proposed Project is a set of additional regulations that would be applicable to the Project Area. Recently, an influx of development, including the demolition/construction of, alteration of, and/or addition to single-family units has occurred throughout the Project Area.

The City of Los Angeles has adopted 35 Community Plans to guide the physical development of neighborhoods by establishing the goals and policies for land use. Each Community Plan provides the relevant neighborhoods with specific policies and implementation strategies necessary to achieve the General Plan objectives. The

Sherman Oaks ICO Area is located within the Sherman-Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area, while the four remaining ICO Areas are located in the Wilshire Community Plan Area. The goals, policies, objectives, and programs included in both Community Plan Areas were adopted to meet the existing and future needs of the Community Plan Areas through 2010; the City is currently working to ensure all Community Plans are updated in a timely manner.

The proposed Project would be consistent with the goals and objectives set forth in the two Community Plans for residential uses, including:

Wilshire Community Plan

- Preserving and enhancing the positive characteristics of exiting uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.

- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

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

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.

- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setback, and appearance.

In addition to the Community Plans the General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plans and citywide elements. The proposed Project would be consistent with the goals, objectives and policies included in the Framework Element and applicable to single-family uses. In addition, the proposed Project would implement the goals, objectives, and policies included in the Framework Element by applying specific requirements related to form and process to single-family-zoned properties in the Project Area. These goals, objectives and policies are listed below. **Chapter 3 Land Use: Single Family Residential**

- **Goal 3B:** Preservation of the City's stable single-family residential neighborhoods

- **Objective 3.5:** Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provide

that it is compatible with and maintains the scale and character of existing development.

- **3.5.2:** Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.

Thus, development (e.g., demolition, additions to new construction) of single-family units that occur pursuant to the proposed Project would not conflict with applicable land use policies, zoning standards, or local, state, or federal policies. No impacts would occur and no further analysis is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As previously stated in **Section 4, Biological Resources**, the Project Area is not located with the confines of a Habitat Conservation Plan, Natural Community Conservation Plan, or SEA. Therefore, the proposed Project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and no further analysis is required.

11. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Portions of the Mid-Wilshire area and Mid-City area are designated as oil drilling districts.[62] However, the Project Area is limited to those areas zoned for single-family use thus, there are no oil drilling sites in the Project Area. Further, according to the City's General Plan Conservation Element, the Project Area is not identified as a Mineral Resource Zone.[63]

The proposed Project applies requirements related to form and process applicable to the Project Area. The proposed Project, by itself, does not propose or authorize any development.

Development of single-family units that occurs pursuant to the proposed Project would be limited to lots zoned for single-family development, a majority of which have been previously developed.[64] Further, future development would not involve any new oil or mineral extraction activities. Therefore, implementation of the proposed Project would not result in the loss of availability of a mineral resource. No impact associated with mineral resources would occur and no further analysis is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See response to **Section 11(a)**, above. No further analysis is required.

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62 City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 2, 2016.

63 City of Los Angeles General Plan, Conservation Element, Exhibit A Mineral Resources, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed May 2, 2016.

64 According to the Los Angeles County Office of the Assessor there are 301 vacant lots in the Project Area.

12. NOISE

Would the project would result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The primary source of noise in the Project Area is vehicle traffic.

Citywide noise regulations are included in the Chapter XI, Noise Regulation (Ordinance No. 144.331) of the LAMC. Chapter XI, Section 11.03 sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RA, RE, and RS zones) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone. (Compliance with this standard is only required where "technically feasible").[65] Construction activities are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM through 8:00 AM on Saturday and any time on Sunday. As shown in **Table 5, City of Los Angeles Guidelines for Noise Compatible Land Use**, a CNEL value of 65 dB(A) is the upper limit of what is considered a "conditionally acceptable" noise environment for single-family residential uses.

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65 In accordance with the City of Los Angeles Noise Ordinance "technically feasible" means that mitigation (e.g., mufflers, shields, sound barriers, and/or other noise reduction devices or techniques) can be used to ensure compliance with the City's Noise Ordinance.

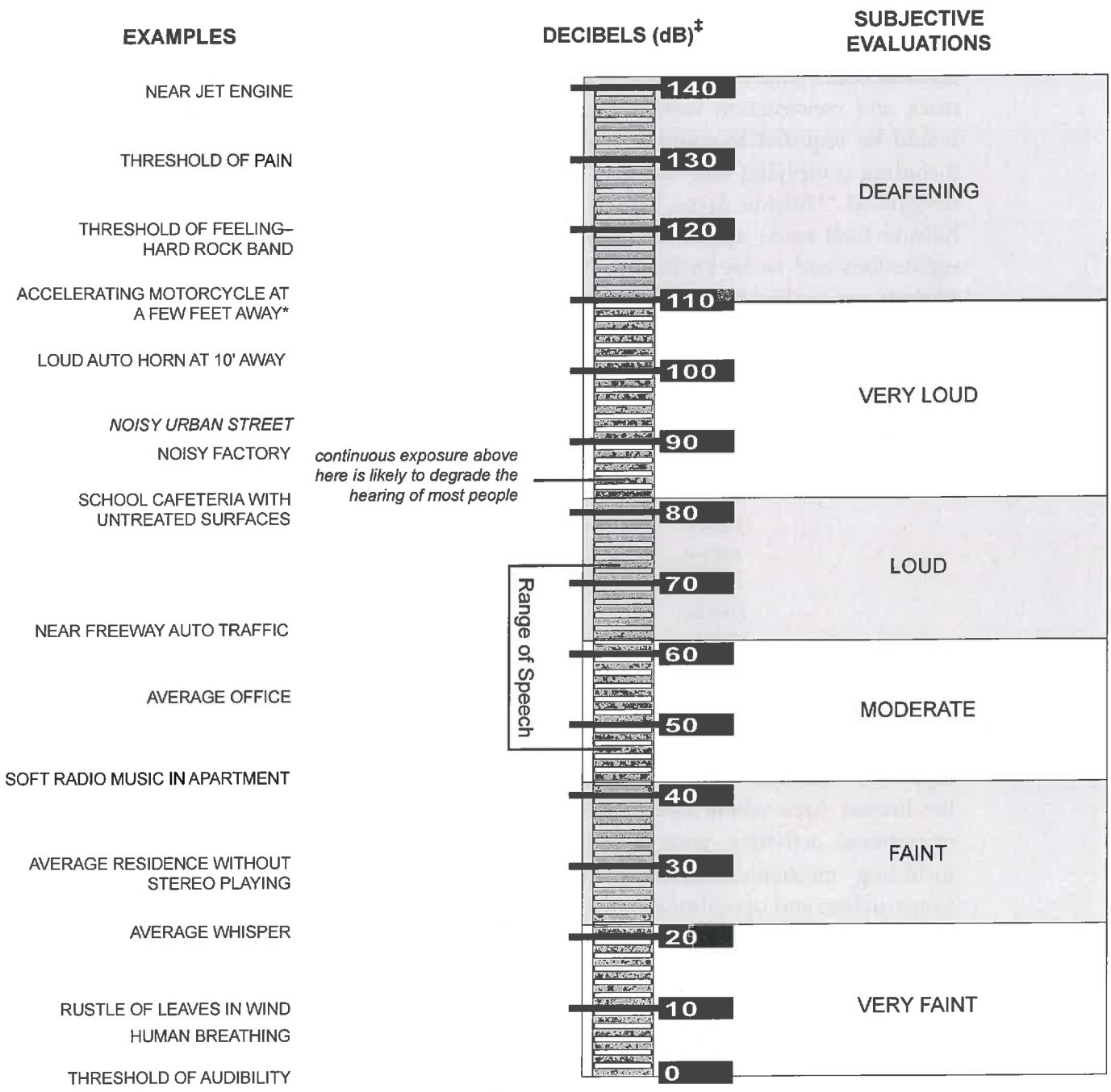
Table 5
City of Los Angeles Guidelines for Noise Compatible Land Use

Land Use Category	Day/Night Average Exterior Sound Level (CNEL db(A)						
	50	55	60	65	70	75	80
Residential Single-Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Source: City of Los Angeles General Plan, Noise Element Exhibit 1, http://planning.lacity.org/cwd/gnlpln/NoiseElt.pdf, accessed May 2, 2016
Notes:
A-Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation
C-Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N-Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.
U-Clearly unacceptable. New construction or development generally should not be undertaken.

The proposed Project is an ICO that applies specific form and process requirements to the single family zoned lots in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

Development that occurs pursuant to the proposed Project would generate noise primarily from off-road equipment with internal combustion engines, mechanical functions, power tools, and contact with ground surfaces. The US EPA has compiled data on the noise-generating characteristics of specific types of construction equipment (**Figure 7, Noise Levels of Typical Construction Equipment**). Noise levels can range from approximately 68 dB(A) to noise levels in excess of 99 dB(A) when measured at 50 feet. However, these noise levels diminish rapidly with distance at a rate of approximately 6.0 to 7.5 dB(A) per doubling of distance. For example, assuming an acoustically "hard" site, a noise level of 68 dB(A) measured at 50 feet from the noise source to the receptor would reduce to 62 dB(A) at 100 feet from the source, and further reduce by another 6.0 dB(A) to 56 dB(A) at 200 feet from the source. As shown in **Table 6, Noise Level Attenuation Over Distance,** a noise level of 99 dB(A) measured at 50 feet would be reduced to approximately 74.5 dB(A) at 1,000 feet for a hard site.



** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

‡NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE 7

Noise Levels of Typical Construction Equipment

IMPACT SCIENCES

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In addition to on-site construction noise, haul truck trips, (particularly within hillside areas), and construction worker trips would create traffic-related noise during construction. While the number of individual project sites, including the number of haul truck and construction worker trips is not known at this time, haul truck operators would be required to comply with the City's DBS Haul Route Monitoring Program, including complying with the City's Good Neighbor Construction Practices. For lots in designated "Hillside Areas," project applicants would be required to comply with the hillside haul route application and process. Compliance with the City's Haul Route regulations and Noise Ordinance No. 144,331 would ensure construction related noise impacts remain less than significant.

Table 6
Noise Level Attenuation Over Distance

Distance to Sensitive Receptor	Noise Level dB(A)
50 feet	99
100 feet	93
200 feet	87
400 feet	81
800 feet	75
1,000 feet	74.5
1,600 feet	69

Source: Impact Sciences, Inc. 2016.

Operation activities would have the potential to increase noise levels in the vicinity of the Project Area where vacant lots are developed with new residential uses. On-site operational activities, such as outdoor use of open space and stationary sources, including mechanical systems, would increase the area's ambient noise level.[66] Construction and operational activities on individual sites would be required to comply with the regulations included in Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from operational noise would remain less than significant. No further analysis is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Development (e.g., demolition, addition to, new construction) of single-family units has the potential to generate excessive groundborne vibration/groundborne noise levels.

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and

66 As there would be no change to the land use type (i.e., single-family units) the number of vehicle trips (during operation) in the project area is not expected to increase and thus noise levels would not be impacted.

diminish in amplitude with distance from the source. The effect on structures located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels.

Groundborne vibration from construction activities rarely reach the levels that damage structures. The Federal Transit Administration (FTA)[67] and the Caltrans[68] have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for construction equipment pieces anticipated to be used during single-family construction activities are listed in **Table 7, Vibration Levels for Construction Equipment**. The primary and most intensive vibration source associated with future development would be the use of large bulldozers and loaded haul trucks. These types of equipment can create intense noise that can result in ground vibrations. Bulldozers would be used to move dirt and materials around at individual project sites. As indicated in **Table 7** loaded trucks and large bulldozers are capable of producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the FTA threshold of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts to off-site sensitive receptors.

Table 7
Vibration Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)
Loaded Truck	0.076
Large bulldozer	0.089

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (2006) 12-9.

All mechanical (e.g., Heating Ventilating and Air Conditioning (HVAC) equipment) and other on-site operational point sources associated with single-family uses would not produce any perceptible vibration. While there are no FHWA standards for traffic-related vibrations, off-site vibration from motor vehicles and any occasional light, medium, or heavy-duty trucks traveling to and from the individual project sites would

67 According to FTA guidelines, the vibration threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec peak particle velocity (PPV) and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings.

68 For continuous (or steady-state) vibrations, Caltrans considers eh architectural damage risk level to be 0.1 PPV for fragile buildings, 0.25 PPV for historic buildings, 0.3 PPV for older residences, and 0.5 PPV for new residences. For long-term exposure to continuous vibration, Caltrans identifies a threshold for strong human perception at 0.10 PPV and 0.04 PPV as a threshold for distinct human perception.

not be perceptible along roadways of travel.[69] Thus, vibration impacts would be less than significant and no further analysis is necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. See response to **Section 12(a)**, above.

Noise levels in the Project Area are regulated by the City's Noise Ordinance (No. 144.331). The City's Noise Ordinance sets forth presumed day/night ambient noise levels based on zones. Presumed ambient noise levels for the Project Area (e.g., R1, RA, RE, and RS) are 50 dB(A) during the day and 40 dB(A) during the night. Section 112.05 of the LAMC establishes a maximum noise level for construction equipment of 75 dB(A) at a distance of 50 feet when operated within 500 feet of a residential zone.

As discussed in **Section 12(a),** above, the proposed Project, by itself, does not propose or authorize development. Further, development that occurs pursuant to the proposed Project would be required to comply with Chapter XI, Noise Regulation of the LAMC. Compliance with these regulations would ensure that impacts from noise (generated during construction and operation of development pursuant to the proposed Project) would not result in a permanent increase in ambient noise levels in the Project Area. Impacts would be less than significant and no further analysis is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As discussed in **Section 12(a),** above, the proposed Project, by itself does not propose or authorize development. Typical construction activities associated with development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project has the potential to result in a substantial temporary or periodic increase in ambient noise levels. However, the construction activities would only be permitted during daytime hours (e.g., Monday through Friday 7:00 AM to 9:00 PM and Saturday 8:00 AM to 6:00 PM). Compliance with this regulation and the additional regulations included in the LAMC (Chapter XI, Noise Regulations, Section 11.03) would ensure any increase in ambient noise levels in the Project Area would not result in a significant impact. No further analysis is required.

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?

No Impact. As previously stated in **Section 8(e-f), Hazards and Hazardous Materials,** the Project Area is not located within an airport land use plan or within the vicinity of a

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69 US Department of Transportation, Federal Transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

public airport or private airstrip. LAX is located approximately 10.7 miles south of the Brookside, Picfair Village, Sycamore Square and Wilshire Vista ICO Areas. The Van Nuys Airport, a private airport is located approximately 3.3 miles north of the Sherman Oaks ICO Area. Therefore, future development would not expose people residing in the Project Area to excessive noise levels; no impact would occur. No further analysis is required

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?**

No Impact. As previously stated in **Section 8(e-f), Hazards and Hazardous Materials**, there are no private airstrips within the vicinity of the Project Area. Therefore, no impact would occur and no further analysis is required.

13. POPULATION AND HOUSING

Would the project:

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

Less Than Significant Impact. The Project Area is largely developed with single family residential uses. Development is expected to occur in the form of additions (which would not increase population) and new construction (which may introduce new population to the Project Area). However, it should be noted that it is unlikely that all of the existing vacant lots would be developed during the maximum lifetime (two years) of the ICO as some of the lots are located on hillsides where development may not be feasible. The minimal change in population would be consistent with the growth forecasts included in the 2016 SCAG RTP/SCS, as well as with regional and local growth policies, including the City's General Plan Framework Element, Wilshire Community Plan, and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. Thus, the proposed Project would not induce population growth in the Project Area (either directly or indirectly). Impacts would be less than significant and no further analysis is required.

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

No Impact. Development that occurs pursuant to the proposed Project would primarily consist of new construction on vacant lots (or where an existing home is demolished and reconstructed) and additions to existing homes. The proposed Project is limited to single-family zoned properties within the ICO Area and as such, the proposed Project would not displace existing housing or require the construction of replacement housing elsewhere. Impacts would be less than significant and no further analysis is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See response to **Section 13(b)**, above.

No impact would occur and no further analysis is required.

14. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 following public services:

i) Fire protection?

Less Than Significant Impact. The LAFD is responsible for providing fire protection and emergency medical services to the Project Area. The proposed Project applies specific requirements related to form and process to single family properties within the Project Area. The proposed Project, by itself, does not propose or authorize any development. As discussed in **Section 13(a), Population and Housing** above, future development of the vacant lots that occurs pursuant to the proposed Project could result in a minimal population increase as vacant lots are developed. **Table 8, LAFD Fire Stations Serving the Project Area,** provides the LAFD Fire stations closest to each of the five ICO Areas. As the projected population increase would be minimal, these stations would continue to be able to serve the Project Area and would not require additional staffing.

Table 8
LAFD Fire Stations Serving the Project Area

ICO Area	LAFD Fire Station	Approximate Distance from the Project Area[1,2]
Brookside	Fire Station No. 29	1 mile
Picfair Village	Fire Station No.68	1 mile
Sherman Oaks	Fire Station No. 60	4 miles
Sycamore Square	Fire Station No. 61	1 mile
Wilshire Vista	Fire Station No. 58	1 mile

Source: Google Earth, 2016.
Notes: [1] *Distances were rounded to the nearest whole number.*
[2] *Approximate distances represent the distance from the nearest LAFD Station to the center of the Project Area.*

Site plans would be reviewed and approved by the LAFD prior to the issuance of building permits for a "project," (as defined above) and would be required to incorporate all applicable provisions of the LAMC Fire Code, including, but not limited to, installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, development that occurs pursuant to the proposed Project would not result in a noticeable increase in calls for fire protection and/or emergency medical services. Impacts to fire and emergency services would be less than significant. No further analysis is required.

ii) Police protection?

Less Than Significant Impact. The LAPD is responsible for providing police protection services to the Project Area. The proposed Project applies specific form and process requirements to the single family properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. As discussed above under **Section 14(a),** as well as in **Section 13(a) Population and Housing,** development of the vacant lots that occurs pursuant to the proposed Project, would result in a minimal population increase. **Table 9, LAPD Police Stations Serving the Project Area,** provides the LAPD Stations closest to each of the five areas. The increase in the Project Area's population would not significantly impact the existing LAPD Stations serving the Project Area. Thus, these stations would continue to be able to serve the Project Area and would not require additional staffing

Table 9
LAPD Police Stations Serving the Project Area

ICO Area	LAPD Station	Approximate Distance from the Project Area[1,2]
Brookside	Wilshire Community Police Station	1 mile
Picfair Village	Wilshire Community Police Station	1 mile
Sherman Oaks	North Hollywood Police Station	4 miles
Sycamore Square	Wilshire Community Police Station	1 mile
Wilshire Vista	Wilshire Community Police Station	1 mile

Source: Google Earth, 2016.
Notes: [1] Distances were rounded to the nearest whole number.
[2] Approximate distances represent the distance from the nearest LAPD Station to the center of the Project Area.

Prior to the issuance of building permits for a "project," (as defined above) the LAPD will be consulted to determine if construction activities occurring on individual project sites would require additional police resources. Thus, development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would not result in an increase in calls for police protection services. Impacts to police services would be less than significant. No further analysis is required.

iii) Schools?

Less Than Significant Impact. See response to **Section 14(a)**, above.

The Project Area is located within the boundaries of the Los Angeles Unified School District (LAUSD). While much of the development (new construction and additions) is expected to occur on lots that are currently developed, some new development (i.e., development on vacant lots could occur as well). New development on vacant lots would result in a population increase and could result in an increase in student populations at local schools. Any increase that would occur over the maximum two year implementation time frame of the ICOs would be minimal and would not be expected to result in capacity problems at local schools. Thus, impacts to the elementary, middle,

and high schools that serve the Project Area would be less than significant. No further analysis is required.

iv) Parks?

Less Than Significant Impact. See response to **Section 14(a)**, above.

A significant impact would occur if the proposed Project resulted in substantial population growth that would generate a demand for recreation and park services. The proposed Project applies specific form requirements that would apply to single family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

While it is possible that new development of single family homes on existing vacant lots could increase population and use of neighborhood parks, any increase that would occur over the lifetime (maximum of two years) of the ICO would be minimal. Thus, future development that would occur pursuant to the proposed Project would not lead to an increase in the usage of recreation and park facilities in the surrounding community, or a need for additional recreation and park facilities. Impacts on park and recreation facilities would be less than significant and no further analysis is required.

v) Other Public Facilities?

Less Than Significant Impact. See response to **Section 14(a)**, above.

A significant impact would occur if the proposed Project includes substantial population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Area. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services. Los Angeles. LAPL provides services at the Central Library, eight Regional Branch Libraries and 64 Community Branch Libraries.

As there would not be a substantial increase in population associated with the proposed Project there would be no need for additional library resources or facilities. Impacts would be less than significant and no further analysis is required.

15. 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?**

Less Than Significant Impact. See response to **Section 14(iv), Public Services** above.

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?**

Less Than Significant Impact. See response to **Section 14(iv), Public Services** above. The proposed Project includes development standards limited to application on single family zoned parcels. It does not include any recreational facilities.

16. TRANSPORTATION AND TRAFFIC

Would the project:

a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit??**

Less Than Significant Impact. Development that occurs in the single family zones pursuant to the proposed Project would be required to comply with the City's DBS Haul Route Monitoring Program. Thus, impacts to the surrounding area from construction traffic (e.g., haul truck trips, construction worker trips, delivery trucks, and refuse trucks) would be less than significant.

As discussed in **Section 13(a), Population and Housing,** a minimal population increase could occur within the Project Area. Traffic volumes throughout the Project Area are not expected to increase as a majority of the development that would occur would be located on sites previously developed with single-family uses. Thus, impacts would be less than significant, and no further analysis is required.

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?**

No Impact. The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. The CMP Traffic Impact Analysis (TIA) Guidelines require that intersection monitoring locations must be examined if a project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Traffic volumes in conjunction with development (e.g., demolition, addition to, new construction) of single-family units that occur pursuant to the proposed Project would not meet the CMP TIA Guidelines requiring intersection monitoring. No impact would occur and no further analysis is required.

c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. As previously stated in **Section 8, Hazards and Hazardous Materials**, the nearest public airports are LAX, located approximately 10.7 miles south of the Brookside, Picfair Village, Sycamore Square, and Wilshire Vista ICO Areas, and the Van Nuys Airport, located approximately 3.3 miles north of the Sherman Oaks ICO Area.

The Project Area is not located with an airport land use plan area or within two miles of an airport, therefore no change in air traffic patterns, including either an increase in traffic levels or a change in location would occur. No impact would occur and no further analysis is required.

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

No Impact. No changes would be made to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way as part of the Project. No impacts would occur and no further analysis is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. As discussed above in **Section 8(g), Hazardous and Hazardous Materials,** the Project Area is largely urbanized and includes City designated disaster routes.[70] Construction of individual projects could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to access standards to allow adequate emergency access. Compliance with access standards, including the City's DBS Haul Route Monitoring Program would reduce the potential for the impacts on haul routes, emergency response, and access during construction of individual projects.

In addition, construction activities for individual projects would be confined to the site, and all development that would occur pursuant to the proposed Project would be required to conform to all applicable regulations that address emergency access, including the LAFD Fire Code requirements. Impacts would be less than significant and no further analysis is required.

f) Conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed Project is limited to application in the single family zones within the Project Area and includes development standards for single family uses aimed at maintaining neighborhood character. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities and would not decrease the performance or safety of such facilities. No impact would occur to these plans, programs, and/or policies as a result of implementation of the proposed Project. No further analysis is required.

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70 City of Los Angeles General Plan, Safety Element, Exhibit H Critical Facilities & Lifeline Systems in the City of Los Angeles, http://planning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed April 29, 2016.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Wastewater generated in the City is treated at the Hyperion Treatment Plant in Playa del Rey. The RWQCB regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The Hyperion Treatment Plant is responsible for adhering to RWQCB regulations as they apply to wastewater generated in the Project Area.

Future development would be required to comply with all applicable federal, state, and local provisions. Development of vacant lots would require installation of wastewater infrastructure and could result in a minimal increase in the volume of wastewater generated in these portions of the Project Area. As the Project Area is urbanized, the wastewater infrastructure installed on individual lots would connect to the existing sewer lines located adjacent to the individual sites.

Further, as discussed in **Section 13(a), Population and Housing,** future development of the vacant lots would result in a minimal population in the Project Area, but that would be within the overall population anticipated in the large Community Plan areas and the City. As these minimal increases in population are planned for wastewater impacts would be less than significant and no further analysis is required.

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?

Less Than Significant Impact. See response to **Section 17(a)** above for impacts regarding wastewater.

The LADWP will provide water service to the Project Area. Water is conveyed to users in the Project Area along several circulating water mains of varying sizes. The Project Area is comprised of five single family residential neighborhoods located in the City and is limited to developed and vacant lots zoned R1, RA, RE, and RS. The proposed Project, by itself, does not propose or authorize any development.

Excluding the 301 vacant lots in the Project Area, all lots zoned for single-family use are developed. Development of these vacant lots would result in an incremental increase to water demand. Water supply lines in the vicinity of the vacant lots would be sufficient to supply the anticipated water needs of any future development. Further, the LADWP has an ongoing program of facility replacement and upgrades to meet the anticipated water demands based upon the City's adopted General Plan Framework Element. The LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances.

Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project and on a vacant lot, would be required to modify the existing on-site water lines as necessary and would connect to existing lines described above. Individual project plans would be reviewed by the LADWP to determine if any additional infrastructure is needed on- or off-site. Future development would be required to comply with all applicable LADWP regulations. Impacts to the existing water distribution system would be less than significant and no further analysis is required.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

The proposed Project applies specific requirements related to form and process to single family zoned properties in the Project Area. The proposed Project, by itself, does not propose or authorize any development. As described in **Section 9(e), Hydrology and Water Quality,** development (e.g., demolition, addition to, new construction) that occurs pursuant to the proposed Project would not result in a significant increase in individual site runoff or changes to the local drainage patterns. Runoff from individual project sites would continue to be collected on the site and directed towards existing storm drains in the vicinity. In addition, future development that occurs within the Project Area would be required to comply with existing local, state, and federal regulations to mitigate potential stormwater impacts.

To comply with the City's Green Building Code, future development that disturbs less than one acre of land and is not part of a larger common plan of development which in total disturbs one acre or more, would be required to manage storm water drainage during construction by implementing one or more of the following measures:

- Retention basins of sufficient size shall be utilized to retain storm water on the site;
- Where stormwater is conveyed to a public drainage system, collection point, gutter, or similar disposal method, water shall be filtered by use of a barrier system, wattle or other method approved by the City
- Compliance with the City's stormwater management ordinance.

Additionally, all project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is

minimized. Therefore, through compliance with City grading regulations, construction impacts related to stormwater discharge would be less than significant, and no further analysis of this issue is required.

During the proposed Project's operational phase, in accordance with the City's LID Ordinance, project applicants would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, future individual projects would meet the City's water quality standards.

Therefore, impacts related to operational stormwater discharges would be less than significant. No further analysis of this issue is required.

d) Have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. See response to **Section 17(b)**, above.

Senate Bill 221 and Senate Bill 610 amended existing California law regarding land use planning and water supply availability by requiring more information and assurance of supply than is currently required in an UWMP. As of January 1, 2002, California law requires water retail providers, like the LADWP, to demonstrate that sufficient and reliable supplies are available to serve large-scale developments (i.e., 500 dwelling units or 500,000 square feet of commercial space) prior to completion of the environmental review process and approval of such large-scale projects.

Under SB 610, it is the responsibility of the water service provider to prepare a Water Supply Assessment requested by a City or County for any "project" defined by Section 10912 of the Water Code that is subject to CEQA.

Section 10912 of the Water Code defines a "project" as

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;

- a proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space;

- a proposed mixed-use project that includes one or more of the previously listed projects; or

- a proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development.

Further, development, (e.g., demolition, addition to, new construction) of single-family units that occur pursuant to the proposed Project, would not meet any of the criteria resulting in the need for a Water Supply Assessment; therefore, no Water Supply Assessment is needed.

The California Urban Management Planning Act requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (afy) of water to prepare an UWMP. When preparing an UWMP and projecting the area's future water demand, water agencies must consider demographic factors including expected population and housing growth. The 2010 UWMP[71] prepared by LADWP includes estimates of past, current, and projected probable and recycled water use, identifies conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. According to LADWP, there are adequate supplies available to serve City needs through 2035.[72]

As discussed in **Section 17(b)**, above, water supply to the Project Area is provided by the LADWP.[73] Development of vacant lots zoned single-family would create an increase in demand for water supplies compared to existing conditions in the Project Area. However, the increase in demand would be minimal and would not result in significant impacts to the City's existing water supply. No further analysis is required.

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71 The LADWP is currently drafting the 2015 UWMP.

72 City of Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R.

73 Includes imported water.

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?

Less than Significant Impact. See **Response 17(a)** above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The Project Area consists of five single family residential neighborhoods located in the City and includes all developed and vacant lots zoned R1, RA, RE, and RS. The five areas, although not directly adjacent to each other, comprise the 9.54 square mile Project Area. In general the Project Area is largely urbanized (excluding the hillside portion of the Sherman Oaks ICO Area), with developed and built-out single-family residential neighborhoods, commercial corridors, and public facilities.

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. The regulations would be triggered by application for a building permit for a "project" (defined as the construction, erection, alteration of, or addition to single-family dwelling units located entirely or partially in the Project Area). The proposed Project by itself, does not propose or authorize any development. The ICO would restrict the issuance of a building permit for a "project" (as defined above) that is not consistent with the provisions of the ICO and would ensure that future single-family units constructed in the Project Area maintain massing, size, height, and setbacks compatible with the existing single-family units. Improvements to single-family units that would not increase an existing structure's Residential Floor Area, as defined in LAMC Section 12.03 are excluded. Further, the proposed Project would impose additional development restrictions to accompany the provisions included in LAMC Chapter 1, Planning and Zoning Code, as well as any other City ordinance. Major provisions of the ICO are provided in **Section II, Project Description.**

Construction activities associated with development that occurs pursuant to the proposed Project would generate inert waste. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes. Pursuant to the California Green Building Code, individual project applicants would be required to recycle/divert 65 percent of the construction waste. The remainder would be disposed of in a Class III landfill.

The Azusa Land Reclamation Landfill is owned, operated, and located in Los Angeles County (County). The landfill has an expected lifetime of 189 years. In addition, inert waste collected throughout the County, including from the Project Area, could be disposed of in local inert landfills and facilities operated by local municipalities and located throughout the County. Waste generated during the construction activities would result in an incremental and intermittent increase in solid waste disposal at

landfills generally in the surrounding area. As the Azusa Land Reclamation Landfill has a life expectancy of 189 years, solid waste impacts related to construction activities would be less than significant.

A majority of the City's solid waste is disposed of in the Sunshine Canyon Landfill;[74] however, depending on with whom the hauler has contracts, the waste could be sent to Chiquita Canyon, Simi Valley, or any of a number of other sites. **Table 10, Los Angeles County Disposal Facilities Used by the City of Los Angeles (2014),** includes the County's disposal facilities where non-recyclable solid waste generated by the City was disposed of in 2014.

Table 10
Los Angeles County Disposal Facilities Used By the City of Los Angeles (2014)

County of Los Angeles Facility	Total Annual Disposal of Solid Waste	City of Los Angeles Total Annual Disposal of Solid Waste	Percentage of Total Annual Disposal expended by the City
Antelope Valley Landfill	441,000 tons	251,370 tons	57 percent
Calabasas Landfill	221,000 tons	132,600 tons	60 percent
Chiquita Canyon Landfill	1,064,000 tons	585,200 tons	55 percent
Commerce Refuse to Energy Facility	96,000 tons	20,160 tons	21 percent
Lancaster Landfill	96,000	960 tons	1 percent
Southeast Resource Recovery Facility	416,000	45,760 tons	11 percent
Sunshine Canyon Landfill	2,366,000	1,466,920 tons	62 percent
	Total:	2,502,970 tons	

Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report.
Notes: Total does not include inert waste or solid waste that was exported to facilities outside of Los Angeles County.

As a majority of the Project Area is developed, solid waste impacts from operation of the newly developed lots would be minimal and likely is planned for in existing solid waste plans.

The County identifies landfill capacity in 15 year planning periods, the most recent of which ends in 2027.[75] Recent landfill expansion approvals and proposal for expansion at existing County landfills indicate that solid waste disposal facilities and other waste management options will be available beyond this date as new facilities and technologies are created to meet demand. Further, the County completes annual reviews of solid waste demand and existing capacity (of each facility) in each subsequent annual

74 City of Los Angeles, 2013 Zero Waste Progress Report, http://www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf, accessed May 5, 2016.

75 County of Los Angeles Department of Public Works, Los Angeles County Integrated Waste Management Plan 2012 Annual Report.

report, to ensure the solid waste generated in the County can be properly disposed of at existing solid waste facilities. Thus, sufficient capacity remains at the existing solid waste facilities (as shown in **Table 10**), necessary to accommodate the solid waste generated during operation of the proposed Project. Impacts would be less than significant and no further analysis is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated Resource Plan (SWIRP) with goals of moving toward zero waste by 2030. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70 percent of the solid waste generated in the City by 2013, diverting 90 percent by 2025, and becoming a zero waste city by 2030. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by AB 939.[76]

The proposed Project is an ICO that applies specific requirements related to form and process that would apply in the Project Area. The proposed Project, by itself, does not propose or authorize any development. Development (e.g., demolition, addition to, new construction) of single-family units that occurs pursuant to the proposed Project would be required to comply with applicable regulations regarding solid waste disposal. No impacts would occur and no further analysis is required.

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76 City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.

18. 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?

Less Than Significant Impact. As discussed in **Section 4, Biological Resources,** the proposed Project, by itself, does not propose or authorize any development. Further, development (e.g., additions, new construction) of single-family units that occurs pursuant to the proposed Project would not impact any endangered fauna or flora, modify any special status species habitat, and would only occur on lots zoned for single-family development. Due to the highly urbanized nature of the Project Area (excluding the hillside portion of the Sherman Oaks ICO Area) and the surrounding area, construction activities and operation of future development would not impact the habitat or population in the Project Area. In addition, the proposed Project does not propose or authorize any new development in any identified Biological Resource Areas. The proposed Project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in **Section 5, Cultural Resources** potential impacts related archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures. No further analysis is required.

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)?

No Impact. Based on the proceeding discussions, no significant impacts were identified for the 17 environmental factors analyzed above. As the proposed Project would not result in any unmitigated significant impacts, there would be no cumulative impacts. No impact would occur and no further analysis is required.

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

Less Than Significant Impact. As identified throughout the analysis, the proposed Project would not have an environmental effect that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant.

V. PREPARERS OF THE INITIAL STUDY

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VI. ACRONYMS

Acre-Feet Per Year	AFY
Air Quality Management Plan	AQMP
Asbestos Containing Material	ACM
Assembly Bill 32	AB 32
Baseline Hillside Ordinance	BHO
Baseline Mansionization Ordinance	BMO
Best Management Practices	BMP
California Air Pollution Control Officers Association	CAPCOA
California Air Resources Board	CARB
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Code of Regulations	CCR
California Department of Transportation	Caltrans
Carbon Dioxide	CO_2
California Environmental Quality Act	CEQA
California Geological Survey	CGS
California Integrated Waste Management Act	AB 939
California Water Code	CWC
Carbon Monoxide	CO
Climate Action Plan	CAP
Coarse Inhalable Particular Material	PM10
Congestion Management Program	CMP
Department of Building and Safety	DBS
Department of Toxic Substances Control	DTSC
Emergency Operation Center	EOC
Equivalent Mass of CO_2	CO_2e
Federal Emergency Management Agency	FEMA
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Fine Inhalable Particular Material	PM2.5
Flood Insurance Rate Maps	FIRM
Floor Area Ratio	FAR
Greenhouse Gas	GHG
Heating Ventilating and Air Conditioning	HVAC
Historic Preservation Overlay Zone	HPOZ
Hydrofluorocarbon	HFC
Initial Study	IS
Interim Control Ordinance	ICO
Lead	Pb
Lead Based Paint	LBP
Los Angeles Department of Water and Power	LADWP

Los Angeles Fire Department	LAFD
Los Angeles International Airport	LAX
Los Angeles Municipal Code	LAMC
Los Angeles Police Department	LAPD
Los Angeles Public Library	LAPL
Los Angeles Unified School District	LAUSD
Low Impact Development	LID
Methane	CH_4
Metropolitan Water District	MWD
Migratory Bird Treaty Act	MBTA
Most Likely Descendant	MLD
National Ambient Air Quality Standards	NAAQS
National Pollution Discharge Elimination System	NPDES
Native American Heritage Commission	NAHC
Negative Declaration	ND
Nitrogen Dioxide	NO2
Nitrogen Oxide	NO_x
Nitrous Oxide	N_2O
Office of Historic Resources	OHR
Office of Planning and Research	OPR
Ozone	O_3
Peak Particle Velocity	PPV
Perfluorocarbons	PFC
Residential Floor Area	RFA
Regional Transportation Plan/Sustainable Communities Strategy	RTP/SCS
Regional Water Quality Control Board	RWQCB
San Fernando Basin	SFB
Senate Bill 375	SB 375
Special Flood hazard Areas	SFHA
Solid Waste Integrated Resource Plan	SWIRP
State Water Resources Control Board	SWRCB
Sulfur Hexafluoride	SF_6
Toxic Air Contaminants	TAC
Traffic Impact Analysis	TIA
Urban Water Management Plan	UWMP
Uniform Building Code	UBC
Southern California Association of Governments	SCAG
South Coast Air Basin	(SoCAB)
South Coast Air Quality Management District	SCAQMD
Sulfur Dioxide	SO2
Volatile Organic Compounds	VOC
Watershed Protection Divisions	WPD

APPENDIX A

LAMC Section 12.21C(10)

10. **Single-Family Zone Hillside Area Development Standards. (Added by Ord. No. 181,624, Eff. 5/9/11.)** Notwithstanding any other provisions of this Code to the contrary, for any Lot zoned R1, RS, RE, or RA and designated Hillside Area on the Department of City Planning Hillside Area Map, no Building or Structure nor the enlargement of any Building or Structure shall be erected or maintained unless the following development standards are provided and maintained in connection with the Building, Structure, or enlargement:

(a) **Setback Requirements.** No Building or Structure shall be erected, maintained or enlarged unless the setbacks as outlined in Table 12.21 C.10-1 are provided and maintained in connection with the Building, Structure, or enlargement.

Table 12.21 C.10-1
Single-Family Zone Hillside Area Setback Requirements

	R1	RS	RE9	RE11	RE15	RE20	RE40	RA
Front Yard								
Not less than:	20% of Lot Depth							
Need not exceed:	20 ft	25 ft						
Side Yard								
Not less than:	5 ft		7 ft		10% of Lot Width, but not less than 5 ft	10 ft		
Need not exceed:	n/a				10 ft	n/a		
The required Side Yard may be reduced to 10% of the Lot Width, but in no event to less than 3 ft, where the Lot is less than the following widths:	50 ft		70 ft		n/a			70 ft*
For Buildings or Structures with a height greater than 18 feet:	One additional foot shall be added to each required Side Yard for each increment of 10 feet or fraction thereof above the first 18 feet.							
Rear Yard								
Not less than:	15 ft	20 ft	25% of Lot Depth					
Need not exceed:	n/a		25 ft					

ft - feet
n/a - the provision is not applicable
Lot Depth - as defined in Section 12.03 of this Code
Lot Width - as defined in Section 12.03 of this Code

Notes:
* Only applicable for Lots which are of record prior to July 1, 1966.

Notwithstanding the required yards, or setbacks, outlined in Table 12.21 C.10-1 above, or those exceptions found in Section 12.22 of this Code, the following provisions shall apply:

(1) Prevailing Front Yard Setbacks.

(i) Where there are two or more developed Lots which have Front Yards that vary in depth by not more than 10 feet, and such Lots comprise 40% or more of the Frontage, then the minimum Front Yard depth shall be the average depth of the Front Yards of such Lots.

(ii) Where there are two or more possible combinations of developed Lots comprising 40% or more of the Frontage, and these Lots have Front Yards that vary in depth by not more than 10 feet, then the minimum Front Yard depth shall be the average depth of the Front Yards of that combination which has the shallowest average depth.

(iii) In determining the required Front Yard, the following shall not be taken into account: Buildings located on key Lots, entirely on the rear half of Lots, or on Lots in the "C" or "M" Zones.

(iv) Nothing contained in this subparagraph (1) shall, however, be deemed to require Front Yards which exceed 40 feet in depth.

(2) **Front Yard Setback on Lots Fronting on Substandard Hillside Limited Street.** For any Lot that fronts on a Substandard Hillside Limited Street, there shall be a minimum Front Yard setback of at least five feet. However, the prevailing Front Yard setback regulations, as outlined in Subparagraph (1) of this Paragraph (a), shall apply, so long as a Front Yard setback of no less than five feet is provided.

(3) **Front Yard Setbacks on Key Lots.** On Key Lots, the minimum Front Yard may be the average of the required Front Yard for the adjoining Interior Lot and the required Side Yard along the Street side of a Reversed Corner Lot. But such minimum Front Yard may apply for a distance of not more than 85 feet from the rear Lot line of the Reversed Corner Lot, beyond which point the Front Yard specified in Table 12.21 C.10-1 or Subparagraph (1) of this Paragraph (a) shall apply. Where existing Buildings on either or both of said adjoining Lots are located nearer to the front or side Lot lines than the Yard required by this Paragraph (a), the Yards established by such existing buildings may be used in computing the required Front Yard for a Key Lot.

(4) **Front Yard Setbacks on Through Lots.** At each end of a Through Lot, there shall be a Front Yard setback as required by this Paragraph (a) for the zone in which each Street Frontage is located. But only one Front Yard need be provided on those Through Lots which abut on a primary, Major or Secondary Highway, as such highways are shown on the "Highways and Freeways Element of the General Plan", when the rights to vehicular ingress and egress from such Through Lots to the highways have been abandoned or prohibited by a tract restriction. Where only one Front Yard is required on a Through Lot, as provided herein, the Rear Yard shall be located on the portion of such Lot adjacent to the highway.

Where a Through Lot is less than 150 feet in depth or is developed as a single Building site, and the two required Front Yards are provided, no Rear Yard is required.

(5) **Front Yard Paving.** All portions of the required Front Yard not used for necessary driveways and walkways, including decorative walkways, shall be used for planting, and shall not otherwise be paved.

(6) **Front Yard on Lots Existing Prior to June 1, 1946.** This provision shall apply to any Lot of less than one acre which was of record or held in separate ownership on June 1, 1946, or was subsequently created either by the recording of a division of land map or otherwise in accordance with the applicable zoning regulations. On any such Lot, the originally required Front Yard shall be provided and maintained in addition to any new Front Yard required by any subsequent rearrangement of the Lot lines by sale or division (without recording a subdivision map) creating a new Lot fronting on a different Street than that on which the original Lot fronted.

(7) **Side and Rear Yards for Basements.** In determining the required Side and Rear Yards of a Building, any Basement containing Habitable Rooms shall be considered a Story.

(8) **Yards in the Coastal Zone.** The following setback requirements shall apply to Lots located in a Coastal Zone:

(i) On a Lot in the RE9 or RE11 Zone, there shall be a Side Yard

on each side of a main Building of not less than 5 feet. Where the Lot is less than 50 feet in width, the Side Yard may be reduced to 10% of the width of the Lot, but in no event less than 3 feet.

(ii) In lieu of the additional Side Yard requirement in Table 12.21 C.10-1, for a Building more than two-stories in height on Lots in the R1, RS, or RE Zone, one foot shall be added to the width of each required Side Yard for each additional Story above the second Story.

(iii) On a Lot in the RA Zone, where a Side Yard is less than 10 feet in width, and the Building erected on the Lot is three or more Stories in height, one foot shall be added to such Side Yard.

(9) **Side Yards in Specific Plans, Historic Preservation Overlay Zones or in Subdivision Approvals.** Side Yard requirements in Specific Plans, Historic Preservation Overlay Zones or in subdivision approvals shall take precedence over requirements of this Subdivision 10. Otherwise, this Subdivision shall apply.

(10) **Encroachments Into Required Yards.** Every required Front, Side and Rear Yard shall be open and unobstructed from the ground to the sky except for the following:

(i) **Garages in Front Yards.** A Private Garage may be located on the required Front Yard of a Lot where the Elevation of the ground at a point 50 feet from the front Lot line of a Lot and midway between the side Lot lines differs 10 feet or more from the curb level, provided every portion of the garage Building is at least 5 feet from the front Lot line. Where the wall of such garage is two-thirds below natural or finished Grade of the Lot, whichever is lower, said wall may extend to the adjacent side Lot line; in all other cases, said garage shall not be nearer to the side Lot line than the width of the Side Yard required for a main Building of the same height.

(ii) **Open, Unenclosed Stairways, Porches, Platforms, Landing Places, or Balconies.** Notwithstanding any other provisions of this Code, on Lots fronting onto a Substandard Hillside Limited Street, open unenclosed stairways, porches, platforms and landing places not covered by a roof or canopy shall not project or extend into the Front Yard. Balconies with 10 feet or more of vertical clearance beneath them may project or extend no more than 30 inches into a Front Yard.

(iii) **Other Exceptions.** All of those exceptions found in Subdivision 5. of Subsection C. of Section 12.21 and in Section 12.22 of this Code.

(11) **Pools, Ponds, or Body of Water in Required Yards.** No swimming pool, fish pond or other body of water which is designed or used to contain water 18 inches or more in depth shall be permitted in any required Yard Space in which fences over 42 inches in height are prohibited, even though the pool, pond or body of water extends below the adjacent natural ground level.

(12) **Zoning Administrator's Authority.** For Lots fronting on a Substandard Hillside Limited Street, a Zoning Administrator may grant a reduction of the front Setback requirements of Subparagraph (2) of this Paragraph and Side Yard requirements in Table 12.21 C.10-1, pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code; however, in no event shall the Side Yard be less than 4 feet.

(b) **Maximum Residential Floor Area.** The maximum Residential Floor Area contained

in all Buildings and Accessory Buildings shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Floor Area Ratio (FAR) for the zone of the Lot, as outlined in Table 12.21 C.10-2a. This formula can be found in Table 12.21 C.10-2b, where "A" is the area of the Lot within each Slope Band, "FAR" is the FAR of the corresponding Slope Band, and "RFA" is the sum of the Residential Floor Area of each Slope Band.

Table 12.21 C.10-2a
Single-Family Zone Hillside Area Residential Floor Area Ratios (FAR)

Slope Bands (%)	R1	RS	RE9	RE11	RE15	RE20	RE40	RA
0 - 14.99	0.5	0.45	0.40	0.40	0.35	0.35	0.35	0.25
15 - 29.99	0.45	0.40	0.35	0.35	0.30	0.30	0.30	0.20
30 - 44.99	0.40	0.35	0.30	0.30	0.25	0.25	0.25	0.15
45 - 59.99	0.35	0.30	0.25	0.25	0.20	0.20	0.20	0.10
60 - 99.99	0.30	0.25	0.20	0.20	0.15	0.15	0.15	0.05
100 +	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 12.21 C.10-2b
Hillside Area Maximum Residential Floor Area Formula

Slope Bands (%)	Area (sq ft)		FAR		Residential Floor Area
0 - 14.99	A^{1}	X	FAR^{1}	=	RFA^{1}
15 - 29.99	A^{2}	X	FAR^{2}	=	RFA^{2}
30 - 44.99	A^{3}	X	FAR^{3}	=	RFA^{3}
45 - 59.99	A^{4}	X	FAR^{4}	=	RFA^{4}
60 - 99.99	A^{5}	X	FAR^{5}	=	RFA^{5}
100 +	A^{6}	X	FAR^{6}	=	RFA^{6}
Maximum Residential Floor Area				=	Sum of RFA^{1} through RFA^{6}

(1) **Slope Analysis Map.** As part of an application for a permit to the Department of Building and Safety, or for a Discretionary Approval as defined in Section 16.05 B. of this Code to the Department of City Planning, the applicant shall submit a Slope Analysis Map based on a survey of the natural/existing topography, prepared, stamped, and signed by a registered civil engineer or licensed land surveyor, to verify the total area (in square feet) of the portions of a property within each Slope Band identified in Table 12.21 C.10-2a. The Director of Planning, or his/her designee, shall verify that the Slope Analysis Map has been prepared by a registered civil engineer or licensed land surveyor. In addition, the Director of Planning, or his/her designee shall approve the calculated Maximum Residential Floor Area for the Lot by the registered civil engineer or licensed land surveyor using the Slope Analysis Map prior to applying for a permit from the Department of Building and Safety.

The map shall have a scale of not less than 1 inch to 100 feet and a contour interval of not more than 10 feet with two-foot intermediates. The map shall also indicate the datum, source, and scale of topographic data used in the Slope analysis, and shall attest to the fact that the Slope analysis has been accurately calculated.

The Slope Analysis Map shall clearly delineate/identify the Slope Bands (i.e. with contrasting colors or hatching), and shall include a tabulation of the total area in square-feet within each Slope Band, as well as the FAR and Residential Floor Area value of each corresponding Slope Band as shown on Table 12.21 C.10-2b.

The Slope Analysis Map shall be prepared using CAD-based, GIS-based, or other type of software specifically designed for such purpose.

(2) **Guaranteed Minimum Residential Floor Area.** Notwithstanding the above, the maximum Residential Floor Area for all Buildings and Accessory Buildings on any Lot may be least the percentage of the Lot size as outlined in Table 12.21 C.10-3 below or 1,000 square feet, whichever is greater.

Table 12.21 C.10-3
Guaranteed Minimum Residential Floor Area

Zone	Percentage of Lot Size
R1	25%
RS	23%
RE9	20%
RE11	20%
RE15	18%
RE20	18%
RE40	18%
RA	13%

The guaranteed minimum for the original zone as stated in the paragraph above shall apply to Lots that meet the following criteria: have an area that is less than 50% of the minimum Lot size for its Zone, were made nonconforming in Lot size as a result of an adopted zone change or code amendment changing the minimum Lot size, and met the minimum Lot size requirements of the original zone.

(3) **Residential Floor Area Bonus.** An additional 20% of the maximum Residential Floor Area as determined by Table 12.21 C.10-2 of this Paragraph (b), or an additional 30% for Lots where the guaranteed minimum outlined in Subparagraph (2) of this Paragraph (b) is utilized, for that Lot shall be allowed if any of the options listed below is utilized. Only one bonus per property is allowed.

(i) **Proportional Stories Option.** The total Residential Floor Area of each Story other than the Base Floor in a multi-Story Building does not exceed 75% of the Base Floor Area. This option shall only apply to flat Building pads where the Slope of the Building pad area prior to any Grading, as measured from the highest and lowest Elevation points of the existing Grade within 5 horizontal feet of the exterior walls of the proposed Building or Structure, is less than 15%; or

(ii) **Front Facade Stepback Option.** The cumulative length of the exterior walls which are not a part of a garage facing the Front Lot Line, equal to a minimum of 25% of the Building width, shall be stepped-back a distance of at least 20% of the Building depth from a plane parallel to the Lot width established at the point of the Building closest to the Front Lot line. When the Front Lot line is not straight, a line connecting the points where the Side Lot lines and the Front Lot line intersect shall be used to establish the plane parallel to the front Lot width. When Through Lots have, or are required to provide, two Front Yard setbacks, the step-back shall be provided along both Front Lot Lines. When referred by the Department of Building and Safety, for unusual

Building and/or Lot configuration, the Director of Planning or his/her designee shall determine that the proposed project complies with this provision and qualifies for a Residential Floor Area bonus.

For the purposes of this provision, all exterior walls that intersect a plane parallel to the Front Lot Line at 45 degrees or less shall be considered to be facing the Front Lot Line. The Building width shall be the greatest distance between the exterior walls of the Building measured parallel to the Lot width. The Building depth shall be the greatest distance between the exterior walls of the Building measured parallel to the Lot depth.

This option shall only apply to Structures which are no more than 35 feet from the Frontage along an improved Street and on a "flat" Building pad where the Slope of the Building pad prior to any Grading, as measured from the highest point of the existing Grade within 5 horizontal feet of the exterior wall of the proposed Building or Structure to the lowest point of the existing natural Grade within 5 horizontal feet, is less than 15%; or

(iii) **Cumulative Side Yard Setbacks Option.** The combined width of Side Yards shall be at least 25% of the total Lot Width, as defined in Section 12.03 of this Code, but in no event shall a single Side Yard setback be less than 10% of the Lot Width or the minimum required by Paragraph (a) of this Subdivision, whichever is greater. One foot shall be added to each required Side Yard for each increment of 10 feet or fraction thereof of height above the first 18 feet of height. The width of a required Side Yard setback shall be maintained for the entire length of a Side Yard and cannot alternate from one Side Yard to the other; or

(iv) **18-Foot Envelope Height Option.** For properties which are not in the "1SS" Single-Story Height District, the maximum envelope height, measured pursuant to Subparagraph (1) of Paragraph (d) of this Subdivision 10., shall be no more than 18 feet; or

(v) **Multiple Structures Option.** In addition to the Lot coverage requirements in Paragraph (e) of this Subdivision, any one Building and Structure extending more than 6 feet above Hillside Area Grade, as defined in Section 12.03 of this Code, shall cover no more than 20% of the area of a Lot. Such Buildings or Structures may only be connected by one breezeway, fully enclosed walkway, elevator, or combination thereof of not more than 5 feet in width; or

(vi) **Minimal Grading Option.** For properties where at least 60% of the Lot is comprised of Slopes which are 30% or greater, as determined by a Slope Analysis Map prepared in accordance with Subparagraph (1) of this Paragraph (b), the total amount of any Grading on the site (including exempted Grading, as outlined in Paragraph (f) of this Subdivision (10)) does not exceed the numeric value of 10% of the total Lot size in cubic yards or 1,000 cubic yards, whichever is less (example: a project involving 500 cubic-yards of Grading on a 5,000 square-foot Lot will be eligible for this bonus option); or

(vii) **Green Building Option.** For a new One-Family Dwelling only, the new construction must satisfy the Tier 1 requirements or higher of the LA Green Building Code, as defined in Section 99.01.101.1 of this Code.

(4) **Zoning Administrator's Authority.**

(i) **10% Adjustments.** The Zoning Administrator has the authority to grant adjustments from the requirements of this Paragraph (b) of not more than 10%, pursuant to the authority and procedures established in Subsection A. of Section 12.28 of this Code.

(ii) **Additions to Structures Existing Prior to August 1, 2010.** The Zoning Administrator has the authority to approve any additions made after August 1, 2010, to a One-Family Dwelling existing prior to that date for which permits have been previously obtained which exceed the requirements of this Paragraph (b), pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code, provided:

a. the total cumulative Residential Floor Area of all such additions does not exceed 1,000 square feet; and

b. the resulting Building does not exceed the height of the original Building or the height permitted in Paragraph (d) of this Subdivision 10. below, whichever is greater; and

c. at least two off-street covered parking spaces are provided.

(c) **Verification of Existing Residential Floor Area.** For additions with cumulative Residential Floor Area of less than 1,000 square feet constructed after August 1, 2010, or remodels of Buildings built prior to August 1, 2010, the existing Residential Floor Area shall be the same as the Building square footage shown on the most recent Los Angeles County Tax Assessor's records at the time the plans are submitted to the Department of Building and Safety and a plan check fee is paid. Except that Residential Floor Area may be calculated as defined in Section 12.03 of this Code when a complete set of fully dimensioned plans with area calculations of all the Structures on the Lot, prepared by a licensed architect or engineer, is submitted by the applicant.

Any work that does not qualify as a remodel, as defined in the paragraph below, or additions that are 1,000 square feet or larger shall require a complete set of fully dimensioned plans with area calculations of all the Structures on the Lot prepared by a licensed architect or engineer.

For the purposes of implementing this Paragraph (c), a remodel shall mean the alteration of an existing Building or Structure provided that at least 50 percent of the perimeter length of the contiguous exterior walls and 50 percent of the roof are retained.

(d) **Height Limits.** No portion of a Building or Structure shall be erected or enlarged which exceeds the envelope height limits as outlined in Table 12.21 C.10-4, or as otherwise stated in the paragraphs below. For the provisions below, whenever Grade is mentioned, it shall mean Hillside Area Grade as defined in Section 12.03 of this Code.

Table 12.21 C.10-4
Maximum Height of Structures (in feet)

Height Districts	R1	RS	RE9	RE11	RE15	RE20	RE40	RA
When the roof of the uppermost Story of a Building or Structure or portion thereof has a Slope of 25% or greater, the maximum height for said portion of Building or Structure thereof shall be as follows:								
1, 1L, & 1VL	33	33	33	36	36	36	36	36
1XL	30	30	30	30	30	30	30	30
1SS	22	22	22	22	22	22	22	22
When the roof of the uppermost Story of a Building or Structure or portion thereof has a Slope of less than 25%, the maximum height for said portion of Building or Structure thereof shall be as follows:								
1, 1L, & 1VL	28	28	28	30	30	30	30	30
1XL	28	28	28	30	30	30	30	30
1SS	18	18	18	18	18	18	18	18

(1) **Measurement of Height.** Notwithstanding any other provision in this Code, the height limits in Table 12.21 C.10-4 shall be measured as set forth below.

(i) Maximum Envelope Height. Envelope height (otherwise known as vertical height or "plumb line" height) shall be the vertical distance from the Grade of the site to a projected plane at the roof Structure or parapet wall located directly above and parallel to the Grade. Measurement of the envelope height shall originate at the lowest Grade within 5 horizontal feet of the exterior walls of a Building or Structure. At no point shall any given section of any part of the proposed Building or Structure exceed the maximum envelope height.

A topographic map shall be submitted as a separate plan sheet or as part of the site plan identifying the 5-foot perimeter of the exterior walls, or any other information which the Department of Building and Safety deems necessary to determine compliance with this Paragraph (i).

(2) **Zoning Administrator's Authority.** A Zoning Administrator may allow Structures which exceed the maximum envelope height requirements of Subparagraph (1) of this Paragraph (d); however, the increase in height may not result in a Building or Structure which exceeds an overall height of 45 feet, pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code. The overall height shall be measured from the lowest Elevation point within 5 horizontal feet of the exterior walls of a Building or Structure to the highest Elevation point of the roof Structure or parapet wall.

(3) **Prevailing Height.** Notwithstanding Table 12.21 C.10-4 of this Paragraph (d), when 40% or more of the existing One-Family Dwellings with Frontage on both sides of the block have Building heights exceeding these limits, the maximum envelope height for any Building on that block may be the average height of the Dwellings exceeding these limits.

(4) **Lots in a Single-Story Height District.** As enabled by Section 12.21.1 A.1. of this Code, on Lots in a "SS" Single Story Height District, shown as "1SS" on a Zoning Map, no Building or Structure shall be erected or enlarged which exceeds one Story.

Notwithstanding the provision in Section 12.21.1 A.8., in determining the number of Stories, any Basement which is

exempt from the Residential Floor Area calculation, as outlined in Section 12.03 of this Code, shall not be considered a Story.

(5) **Lots Fronting on Substandard Hillside Limited Streets.** For any Lot fronting onto a Substandard Hillside Limited Street, as defined in Section 12.03, and subject to the 5-foot Front Yard setback, no portion of a Building or Structure within 20 feet of the Front Lot Line shall exceed 24 feet in height. The 24 foot maximum Building and Structure height shall be measured from the Elevation at the centerline or midpoint of the Street on which the Lot fronts.

(6) **Unenclosed/Uncovered Rooftop Decks and Cantilevered Balconies.** Unenclosed/uncovered rooftop decks, cantilevered balconies and "visually permeable railing" (no more than 42 inches in height), may project beyond the maximum envelope height, as limited and measured in Subparagraph (1) of this Paragraph (d), no more than 5 horizontal feet.

For the purposes of this Subparagraph (6), "visually permeable railing" means railing constructed of material that is transparent, such as glass or plastic panels, or wrought iron or other solid material which is 80% open to light and air.

(7) **Roof Structures.** Roof Structures as described in Table 12.21 C.10-5 below, or similar Structures, may be erected above the height limit specified in Table 12.21 C.10-4.

Table 12.21 C.10-5
Projecting Roof Structures
(Amended by Ord. No. 182,110, Eff. 5/29/12.)

Roof Structures	Projection Above Height Limit	Setback from Roof Perimeter
Elevator Housing	No more than 5 feet	Not less than 5 feet
Tanks		
Ventilating Fans or similar equipment required to operate and maintain the Building.		
Skylights, covering up to 33 1/3% of the roof area upon which the skylight is constructed.		
Towers		
Steeples		
Flagpoles		
Smokestacks		
Wireless Masts		
Water Tanks		
Silos		
Structures Solely Supporting Solar Energy Systems	See Section 12.21.1 B.3.(c)	See Section 12.21.1 B.3.(c)
Chimneys	No more than 5 feet	None
Exhaust Ducts/Ventilation Shafts		
Stairway Housing, no larger than 36 square feet.		
Skylights, covering more than 33 1/3% of the roof area upon which the skylight is constructed.	No more than 30 inches	
*Solar energy systems as defined by California Civil Code Section 801.5 are exempt per California Government Code Section 65850.5		

No roof Structure or any other space above the height limit specified in Table 12.21 C.10-4 shall be allowed for the purpose of providing additional floor space.

(8) **Specific Plans, Historic Preservation Overlay Zones or Subdivision Approvals.** Height limitations in Specific Plans, Historic Preservation Overlay Zones or in subdivision approvals shall take precedence over the requirements of this Section 12.21. Otherwise, this Section 12.21 shall apply.

(e) **Lot Coverage.** Buildings and Structures extending more than 6 feet above natural ground level shall cover no more than 40% of the area of a Lot.

(1) **Lot Coverage on Substandard Lots.** Notwithstanding Paragraph (e) above, for a Lot which is substandard as to width (less than 50 feet) and as to area (less than 5,000 square feet), Buildings and Structures shall cover no more than 45% of the area of a Lot.

(2) **Zoning Administrator's Authority.** A Zoning Administrator may grant limited deviations from these requirements, pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code.

(f) **Grading.** Notwithstanding any other provisions of this Code, total Grading (Cut and Fill) on a Lot shall be limited as outlined below. No Grading permits shall be issued until a Building permit is approved.

(1) **Maximum Grading Quantities.** The cumulative quantity of Grading, or the total combined value of both Cut and Fill or incremental Cut and Fill, for any one property shall be limited to a base maximum of 500 cubic yards plus the numeric value equal to 5% of the total Lot size in cubic yards. Example: a 5,000 square-foot Lot would have a maximum Grading amount of 750 cubic yards (500 cubic yards for the base amount + 250 cubic yards for the 5% calculation).

However, the cumulative quantity of Grading shall not exceed the maximum "by-right" Grading quantities outlined by Zone in Table 12.21 C.10-6 below.

Table 12.21 C.10-6
Maximum "By-Right" Grading Quantities

Zone	Maximum Grading (cubic yards)
R1	1,000
RS	1,100
RE9	1,200
RE11	1,400
RE15	1,600
RE20	2,000
RE40	3,300
RA	1,800

(2) **Import/Export Limits.** The maximum quantity of earth import or export shall be limited to the following quantities:

(i) **Lots Fronting on Standard Hillside Limited Streets or Larger.** For a property which fronts onto a Standard Hillside Limited Street or larger, as defined in Section 12.03 of this Code, the maximum quantity of earth import shall be no more than 500 cubic yards, where additional Grading on-site in conjunction with the amount of import does not exceed the requirements established in Subparagraph (1) of this Paragraph (f). The maximum quantity of earth export shall be no more than 1,000 cubic yards.

(ii) **Lots Fronting on Substandard Hillside Limited Streets.** For a property which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, the maximum quantity of earth import shall be no more than 375 cubic yards, where additional Grading on-site in conjunction with the amount of import does not exceed the requirements established in Subparagraph (1) of this Paragraph (f). The maximum quantity of earth export shall be no more than 750 cubic yards.

(iii) **Exempted On-Site Grading Activity.** Earth quantities which originate from, or will be utilized for any exempted Grading activity listed in Subparagraph (3) of this Paragraph (f) shall be exempted from the maximum import and export quantities set forth in this Paragraph (f). A plan indicating the destination and/or source (i.e. exempted Grading activity or non-exempted Grading activity) of any import and/or export shall be submitted as part of a Grading permit application.

(3) **Exceptions.** The Grading activities outlined in the sub-subparagraphs below shall be exempt from the Grading and/or earth transport limitations established in Subparagraphs (1) and (2) of this Paragraph (f). However, any excavation from an exempted activity being used as Fill, outside of a 5-foot perimeter from the exempted Grading activities, for any other on-site purpose shall be counted towards the limits established in Subparagraph (1) of this Paragraph (f).

(i) Cut and/or Fill underneath the footprint of a Structure(s) (such as foundations, understructures including Basements or other completely subterranean spaces), as well as for water storage tanks, required stormwater retention improvements, and required animal keeping site development that do not involve the construction of any freestanding retaining walls.

(ii) Cut and/or Fill, up to 500 cubic yards, for driveways to the required parking or fire department turnaround closest to the accessible Street for which a Lot has ingress/egress rights.

(iii) Remedial Grading as defined in Section 12.03 of this Code as recommended in a Geotechnical Investigation Report, prepared in accordance with Sections 91.7006.2, 91.7006.3, and 91.7006.4 of this Code, and approved by the Department of Building and Safety - Grading Division.

(4) **Zoning Administrator's Authority.** A Zoning Administrator may grant the following deviations from the requirements of Subparagraphs (1) and (2) of this Paragraph (f), pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code.

(i) Grading in excess of the maximum "by-right" Grading quantities listed in Subparagraph (1) of this Paragraph (f), but in no event shall the quantities exceed the true value of 500 cubic yards plus the numeric value equal to 5% of the total Lot size in cubic yards.

(ii) For a property which fronts onto a Standard Hillside Limited Street or larger, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import greater than 500 cubic yards, and increase the maximum quantity of export greater than 1,000 cubic yards; calculated pursuant to Subparagraph (2) of this Paragraph (f).

For a property which fronts onto a Substandard Hillside Limited Street, as defined in Section 12.03 of this Code, increase the maximum quantity of earth import greater than 375 cubic yards, and increase the maximum quantity of earth export greater than 750 cubic yards; calculated pursuant to Subparagraph (2) of this Paragraph (f).

(5) **New Graded Slopes.** All new Graded Slopes shall be no steeper than 2:1 (horizontal:vertical), except when the Department of Building and Safety - Grading Division has determined that Slopes may exceed 2:1 pursuant to Section 91.105 of this Code.

(6) **Grading Activity on 100% Slopes.** Notwithstanding the Grading, Excavations and Fills provisions in Chapter IX of this Code (the Los Angeles Building Code), when any Grading activity is proposed on any slope of 100% or greater, as identified on the Slope Analysis Map, the Department of Building and Safety - Grading Division shall require the Geotechnical Investigation Report (also referred to as a soils and/or geological report) to include the most stringent level of geotechnical analysis and reporting feasible, and in sufficient detail to substantiate and support the design and construction methods being proposed.

A Deputy Grading Inspector, also referred to as a Registered (Licensed) Deputy Inspector, paid for by the owner, will be required to be on site when said Grading activity is being conducted in order to ensure that all work is being done in accordance with the recommendations of the Geotechnical Report, the approved plans, and/or the applicable Grading requirements of the Los Angeles Building Code for applicable Grading or foundation earthwork in Hillside Areas.

(7) **Grading Plan Check Criteria.** Grading plans and reports shall be submitted for approval with Building plans, and shall include those items required by Section 91.7006 of this Code.

(g) **Off-Street Parking Requirements.** Notwithstanding those exceptions found in Section 12.22 of this Code, no Building or Grading permit shall be issued for the construction of any One-Family Dwelling, Accessory Building, or addition thereto, unless the following requirements are met.

(1) **Number of Required Covered Spaces.** There shall be at least two Automobile Parking Spaces on the same Lot with each One-Family Dwelling thereon. These required parking spaces shall be provided within a Private Garage. These required parking spaces shall not be provided or maintained within a required Front Yard, unless otherwise permitted by Subparagraph (10) of Paragraph (a) of this Subdivision 10.

(i) **Exception for Dwelling on Narrow Lot.** Where only one One-Family Dwelling is located on a nonconforming Lot 40 feet or less in width and not abutting an alley, only one Automobile Parking Space need be provided. This exception shall not apply to any Lot which fronts on a Substandard Hillside Limited Street.

(2) **Additional Required Spaces.** For a main Building and any Accessory Building located on a Lot which fronts on a Substandard Hillside Limited Street, excluding Floor Area devoted to required parking, which exceed a combined Residential Floor Area of 2,400 square feet, there shall be one additional parking space provided for each additional increment of 1,000 square feet or fraction thereof of Floor Area for a maximum of 5 total on-site spaces. These additional required parking spaces may be uncovered. Notwithstanding the provisions of Subparagraph (1) of this Paragraph (g), when a Lot fronts onto a Substandard Hillside Limited Street, the additional parking spaces may be located within the required Front Yard.

(i) **Zoning Administrator's Authority.** A Zoning Administrator may reduce the number of off-street parking spaces required by Subparagraph (2) of this Paragraph (g), pursuant to the authority and procedures established in Subdivision 28. of Subsection X. of Section 12.24 of this Code.

(3) **Parking Stall Dimensions.** In each parking area or garage devoted to parking for Dwelling uses, all Parking Stalls in excess of one per Dwelling Unit may be designed as compact stalls to accommodate parking cars. Every standard Parking Stall provided for Dwelling Units shall be at least 8 feet 6 inches in width and 18 feet in length; every compact stall shall

be at least 7 feet 6 inches in width and 15 feet in length.

(4) **Tandem Parking.** Automobile parking may be parked in tandem in a Private Garage or Private Parking Area serving a One-Family Dwelling where the tandem parking is not more than two cars in depth. Each required Parking Stall within a parking area or garage shall be accessible. Tandem parking shall not be allowed in parking areas for recreational vehicles.

(5) **Garage Doors.** Any door or doors installed at the automobile entry to a garage serving a One-Family Dwelling where the required parking spaces are located shall be of conventional design constructed so as to permit the simultaneous entry of automobiles in each required parking space without damaging the door or door frame and constructed so as to permit the flow of air through the automobile entry when the door is in the fully closed position.

(6) **Driveway Width.** Every access driveway shall be at least 9 feet in width.

(7) **Mechanical Automobile Lifts and Robotic Parking Structures.** The stacking of two or more automobiles via a mechanical car lift or computerized parking Structure is permitted. The platform of the mechanical lift on which the automobile is first placed shall be individually and easily accessible and shall be placed so that the location of the platform and vehicular access to the platform meet the requirements of Paragraphs (a), (b), and (i) of Subdivision 5. of Subsection A. of Section 12.21 of this Code. The lift equipment or computerized parking Structure shall meet any applicable Building, Mechanical and Electrical Code requirements as approved by the Department of Building and Safety.

(h) **Fire Protection.** Notwithstanding any other provisions of this Code to the contrary, on a Lot fronting onto a Substandard Hillside Limited Street, or on any Lot located either more than 2 miles from a fire station housing a Los Angeles City Fire Department Truck Company or more than 1 1/2 miles from a fire station housing a Los Angeles Fire Department Engine Company, the following fire protection measures shall be required.

(1) **New Buildings or Structures.** Any new construction of a One-Family Dwelling or detached Accessory Building shall be protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code.

(2) **Existing Buildings or Structures.** An approved automatic fire sprinkler system in compliance with the Los Angeles Plumbing Code shall be installed:

(i) whenever an addition to an existing One-Family Dwelling or Accessory Building increases Residential Floor Area by 50% or more of the area of the existing Dwelling or Building; or

(ii) whenever the aggregate value of Major Remodels within a one-year period exceeds 50% of the replacement cost of the Dwelling or Accessory Building.

(3) **Fire Sprinkler Coverage.** The sprinkler systems required in this Paragraph shall be sufficient to cover the entire Dwelling or Building, unless otherwise determined by the Department of Building and Safety, and shall be installed in compliance with all applicable Codes.

(4) **Exempt Accessory Structures.** The provisions of this Paragraph shall not apply to accessory Structures such as gazebos, pergolas, or storage sheds provided these Structures are not supported by or attached to any portion of a Dwelling or Accessory Building and do not exceed 200 square feet in area.

(i) **Street Access.**

(1) **Street Dedication.** For any new construction of, or addition to, a One-Family Dwelling on a Lot fronting on a Substandard Hillside Limited Street, no Building permit or Grading permit shall be issued unless at least one-half of the width of the Street(s) has been dedicated for the full width of the Frontage of the Lot to Standard Hillside Limited Street dimensions or to a lesser width as determined by the City Engineer. The appellate procedures provided in Section 12.37 I. of this Code shall be available for relief from this requirement.

(2) **Adjacent Minimum Roadway Width.** For any new construction of, or addition to a One-Family Dwelling on a Lot fronting on a Substandard Hillside Limited Street that is improved with a roadway width of less than 20 feet, no Building permit or Grading permit shall be issued unless the construction or addition has been approved pursuant to Section 12.24 X.28. of this Code.

(3) **Minimum Roadway Width (Continuous Paved Roadway).** For any new construction of, or addition to, a One-Family Dwelling on a Lot that does not have a vehicular access route from a Street improved with a minimum 20-foot wide continuous paved roadway from the driveway apron that provides access to the main residence to the boundary of the Hillside Area, no Building permit or Grading permit shall be issued unless the construction or addition meets the requirements of this Subdivision 10. or has been approved by a Zoning Administrator pursuant to Section 12.24 X.28. of this Code.

(j) **Sewer Connection.** No Building permit shall be issued for the construction of any new One-Family Dwelling on a Lot located 200 feet or less from a sewer mainline unless a sewer connection is provided to the satisfaction of the City Engineer.

(k) **Hillside Standards Overlay Districts.** The provisions of Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (f) (Grading) of this Subdivision 10. may be superseded by a Hillside Neighborhood Overlay adopted pursuant to Section 13.14 of this Code.

(l) **Exceptions.** The provision of this Subdivision shall not apply to:

(1) **Tracts With CC&Rs Approved After February 1, 1985.** One-Family Dwellings, Accessory Buildings and additions thereto within a subdivision for which a tentative or final tract map was approved by the City of Los Angeles after February 1, 1985, and is still valid, provided that the map resulted in the establishment of covenants, conditions and restrictions governing Building height, yards, open space or Lot coverage, and provided, further, that such covenants, conditions and restrictions were recorded on or after February 1, 1985.

(2) **Additions to Dwellings Built Prior to August 1, 2010.** Any additions made after August 1, 2010, to a One-Family Dwelling existing prior to that date for which Building permits have been previously obtained, provided that:

(i) the total cumulative Residential Floor Area of all such additions does not exceed 500 square feet (excluded from calculations of this 500 square foot limitations is Floor Area devoted to required covered parking); and

(ii) the resulting Building complies with the requirements of Paragraphs (a) (Setback Requirements), (d) (Height Limits), and (f) (Grading) of this Subdivision 10.

(3) **Hillside Major Remodel.** As defined in Section 12.03 of this Code, any remodeling of a main Building on a Lot in the Hillside Area, which does not add square footage and for which the aggregate

value of all the alterations within a one-year period does not exceed 50% of the replacement cost of the main Building.

(4) **Northeast Los Angeles Hillside Ordinance.** Properties subject to the Northeast Los Angeles Hillside Ordinance established by Ordinance No. 180,403, shall be exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (f) (Grading) of this Subdivision 10.

(5) **The Oaks Hillside Ordinance.** Properties subject to The Oaks Hillside Ordinance established by Ordinance No. 181,136, shall be exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits), and (e) (Lot Coverage) of this Subdivision 10.

(6) **Large Active Remedial Grading Projects.** Properties with active Remedial Grading permits for 100,000 cubic yards or more which have been issued by the Department of Building and Safety - Grading Division before July 1, 2010, are exempted from Paragraphs (b) (Maximum Residential Floor Area), (d) (Height Limits, and (f) Grading of this Subdivision. Such properties shall remain subject to the provisions of Subdivision 17. of Subsection A. of Section 12.21 of this Code, and Section 12.21.1 of this Code, and all other zoning and Building regulations applicable at the time Building Permits are issued. This exception shall expire 60 months after July 1, 2010.

APPENDIX B

Beverly Grove RFA District Ordinance (No. 182,754)

ORDINANCE NO. 182754

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

WHEREAS, on May 6, 2008, the City Council adopted the Baseline Mansionization Ordinance (BMO) in response to the proliferation of oversized and out of character single-family dwellings being developed in neighborhoods throughout the City; and

WHEREAS, the BMO created a Residential Floor Area Supplemental Use District (RFA) overlay tool to provide for development standards to be further tailored in individual neighborhoods in order to ensure that new development matches the scale and character of existing buildings in the surrounding area; and

WHEREAS, the area unofficially known as Beverly Grove (located in the Wilshire Community Plan and generally bounded by Colgate Avenue on the north, Fairfax Avenue on the east, Lindenhurst Avenue on the south, and San Vicente Boulevard on the west) continues to experience out-of-scale development with a noticeable increase in demolitions and the construction of new single-family dwellings; and

WHEREAS, since the passage of the BMO in 2008, 58 out of 690 single-family homes in Beverly Grove have either been demolished and rebuilt or remodeled in a way that is out of scale and out of character with the neighborhood; and

WHEREAS, since January of this year, there have been 19 demolition or new home permits issued for buildings that are out of scale and out of character in the neighborhood, despite the intent of the BMO; and

WHEREAS, seven of these demolition permits were issued since the City Planning Commission's action on August 8, 2013, recommending adoption of the Beverly Grove RFA; and

WHEREAS, knowledge of the proposed Beverly Grove RFA may encourage owners and developers to obtain a greater number of building and demolition permits prior to the adoption of the appropriate regulatory controls, effectively accelerating the destruction and replacement of properties in the proposed RFA with out of scale and out of character development; and

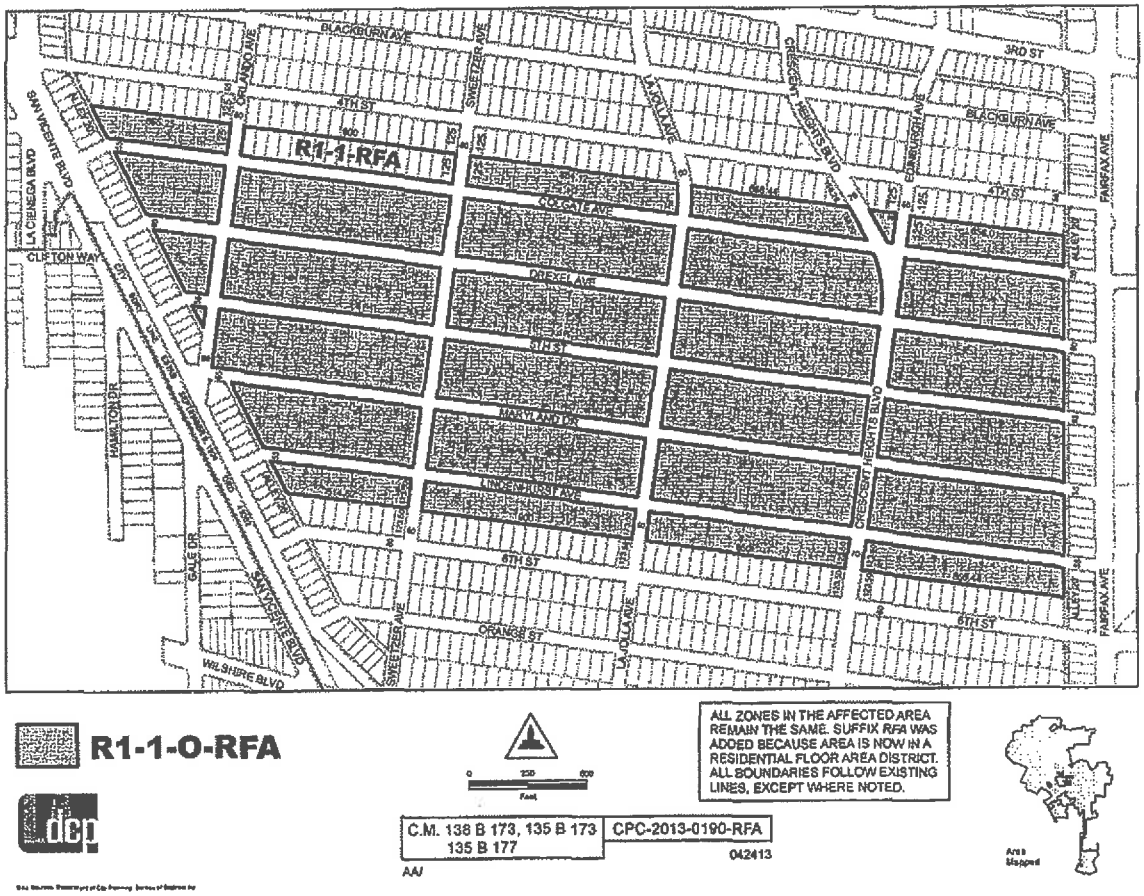
WHEREAS, the proposed ordinance and resulting RFA is consistent with the goals and objectives of the General Plan's land use and housing elements to conserve the character of existing neighborhoods and protect the Beverly Grove RFA from development that is inconsistent with the intent of the BMO and the Wilshire Community Plan; and

WHEREAS, it is urgent to immediately prevent the further alteration, demolition and redevelopment of properties in this unique neighborhood.

NOW, THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, together with applicable regulations set forth in Section 2 of this ordinance, so that such portion of the zoning map for the Beverly Grove neighborhood (which encompasses Colgate Avenue, Drexel Avenue, West 5th Street, Maryland Drive and Lindenhurst Avenue, between San Vicente Boulevard and Fairfax Avenue) of the Wilshire Community Plan ("Beverly Grove Residential Floor Area District") shall be as follows for all properties zoned R1, consistent with the procedures for a Residential Floor Area Supplemental Use District established in Los Angeles Municipal Code Section 13.13:



Sec. 2. All lots zoned R1 that are within the Beverly Grove Residential Floor Area District and with the suffix RFA, as described in the map in Section 1 of this ordinance, shall be subject to the following regulations:

A. **Maximum Base Residential Floor Area.** For all single-family residentially-zoned lots within the Beverly Grove Residential Floor Area District, the maximum residential base floor area ratio contained in all buildings, including accessory buildings, shall not exceed 0.42.

B. **Detached Garage Bonus.** Notwithstanding the foregoing, an additional 0.06 of floor area ratio shall be allowed if the required covered parking is located in a private garage that is detached from the main building and located to the rear of the lot.

C. **Additional Bonus.** An additional 0.02 of floor area ratio shall be allowed, only in combination with the Detached Garage Bonus, if any one or more of the following methods listed below is utilized:

1. The exterior walls facing either the front or side lot lines, and built within the minimum setbacks required by Section 12.08 of this Code, have a maximum uninterrupted length of 30 feet each. The portion of an uninterrupted exterior wall facing the front lot line that extends beyond 30 feet is then recessed 10 feet for a minimum length of 10 feet. The portion of an uninterrupted exterior wall facing the side lot line that extends beyond 30 feet is then recessed 5 feet for a minimum length of 5 feet.

2. The total residential floor area of each story other than the base floor in a multi-story building does not exceed 75 percent of the base floor area, and a minimum of 15 linear feet of any story other than the base floor is stepped back in the front yard at least 5 feet more than the minimum required pursuant to the zone.

    a. For purposes of this subsection, the base floor area calculation shall not include the area of covered parking and areas of attached porches, patios, and breezeways with a solid roof. The calculation of each story other than the base floor shall include all portions of a story with a ceiling height greater than 14 feet and areas of attached porches, patios, and breezeways with a solid roof which are connected to the story other the base floor.

3. The maximum height of a building is reduced by 20 percent of the maximum allowable height pursuant to the zone.

4. All side yard setbacks are at least 2 feet greater than the minimum required pursuant to the zone and are maintained for the entire depth of the lot.

The maximum allowable residential floor area ratio, including any bonuses obtained through the utilizations of the methods described above, shall be 0.50.

D. **Areas Exempt From Residential Floor Area Calculation.** On all single-family lots located in the Beverly Grove Residential Floor Area District, the following components shall be exempt in the calculation of the total residential floor area permitted on a lot, in lieu of the exceptions listed in the definition of "Floor Area, Residential" in Section 12.03 of the Code, including:

1. The first 400 square feet of detached covered parking area that is built to the rear of the lot.

2. Detached accessory buildings not exceeding 200 square feet.

3. A basement, not to be used as parking area, when the elevation of the upper surface of the floor or roof above the basement does not exceed 2 feet in height at any point above the finished or natural grade, whichever is lower.

4. Rooftop equipment enclosures set back at least 10 feet from the roof perimeter.

E. **Additions To Existing Buildings.** With regard to projects on any single-family lot in the Beverly Grove Residential Floor Area District and with the suffix RFA, a remodel shall mean the alteration of an existing building or structure provided that at least 50 percent of the perimeter length of the contiguous exterior wall and 50 percent of the roof are retained.

F. **Verification of Existing Residential Floor Area.** For additions with cumulative residential floor area of less than 1,000 square feet constructed after January 1, 2008, or remodels of buildings built prior to January 1, 2008, the existing residential floor area shall be the same as the building square footage shown on the most recent Los Angeles County Tax Assessor's records at the time the plans are submitted to the Department of Building and Safety and a plan check fee is paid.

1. Exception. Residential floor area may be calculated as defined in Section 12.03 of this Code when a complete set of fully dimensioned plans with area calculations of all structures on the lot, prepared by a licensed architect or engineer, is submitted by the applicant. Any work that does not qualify as a remodel, as defined above, or additions that are 1,000 square feet or larger shall require a complete set of fully dimensioned plans with area calculations of all the structures on the lot, prepared by a licensed architect or engineer.

G. **Minimum Building or Structure Size.** In no event shall a lot be limited to less than 2,000 square feet of residential floor area.

H. **Damaged or Destroyed Legally Non-Conforming Buildings or Structures.** This ordinance is not intended to penalize or punish any existing homes that may not conform to the Residential Floor Area District regulations following its passage. Accordingly, any legally non-conforming buildings which are damaged or destroyed by any cause except arson or other intentional destruction, may be rebuilt with the same residential floor area as existed prior to the destruction, without the need to comply with the regulations set forth in this ordinance.

I. **Exemption for Projects Already in Plan Check.** Any project that was currently in plan check as of the effective date of this ordinance, or that acquired a vested right pursuant to Section 12.26 of this Code prior to the effective date of this ordinance, shall be exempt from the provisions of this ordinance.

Sec. 3. **URGENCY CLAUSE.** The City finds and declares that this ordinance is required for the immediate protection of the public peace, health, and safety for the following reasons: The measures contained in the ordinance are designed to protect the unique character of the Beverly Grove neighborhood from new development built out of character and scale. In 2006, an Interim Control Ordinance (Ordinance Number 178124) was adopted to prevent new development inconsistent with the intent of the General Plan while the 2008 Baseline Mansionization Ordinance (Ordinance Number 179883) was developed to address out of scale development citywide. Despite the measures of the Baseline Mansionization Ordinance, new development built out of scale and incompatibly with the existing neighborhood continues. Moreover, the pace of demolition and construction of new buildings has accelerated with the recovery of the housing market over recent months. Delaying the implementation of this ordinance is likely to result in more development that is inconsistent with the objectives of the General Plan, incompatible with the existing neighborhood, irreversible, and with negative impacts on the quality of life in the Beverly Grove community. For all of these reasons, the Beverly Grove Residential Floor Area District Ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.

Sec. 4. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than three-fourths** of all its members, at its meeting of OCT 18 2013.

HOLLY L. WOLCOTT, Interim City Clerk

By _____
Deputy

Approved 10/23/13

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
ADRIENNE S. KHORASANEE
Deputy City Attorney

Date 10/15/13

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted . . . . .

October 15, 2013

See attached report.

_____
Michael LoGrande
Director of Planning

File No(s). CF 11-1438; CPC-2013-190-RFA

M:\Real Prop_Env_Land Use\Land Use\Adrienne Khorasanee\Ordinances\Beverly Grove RFA Ordinance.doc

APPENDIX C

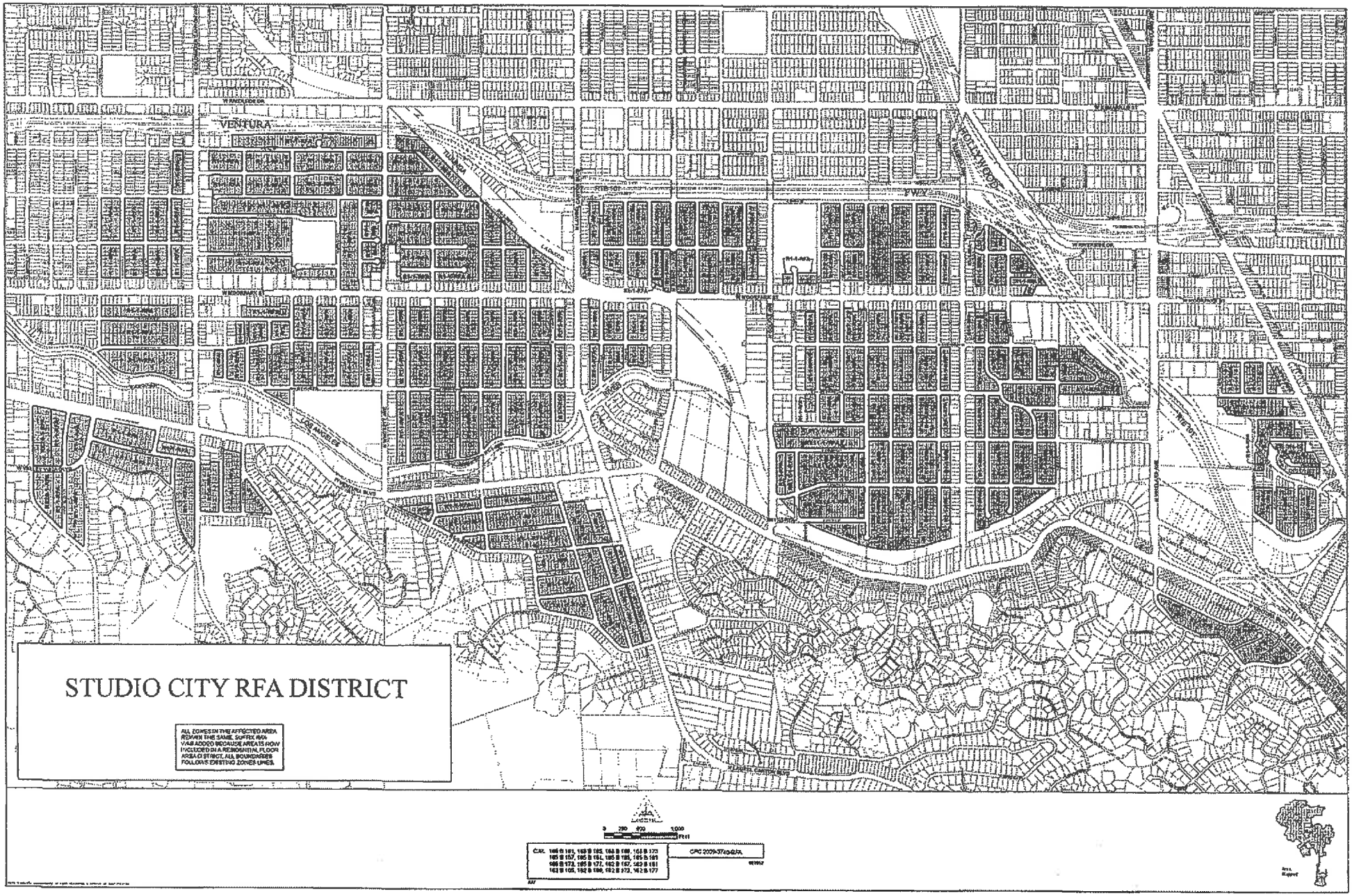
Studio City RFA District Ordinance (No. 182,048)

ORDINANCE NO. 182048

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, together with applicable regulations set forth in Section 2 of this ordinance, so that such portion of the zoning map for the Studio City portion of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community shall be as follows with a Residential Floor Area (RFA) Zoning Supplemental Use District for all properties zoned R1 or RE:


VENTURA
HOLLYWOOD
FWY
STUDIO CITY RFA DISTRICT
ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX RFA WAS ADDED BECAUSE AREA IS NOW INCLUDED IN A RESIDENTIAL FLOOR AREA DISTRICT. ALL BOUNDARIES FOLLOW EXISTING ZONE LINES.
CPC 2009-3749-RFA

Sec. 2. All lots zoned R1 and RE that are within the RFA Zoning Supplemental Use District, as described in the map in Section 1 of this Ordinance, shall be subject to the following regulations:

A. MAXIMUM RESIDENTIAL FLOOR AREA (RFA) FOR NEW CONSTRUCTION.

For any new construction, there shall be established on each lot within the RFA Zoning Supplemental Use District a Base Residential Floor Area (RFA) limitation and Permitted RFA Bonuses, as follows:

1. **Base Residential Floor Area Limitation.** The maximum Residential Floor Area Ratio (FAR) for a lot, taking into account all building and accessory building, shall not exceed 0.33.

2. **Permitted Residential Floor Area Bonus Options.** The FAR for any lot can be increased with bonuses obtained through the use of FAR Bonus Options. The available Bonus Options are set forth in Subsection C of this Section 2.

   The percentage increase from each bonus shall be as specified below. These percentage increases are also illustrated in Table 1 – New Construction Standards.

   a. **R1 Zoning with a Lot Size Less Than 10,000 Square Feet.** For R1 zoned lots that are less than 10,000 square feet in size, an additional 0.05 FAR will be allowed for each bonus obtained through use of one of the Bonus Options listed in Subsection C of this Section 2. Up to four (4) bonuses may be utilized for a total increase of 0.20 FAR, to be added to the base 0.33 FAR.

   b. **R1 Zoning with a Lot Size 10,000 Square Feet or Greater.** For R1 zoned lots that are 10,000 square feet or greater in size, an additional 0.04 FAR will be allowed for each bonus obtained through use of one of the Bonus Options listed in Subsection C of this Section 2. Up to four (4) bonuses may be utilized for a total increase of 0.16 FAR, to be added to the base 0.33 FAR.

   c. **RE Zoning with a Lot Size Less Than 15,000 Square Feet.** For RE zoned lots that are less than 15,000 square feet in size, an additional 0.02 FAR will be allowed for each bonus obtained through use of one of the Bonus Options listed in Subsection C of this Section 2. Up to four (4) bonuses may be utilized for a total increase of 0.08 FAR, to be added to the base 0.33 FAR.

   d. **RE Zoning with a Lot Size 15,000 Square Feet or Greater.** For RE zoned lots that are 15,000 square feet or greater in size, an

additional 0.01 FAR will be allowed for each bonus obtained through use of one of the Bonus Options listed in Subsection C of this Section 2. Up to four (4) bonuses may be utilized for a total increase of 0.04 FAR, to be added to the base 0.33 FAR.

TABLE 1 – NEW CONSTRUCTION STANDARDS

ZONE	LOT SIZE	BASE LIMITATION — With Use of Zero (0) Options[1]	BONUS #1 — With Use of One (1) Option[5]	BONUS #2 — With Use of Two (2) Options[2,4,5]	BONUS #3 — With Use of Three (3) Options[2,3,4,5]	BONUS #4 — With Use of Four (4) Options[2,3,4,5]
R1	Lot 5,000 sq-ft to 10,000 sq-ft	0.33 FAR	0.38 FAR	0.43 FAR	0.48 FAR	0.53 FAR
R1	Lot ≥ 10,000 sq-ft	0.33 FAR	0.37 FAR	0.41 FAR	0.45 FAR	0.49 FAR
RE	Lot < 15,000 sq-ft	0.33 FAR	0.35 FAR	0.37 FAR	0.39 FAR	0.41 FAR
RE	Lot ≥ 15,000 sq-ft	0.33 FAR	0.34 FAR	0.35 FAR	0.36 FAR	0.37 FAR

Building additions will be permitted as set forth in Table 2 below, as long as 50% of the existing house remains intact and unaltered. If more than 50% of the house is being altered, then the project shall comply with all regulations, including the Los Angeles Building Code, applicable to the project.

No balconies facing an abutting single-family residential use are permitted if more than one Bonus Option is utilized, unless any such balcony (i) is fully inset into building or (ii) has three sides fully enclosed or (iii) is a Juliet Balcony for aesthetic purposes, not to exceed 8" in depth, 15 sq-ft total, with the opening no larger than 6 feet. For projects that choose to utilize balconies, the square footage of the balconies will be included in the FAR.

When three or more options are used, one of those options must be the Proportional Stories Option or the Building Step-back from Front Façade Step-back Option in Section C.1 and 2 below.

When two or more options are used, one of those options must be the Reduced Height Option or Pitched Roof Option in Section C.7 and 8 below.

[5] All single-story houses, regardless of FAR, shall be permitted to be constructed to the maximum FAR permitted by the Baseline Mansionization Ordinance without the use of any Bonus Options as long as the height of the

building does not exceed 18 feet and the floor to ceiling height does not exceed 14 feet.

B. MAXIMUM RESIDENTIAL FLOOR AREA (RFA) FOR ADDITIONS TO AN EXISTING BUILDING OR STRUCTURE.

For any addition to an existing building or structure on any R1 or RE zoned lots located within the RFA Zoning Supplemental Use District, there shall be established a Base RFA limitation and Permitted RFA Bonuses, as follows:

1. **Base Residential Floor Area Limitation**. As set forth above, in Section 2.A.1), the FAR for a lot located in the RFA suffix shall not exceed 0.33. That base FAR can be increased in connection with the following types of additions to an existing building or structure, without the need to use a Bonus Option, as follows:

    a. An addition can be made to any existing building on a lot in the RFA suffix so long as the addition does not cause the FAR to exceed 0.40.

    b. On a lot zoned RE 11 or RE 20 and located in the RFA suffix and which is less than 15,000 square feet in size, an addition can be made to any existing building so long as the addition does not cause the FAR to exceed 0.35.

    c. On a lot zoned RE 11 or RE 20 and located in the RFA suffix and which is 15,000 square feet or greater in size, an addition can be made to any existing building so long as the addition does not cause the FAR to exceed 0.34.

2. **Permitted Residential Floor Area Bonus Options**. Under certain circumstances, a lot may qualify to utilize FAR Bonus Options, which will generate bonuses that allow the lot to exceed the FAR limits set forth in B. 1) of this Section 2, above. The circumstances are set forth below. The available Bonus Options are set forth in Subsection C of this Section 2.

    The percentage increase for each bonus obtained through use of a Bonus Option shall be as specified below. These percentage increases are also illustrated in Table 2 (Additions to Existing Buildings).

    a. **R1 Zoning, Lot Size Less Than 10,000 Square Feet, and Existing FAR of Less Than 0.40.** For R1 zoned lots that are less than 10,000 square feet in size and have an existing FAR of less than 0.40, up to three (3) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.53.

b. **R1 Zoning, a Lot Size Less Than 10,000 Square Feet, and Existing FAR of 0.43 to 0.47.** For R1 zoned lots that are less than 10,000 square feet in size and have an existing FAR within the range of 0.43 to 0.47, up to two (2) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.53.

c. **R1 Zoning, a Lot Size Less Than 10,000 Square Feet, and Existing FAR of 0.48 to 0.52.** For R1 zoned lots that are less than 10,000 square feet in size and have an existing FAR within the range of 0.47 to 0.52, up to one (1) Bonus may be utilized to increase the FAR of the lot to a maximum of 0.53.

d. **R1 Zoning, a Lot Size 10,000 Square Feet or Greater, and Existing FAR of Less Than 0.40.** For R1 zoned lots that are 10,000 square feet or greater in size and have an existing FAR of less than 0.40, up to three (3) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.49.

e. **R1 Zoning, a Lot Size 10,000 Square Feet or Greater, and Existing FAR of 0.40 or 0.41.** For R1 zoned lots that are more than 10,000 square feet in size and have an existing FAR of 0.40 or 0.41, up to three (3) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.49.

f. **R1 Zoning, a Lot Size 10,000 Square Feet or Greater, and Existing FAR of 0.42 to 0.45.** For R1 zoned lots that are 10,000 square feet or more in size and have an existing FAR of 0.42 to 0.45, up to two (2) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.49.

g. **R1 Zoning, a Lot Size 10,000 Square Feet or Greater, and Existing FAR of 0.46 to 0.49.** For R1 zoned lots that are 10,000 square feet or more in size and have an existing FAR which ranges from 0.46 to 0.49, up to one (1) Bonus may be utilized to increase the FAR of the lot to a maximum of 0.49.

h. **R1 Zoning, a Lot Size 10,000 Square Feet or Greater, and Existing FAR of 0.49 or Greater.** For R1 zoned lots that are 10,000 square feet or greater in size and have an existing FAR of 0.49 or more, zero (0) Bonuses may be utilized.

i. **RE Zoning, a Lot Size Less Than 15,000 Square Feet, and Existing FAR of Less Than 0.33.** For RE zoned lots that are less than 15,000 square feet in size and have an existing FAR of less

than 0.33, up to three (3) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.41.

j. **RE Zoning, a Lot Size 15,000 Square Feet or Greater, and Existing FAR of Less Than 0.33.** For RE zoned lots that are15,000 square feet or greater in size and have an existing FAR of less than 0.33, up to three (3) Bonuses may be utilized to increase the FAR of the lot to a maximum of 0.41.

TABLE 2: BUILDING ADDITIONS

ZONE	LOT SIZE	EXISTING FAR	BASE LIMITATION ——— With Use of Zero (0) Options[1]	BONUS #1 ——— With Use of One (1) Option[2,5]	BONUS #2 ——— Use of Two (2) Options[2,4,5]	BONUS #3 ——— Use of Three (3) Options[2,3,4,5]
R1	<10,000 sq-ft	FAR < 0.40	0.40 FAR	0.43 FAR	0.48 FAR	0.53 FAR
R1	<10,000 sq-ft	0.40 to 0.42 FAR	--------	0.43 FAR	0.48 FAR	0.53 FAR
R1	<10,000 sq-ft	0.43 to 0.47 FAR	--------	0.48 FAR	0.53 FAR	--------
R1	<10,000 sq-ft	0.48 to 0.52 FAR	--------	0.53 FAR	--------	--------
R1	<10,000 sq-ft	≥ 0.53 FAR	--------	--------	--------	--------
R1	≥10,000 sq-ft	FAR < 0.40	0.40 FAR	0.41 FAR	0.45 FAR	0.49 FAR
R1	≥10,000 sq-ft	0.40 to 0.41 FAR	--------	0.41 FAR	0.45 FAR	0.49 FAR
R1	≥10,000 sq-ft	0.41 to 0.45 FAR	--------	0.45 FAR	0.49 FAR	--------
R1	≥10,000 sq-ft	0.45 to 0.49 FAR	--------	0.49 FAR	--------	--------
R1	≥10,000 sq-ft	≥ 0.49 FAR	--------	--------	--------	--------
RE	< 15,000 sq-ft	FAR < 0.33	0.35 FAR	0.37 FAR	0.39 FAR	0.41 FAR
RE	≥15,000 sq-ft	FAR < 0.33	0.34 FAR	0.35 FAR	0.36 FAR	0.41 FAR

Building additions will be permitted as set forth in Table 2 below, as long as 50% of the existing house remains intact and unaltered. If more than 50% of the house is being altered, then the project should comply with all applicable regulations, including the Los Angeles Building Code.

If more than one Bonus Option is utilized, no balconies facing an abutting single-family residential use are permitted if more than one Bonus Option is utilized, unless any such balcony (i) is fully inset into building or (ii) has three sides fully enclosed or (iii) is a Juliet Balcony for aesthetic purposes, not to exceed 18" in depth, 15 sq-ft total, with the opening not larger than 6 feet. For projects that choose to utilize balconies, the square footage of the balconies will be included in the FAR.

When three or more options are being utilized, one of the options used must be the Proportional Stories Option or Building Step-back from Front Facade Step back Option in Section C.1 and 2 below.

When two or more options are being utilized, one of the options used must be the Reduced Height Option or Pitched Roof Option in Section C.7 and 8 below.

All single-story houses, regardless of FAR, shall be permitted to be constructed to the maximum FAR permitted by the Baseline Mansionization Ordinance without the use of any Bonus Option. But the height of the building cannot exceed 18 feet and the floor-to-ceiling height cannot exceed 14 feet.

C. **RESIDENTIAL FLOOR AREA BONUS OPTIONS.** By complying with any of the following options, a bonus of additional FAR for a lot can be obtained.

1. **Proportional Stories Option.** The total residential floor area of each story other than the base floor in a multi-story building does not exceed 75 percent of the base floor area.

2. **Building Step back from Front Façade Step back Option.** At least 75% of a portion of the building facing the front yard above 14 feet is stepped back an additional 10 feet from the required front yard setback. The length of the garage is exempt from the 75% calculation.

3. **LEED Gold Green Building Option.** A new single family dwelling built on a lot substantially complies with the requirements for the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) for Homes program at the "Gold" level or higher. Prior to submitting an application to the Department of Building and Safety for a building permit, the applicant shall be required to obtain an authorization to submit for plan check from the Department of City Planning. In order to obtain this authorization, the applicant shall provide all of the following to the City:

   a. Documentation that the project can be registered with the USGBC's LEED® for Homes Program;

b. A preliminary checklist from a USGBC-contracted LEED® for Homes Provider, which demonstrates that the project can be registered with the LEED® for Homes Program with a target of certification at the "Gold" or higher level;

c. A complete set of plans stamped and signed by a licensed architect or engineer that include a copy of the preliminary checklist and signed declaration identified in Subparagraphs (2) and (3) of this paragraph and identify the measures being provided for LEED® Certification at the "Gold" level. Each plan sheet must also be signed by a USGBC-contracted LEED® for Homes Provider verifying that the plans are consistent with the submitted preliminary checklist.

The Department of Building and Safety shall refer applicants to the Department of City Planning prior to issuance of a building permit to obtain a clearance to verify the project compliance with the originally approved plans. If changes are made to the project, the applicant shall be required to submit a revised set of plans, including the three requirements listed above, with all revisions necessary to make the project in substantial compliance with the requirements for LEED® Certification at the "Gold" level.

4. **CAL Green Tier 1 or better of the Los Angeles Green Building Code Option.** A project shall be designed with an energy efficiency performance level of CAL Green Tier 1 or better of the Los Angeles Green Building Code.

5. **General Articulation Option (as approved by the City Planning Department).** In order to prevent the display of plain walls, all sides of the building façade are relieved by one or more variations that, in total, are no less than 20% of the façade and have a minimum average depth of 9". These may include façade details such as recessed windows, insets, pop-outs, or window trim. For existing homes and additions to utilize this option, only new exterior walls and all existing walls that are altered are required to have the articulation.

6. **Additional Side Yard Setback Option.** All side yard setbacks shall be at least two feet greater than the minimum required pursuant to the zone, and shall be maintained at a minimum for the entire depth of the property. For existing homes and additions to utilize this option, only side yard setbacks of new exterior walls are required to have the additional setback.

7. **Reduced Height Option.** The maximum height of a building shall be reduced by 20% of the maximum allowable height pursuant to the zone. For existing homes and additions to utilize this option, a new addition and parts of the existing house where the roof lines are altered are required to be at the lower height.

8. **Pitched Roof Option.** New construction or building additions that include a single or multiple pitched roof(s) on all roof area above 14 feet that has a minimum slope of 4:12 (4 foot vertical rise for every 12 foot horizontal run) for the roof area, a maximum 15% of the roof area is allowed to have a slope less than 4:12. For existing homes and additions to utilize this option, only any new addition and parts of the existing house where the roof lines are altered shall apply in the calculation.

9. **Placement of Garage Option.**

    a. Detached garages;

    b. Attached garages located at the front or side of the house no wider than one half the width of the house; or

    c. Attached garages located at the front or side of the house whose front door is no wider than eight (8) feet and has no more than two (2) doors total with a minimum one (1) foot space between the doors.

D. **AREAS EXEMPT FROM THE TOTAL RESIDENTIAL FLOOR AREA** On all R1 and RE zoned lots with the "RFA" zoning extension, the following Projects shall not be counted as residential FAR including:

1. The first 400 square feet of covered parking area.

2. Detached accessory buildings not exceeding 200 square feet.

3. The first 250 square feet of attached porches, patios, and breezeways with a solid roof if they area open on at least two sides.

4. Porches, patios, and breezeways that have an open lattice roof.

5. The first 100 square feet of any story or portion of a story of the main building on a lot with a ceiling height greater than 14 feet shall be counted only once.

6. A basement when the elevation of the upper surface of the floor or roof above the basement does not exceed two (2) feet in height at any point above the finished or natural grade whichever is lower.

E. **MINIMUM BUILDING OR STRUCTURE SIZE.** In no event shall a lot be limited to less than 2,000 square feet of residential floor area if one bonus method is used as part of the project.

F. **DAMAGE OR DESTROYED LEGALLY NON-CONFORMING BUILDINGS OR STRUCTURES.** The RFA was never intended to penalize or punish any existing homes that may not conform to the RFA regulations following its passage. Accordingly, any legally non-conforming buildings, which are damaged or destroyed by any cause except arson or other intentional destruction may be rebuilt with the same FAR as existed prior to the destruction, without the need to comply with the RFA regulations set forth in this ordinance.

G. **POSTING AND REPORTING.** During the time of construction, which runs from the date that the first permit is pulled until the date that the Certificate of Occupancy is issued, an applicant must post on the lot, in public view, a clear and legible "Studio City RFA Clearance Sheet". This document must identify: the property address, the applicant's name and emergency phone number, whether the work is new construction or an addition to an existing home, the percentage of existing house being altered, lot size, proposed home square footage, proposed height, floor area ratio, and set forth the bonuses utilized to achieve the FAR. The City Department of Building and Safety shall also post this information on the project description in the online property activity report.

H. **EXEMPTION FOR PROJECTS ALREADY IN PLAN CHECK.** Any project that is currently in plan check as of the date that the City Council approves this ordinance shall be exempt from the provisions of this ordinance.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles at its meeting of FEB 07 2012.

JUNE LAGMAY, City Clerk

By _____ Deputy

Approved FEB 13 2012

_____ Mayor

Approved as to Form and Legality

CARMEN E. TRUTANICH, City Attorney

By _____
KENNETH T. FONG
Deputy City Attorney

Date January 25, 2012

File No(s). 08-2332

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted .....

January 20, 2012

See attached report.

_____
Michael LoGrande
Director of Planning

M:\Real Prop_Env_Land Use\Land Use\Kenneth Fong\Ordinances\Studio City RFA Ordinance\FINAL Draft Studio City RFA Ordinance 4

DECLARATION OF POSTING ORDINANCE

I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 182048 – Zone change for the Studio City Residential Floor Area Supplemental Use District – CPC 2009-3740-RFA - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **February 7, 2012** and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **February 14, 2012** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **February 14, 2012** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **14th** day of **February 2012** at Los Angeles, California.

Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: March 25, 2012 **Council File No. 08-2332**

Rev. (2/21/06)

APPENDIX D

CalEEMod Construction Emission Calculations

ICO For Five Single-Family Neighborhoods

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	0.00	Dwelling Unit	0.00	846,778.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - sq ft over two years

Construction Phase - over 2 years

Demolition - 648,784/10 years = 64878.4*2 years out

Grading - 1 additional acre of development per year, half being additions to existing homes. Over 2 year period.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Residential_Exterior	571575	0
tblAreaCoating	Area_Residential_Interior	1714725	0
tblConstructionPhase	NumDays	0.00	173.00
tblConstructionPhase	NumDays	0.00	523.00
tblConstructionPhase	NumDays	0.00	198.00
tblConstructionPhase	NumDays	0.00	198.00
tblConstructionPhase	NumDays	0.00	198.00
tblConstructionPhase	NumDays	0.00	198.00
tblConstructionPhase	PhaseEndDate	10/4/2017	12/31/2016
tblConstructionPhase	PhaseEndDate	2/6/2019	5/4/2018
tblConstructionPhase	PhaseEndDate	2/3/2017	2/4/2017
tblConstructionPhase	PhaseEndDate	11/8/2017	2/4/2017
tblConstructionPhase	PhaseEndDate	2/6/2019	2/4/2017
tblConstructionPhase	PhaseEndDate	11/8/2017	2/4/2017
tblConstructionPhase	PhaseStartDate	2/5/2017	5/4/2016
tblConstructionPhase	PhaseStartDate	2/5/2017	5/4/2016
tblConstructionPhase	PhaseStartDate	2/5/2017	5/4/2016
tblConstructionPhase	PhaseStartDate	5/5/2018	5/4/2016
tblConstructionPhase	PhaseStartDate	2/5/2017	5/4/2016
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	AcresOfGrading	99.00	1.00
tblLandUse	LandUseSquareFeet	0.00	846,778.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	3.9240	5.5302	3.9296	5.7800e-003	0.1771	0.3681	0.5452	0.0617	0.3451	0.4068	0.0000	518.8786	518.8786	0.1165	0.0000	521.3243
2017	0.2272	2.2037	1.4782	2.1300e-003	0.0935	0.1467	0.2402	0.0449	0.1356	0.1805	0.0000	194.3376	194.3376	0.0542	0.0000	195.4752
2018	0.0485	0.4931	0.3476	5.1000e-004	0.0000	0.0318	0.0318	0.0000	0.0292	0.0292	0.0000	46.5487	46.5487	0.0145	0.0000	46.8531
Total	**4.1997**	**8.2270**	**5.7554**	**8.4200e-003**	**0.2706**	**0.5466**	**0.8172**	**0.1066**	**0.5100**	**0.6165**	**0.0000**	**759.7649**	**759.7649**	**0.1851**	**0.0000**	**763.6525**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	3.9240	5.5302	3.9296	5.7800e-003	0.1771	0.3681	0.5452	0.0617	0.3451	0.4068	0.0000	518.8781	518.8781	0.1165	0.0000	521.3238
2017	0.2272	2.2037	1.4782	2.1300e-003	0.0935	0.1467	0.2402	0.0449	0.1356	0.1805	0.0000	194.3374	194.3374	0.0542	0.0000	195.4749
2018	0.0485	0.4931	0.3476	5.1000e-004	0.0000	0.0318	0.0318	0.0000	0.0292	0.0292	0.0000	46.5487	46.5487	0.0145	0.0000	46.8530
Total	**4.1997**	**8.2270**	**5.7554**	**8.4200e-003**	**0.2706**	**0.5466**	**0.8172**	**0.1066**	**0.5100**	**0.6165**	**0.0000**	**759.7641**	**759.7641**	**0.1851**	**0.0000**	**763.6517**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0598	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0598**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0598	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0598**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/4/2016	2/4/2017	5	198	
2	Site Preparation	Site Preparation	5/4/2016	2/4/2017	5	198	
3	Grading	Grading	5/4/2016	2/4/2017	5	198	
4	Building Construction	Building Construction	5/4/2016	5/4/2018	5	523	
5	Paving	Paving	5/4/2016	2/4/2017	5	198	
6	Architectural Coating	Architectural Coating	5/4/2016	12/31/2016	5	173	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1

Acres of Paving: 0

Residential Indoor: 1,714,725; Residential Outdoor: 571,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	590.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0558	0.0000	0.0558	8.4500e-003	0.0000	8.4500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1135	0.9721	0.7530	1.0400e-003		0.0695	0.0695		0.0664	0.0664	0.0000	93.6644	93.6644	0.0187	0.0000	94.0576
Total	**0.1135**	**0.9721**	**0.7530**	**1.0400e-003**	**0.0558**	**0.0695**	**0.1253**	**8.4500e-003**	**0.0664**	**0.0748**	**0.0000**	**93.6644**	**93.6644**	**0.0187**	**0.0000**	**94.0576**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5900e-003	0.0745	0.0563	1.9000e-004	4.9000e-003	1.1200e-003	6.0200e-003	1.3300e-003	1.0300e-003	2.3600e-003	0.0000	17.3597	17.3597	1.2000e-004	0.0000	17.3623
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4800e-003	5.1100e-003	0.0531	1.2000e-004	9.4900e-003	8.0000e-005	9.5700e-003	2.5200e-003	7.0000e-005	2.5900e-003	0.0000	8.8911	8.8911	4.8000e-004	0.0000	8.9012
Total	**8.0700e-003**	**0.0796**	**0.1094**	**3.1000e-004**	**0.0144**	**1.2000e-003**	**0.0156**	**3.8500e-003**	**1.1000e-003**	**4.9500e-003**	**0.0000**	**26.2508**	**26.2508**	**6.0000e-004**	**0.0000**	**26.2635**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0558	0.0000	0.0558	8.4500e-003	0.0000	8.4500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1135	0.9721	0.7530	1.0400e-003		0.0695	0.0695		0.0664	0.0664	0.0000	93.6643	93.6643	0.0187	0.0000	94.0575
Total	**0.1135**	**0.9721**	**0.7530**	**1.0400e-003**	**0.0558**	**0.0695**	**0.1253**	**8.4500e-003**	**0.0664**	**0.0748**	**0.0000**	**93.6643**	**93.6643**	**0.0187**	**0.0000**	**94.0575**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.5900e-003	0.0745	0.0563	1.9000e-004	4.9000e-003	1.1200e-003	6.0200e-003	1.3300e-003	1.0300e-003	2.3600e-003	0.0000	17.3597	17.3597	1.2000e-004	0.0000	17.3623
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4800e-003	5.1100e-003	0.0531	1.2000e-004	9.4900e-003	8.0000e-005	9.5700e-003	2.5200e-003	7.0000e-005	2.5900e-003	0.0000	8.8911	8.8911	4.8000e-004	0.0000	8.9012
Total	**8.0700e-003**	**0.0796**	**0.1094**	**3.1000e-004**	**0.0144**	**1.2000e-003**	**0.0156**	**3.8500e-003**	**1.1000e-003**	**4.9500e-003**	**0.0000**	**26.2508**	**26.2508**	**6.0000e-004**	**0.0000**	**26.2635**

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0600e-003	0.0000	8.0600e-003	1.2200e-003	0.0000	1.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1310	0.1073	1.5000e-004		9.0800e-003	9.0800e-003		8.6600e-003	8.6600e-003	0.0000	13.4242	13.4242	2.6500e-003	0.0000	13.4798
Total	**0.0151**	**0.1310**	**0.1073**	**1.5000e-004**	**8.0600e-003**	**9.0800e-003**	**0.0171**	**1.2200e-003**	**8.6600e-003**	**9.8800e-003**	**0.0000**	**13.4242**	**13.4242**	**2.6500e-003**	**0.0000**	**13.4798**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	9.8600e-003	7.8400e-003	3.0000e-005	3.9700e-003	1.5000e-004	4.1200e-003	9.9000e-004	1.4000e-004	1.1300e-003	0.0000	2.4674	2.4674	2.0000e-005	0.0000	2.4678
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	6.7000e-004	6.9200e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2355	1.2355	6.0000e-005	0.0000	1.2369
Total	**1.0700e-003**	**0.0105**	**0.0148**	**5.0000e-005**	**5.3400e-003**	**1.6000e-004**	**5.5000e-003**	**1.3500e-003**	**1.5000e-004**	**1.5000e-003**	**0.0000**	**3.7030**	**3.7030**	**8.0000e-005**	**0.0000**	**3.7047**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0600e-003	0.0000	8.0600e-003	1.2200e-003	0.0000	1.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1310	0.1073	1.5000e-004		9.0800e-003	9.0800e-003		8.6600e-003	8.6600e-003	0.0000	13.4242	13.4242	2.6500e-003	0.0000	13.4798
Total	**0.0151**	**0.1310**	**0.1073**	**1.5000e-004**	**8.0600e-003**	**9.0800e-003**	**0.0171**	**1.2200e-003**	**8.6600e-003**	**9.8800e-003**	**0.0000**	**13.4242**	**13.4242**	**2.6500e-003**	**0.0000**	**13.4798**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	9.8600e-003	7.8400e-003	3.0000e-005	3.9700e-003	1.5000e-004	4.1200e-003	9.9000e-004	1.4000e-004	1.1300e-003	0.0000	2.4674	2.4674	2.0000e-005	0.0000	2.4678
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	6.7000e-004	6.9200e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2355	1.2355	6.0000e-005	0.0000	1.2369
Total	**1.0700e-003**	**0.0105**	**0.0148**	**5.0000e-005**	**5.3400e-003**	**1.6000e-004**	**5.5000e-003**	**1.3500e-003**	**1.5000e-004**	**1.5000e-003**	**0.0000**	**3.7030**	**3.7030**	**8.0000e-005**	**0.0000**	**3.7047**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1176	1.1794	0.6349	8.1000e-004		0.0721	0.0721		0.0664	0.0664	0.0000	76.3594	76.3594	0.0230	0.0000	76.8430
Total	**0.1176**	**1.1794**	**0.6349**	**8.1000e-004**	**5.3000e-004**	**0.0721**	**0.0727**	**6.0000e-005**	**0.0664**	**0.0664**	**0.0000**	**76.3594**	**76.3594**	**0.0230**	**0.0000**	**76.8430**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	2.5500e-003	0.0265	6.0000e-005	4.7500e-003	4.0000e-005	4.7900e-003	1.2600e-003	4.0000e-005	1.3000e-003	0.0000	4.4456	4.4456	2.4000e-004	0.0000	4.4506
Total	**1.7400e-003**	**2.5500e-003**	**0.0265**	**6.0000e-005**	**4.7500e-003**	**4.0000e-005**	**4.7900e-003**	**1.2600e-003**	**4.0000e-005**	**1.3000e-003**	**0.0000**	**4.4456**	**4.4456**	**2.4000e-004**	**0.0000**	**4.4506**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1176	1.1794	0.6349	8.1000e-004		0.0721	0.0721		0.0664	0.0664	0.0000	76.3593	76.3593	0.0230	0.0000	76.8430
Total	**0.1176**	**1.1794**	**0.6349**	**8.1000e-004**	**5.3000e-004**	**0.0721**	**0.0727**	**6.0000e-005**	**0.0664**	**0.0664**	**0.0000**	**76.3593**	**76.3593**	**0.0230**	**0.0000**	**76.8430**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7400e-003	2.5500e-003	0.0265	6.0000e-005	4.7500e-003	4.0000e-005	4.7900e-003	1.2600e-003	4.0000e-005	1.3000e-003	0.0000	4.4456	4.4456	2.4000e-004	0.0000	4.4506
Total	**1.7400e-003**	**2.5500e-003**	**0.0265**	**6.0000e-005**	**4.7500e-003**	**4.0000e-005**	**4.7900e-003**	**1.2600e-003**	**4.0000e-005**	**1.3000e-003**	**0.0000**	**4.4456**	**4.4456**	**2.4000e-004**	**0.0000**	**4.4506**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1586	0.0904	1.2000e-004		9.6300e-003	9.6300e-003		8.8600e-003	8.8600e-003	0.0000	10.8393	10.8393	3.3200e-003	0.0000	10.9091
Total	**0.0159**	**0.1586**	**0.0904**	**1.2000e-004**	**5.3000e-004**	**9.6300e-003**	**0.0102**	**6.0000e-005**	**8.8600e-003**	**8.9200e-003**	**0.0000**	**10.8393**	**10.8393**	**3.3200e-003**	**0.0000**	**10.9091**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.3000e-004	3.4600e-003	1.0000e-005	6.9000e-004	1.0000e-005	6.9000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.6178	0.6178	3.0000e-005	0.0000	0.6184
Total	**2.2000e-004**	**3.3000e-004**	**3.4600e-003**	**1.0000e-005**	**6.9000e-004**	**1.0000e-005**	**6.9000e-004**	**1.8000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6178**	**0.6178**	**3.0000e-005**	**0.0000**	**0.6184**

3.3 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3000e-004	0.0000	5.3000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1586	0.0904	1.2000e-004		9.6300e-003	9.6300e-003		8.8600e-003	8.8600e-003	0.0000	10.8393	10.8393	3.3200e-003	0.0000	10.9091
Total	**0.0159**	**0.1586**	**0.0904**	**1.2000e-004**	**5.3000e-004**	**9.6300e-003**	**0.0102**	**6.0000e-005**	**8.8600e-003**	**8.9200e-003**	**0.0000**	**10.8393**	**10.8393**	**3.3200e-003**	**0.0000**	**10.9091**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.3000e-004	3.4600e-003	1.0000e-005	6.9000e-004	1.0000e-005	6.9000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.6178	0.6178	3.0000e-005	0.0000	0.6184
Total	**2.2000e-004**	**3.3000e-004**	**3.4600e-003**	**1.0000e-005**	**6.9000e-004**	**1.0000e-005**	**6.9000e-004**	**1.8000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6178**	**0.6178**	**3.0000e-005**	**0.0000**	**0.6184**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0751	0.0000	0.0751	0.0410	0.0000	0.0410	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1135	0.9721	0.7530	1.0400e-003		0.0695	0.0695		0.0664	0.0664	0.0000	93.6644	93.6644	0.0187	0.0000	94.0576
Total	**0.1135**	**0.9721**	**0.7530**	**1.0400e-003**	**0.0751**	**0.0695**	**0.1446**	**0.0410**	**0.0664**	**0.1074**	**0.0000**	**93.6644**	**93.6644**	**0.0187**	**0.0000**	**94.0576**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4800e-003	5.1100e-003	0.0531	1.2000e-004	9.4900e-003	8.0000e-005	9.5700e-003	2.5200e-003	7.0000e-005	2.5900e-003	0.0000	8.8911	8.8911	4.8000e-004	0.0000	8.9012
Total	**3.4800e-003**	**5.1100e-003**	**0.0531**	**1.2000e-004**	**9.4900e-003**	**8.0000e-005**	**9.5700e-003**	**2.5200e-003**	**7.0000e-005**	**2.5900e-003**	**0.0000**	**8.8911**	**8.8911**	**4.8000e-004**	**0.0000**	**8.9012**

3.4 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0751	0.0000	0.0751	0.0410	0.0000	0.0410	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1135	0.9721	0.7530	1.0400e-003		0.0695	0.0695		0.0664	0.0664	0.0000	93.6643	93.6643	0.0187	0.0000	94.0575
Total	**0.1135**	**0.9721**	**0.7530**	**1.0400e-003**	**0.0751**	**0.0695**	**0.1446**	**0.0410**	**0.0664**	**0.1074**	**0.0000**	**93.6643**	**93.6643**	**0.0187**	**0.0000**	**94.0575**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4800e-003	5.1100e-003	0.0531	1.2000e-004	9.4900e-003	8.0000e-005	9.5700e-003	2.5200e-003	7.0000e-005	2.5900e-003	0.0000	8.8911	8.8911	4.8000e-004	0.0000	8.9012
Total	**3.4800e-003**	**5.1100e-003**	**0.0531**	**1.2000e-004**	**9.4900e-003**	**8.0000e-005**	**9.5700e-003**	**2.5200e-003**	**7.0000e-005**	**2.5900e-003**	**0.0000**	**8.8911**	**8.8911**	**4.8000e-004**	**0.0000**	**8.9012**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0751	0.0000	0.0751	0.0410	0.0000	0.0410	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1310	0.1073	1.5000e-004		9.0800e-003	9.0800e-003		8.6600e-003	8.6600e-003	0.0000	13.4242	13.4242	2.6500e-003	0.0000	13.4798
Total	**0.0151**	**0.1310**	**0.1073**	**1.5000e-004**	**0.0751**	**9.0800e-003**	**0.0841**	**0.0410**	**8.6600e-003**	**0.0497**	**0.0000**	**13.4242**	**13.4242**	**2.6500e-003**	**0.0000**	**13.4798**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	6.7000e-004	6.9200e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2355	1.2355	6.0000e-005	0.0000	1.2369
Total	**4.5000e-004**	**6.7000e-004**	**6.9200e-003**	**2.0000e-005**	**1.3700e-003**	**1.0000e-005**	**1.3800e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2355**	**1.2355**	**6.0000e-005**	**0.0000**	**1.2369**

3.4 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0751	0.0000	0.0751	0.0410	0.0000	0.0410	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1310	0.1073	1.5000e-004		9.0800e-003	9.0800e-003		8.6600e-003	8.6600e-003	0.0000	13.4242	13.4242	2.6500e-003	0.0000	13.4798
Total	**0.0151**	**0.1310**	**0.1073**	**1.5000e-004**	**0.0751**	**9.0800e-003**	**0.0841**	**0.0410**	**8.6600e-003**	**0.0497**	**0.0000**	**13.4242**	**13.4242**	**2.6500e-003**	**0.0000**	**13.4798**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	6.7000e-004	6.9200e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2355	1.2355	6.0000e-005	0.0000	1.2369
Total	**4.5000e-004**	**6.7000e-004**	**6.9200e-003**	**2.0000e-005**	**1.3700e-003**	**1.0000e-005**	**1.3800e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2355**	**1.2355**	**6.0000e-005**	**0.0000**	**1.2369**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1195	1.1856	0.7104	9.8000e-004		0.0813	0.0813		0.0748	0.0748	0.0000	92.4829	92.4829	0.0279	0.0000	93.0688
Total	**0.1195**	**1.1856**	**0.7104**	**9.8000e-004**		**0.0813**	**0.0813**		**0.0748**	**0.0748**	**0.0000**	**92.4829**	**92.4829**	**0.0279**	**0.0000**	**93.0688**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1195	1.1856	0.7104	9.8000e-004		0.0813	0.0813		0.0748	0.0748	0.0000	92.4828	92.4828	0.0279	0.0000	93.0687
Total	**0.1195**	**1.1856**	**0.7104**	**9.8000e-004**		**0.0813**	**0.0813**		**0.0748**	**0.0748**	**0.0000**	**92.4828**	**92.4828**	**0.0279**	**0.0000**	**93.0687**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1656	1.6476	1.0451	1.4700e-003		0.1112	0.1112		0.1023	0.1023	0.0000	136.7482	136.7482	0.0419	0.0000	137.6280
Total	**0.1656**	**1.6476**	**1.0451**	**1.4700e-003**		**0.1112**	**0.1112**		**0.1023**	**0.1023**	**0.0000**	**136.7482**	**136.7482**	**0.0419**	**0.0000**	**137.6280**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1656	1.6476	1.0451	1.4700e-003		0.1112	0.1112		0.1023	0.1023	0.0000	136.7480	136.7480	0.0419	0.0000	137.6279
Total	**0.1656**	**1.6476**	**1.0451**	**1.4700e-003**		**0.1112**	**0.1112**		**0.1023**	**0.1023**	**0.0000**	**136.7480**	**136.7480**	**0.0419**	**0.0000**	**137.6279**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0485	0.4931	0.3476	5.1000e-004		0.0318	0.0318		0.0292	0.0292	0.0000	46.5487	46.5487	0.0145	0.0000	46.8531
Total	**0.0485**	**0.4931**	**0.3476**	**5.1000e-004**		**0.0318**	**0.0318**		**0.0292**	**0.0292**	**0.0000**	**46.5487**	**46.5487**	**0.0145**	**0.0000**	**46.8531**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0485	0.4931	0.3476	5.1000e-004		0.0318	0.0318		0.0292	0.0292	0.0000	46.5487	46.5487	0.0145	0.0000	46.8530
Total	**0.0485**	**0.4931**	**0.3476**	**5.1000e-004**		**0.0318**	**0.0318**		**0.0292**	**0.0292**	**0.0000**	**46.5487**	**46.5487**	**0.0145**	**0.0000**	**46.8530**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0969	0.9193	0.6309	9.6000e-004		0.0571	0.0571		0.0529	0.0529	0.0000	85.0304	85.0304	0.0233	0.0000	85.5196
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0969**	**0.9193**	**0.6309**	**9.6000e-004**		**0.0571**	**0.0571**		**0.0529**	**0.0529**	**0.0000**	**85.0304**	**85.0304**	**0.0233**	**0.0000**	**85.5196**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2600e-003	9.1900e-003	0.0955	2.1000e-004	0.0171	1.5000e-004	0.0172	4.5400e-003	1.3000e-004	4.6700e-003	0.0000	16.0040	16.0040	8.6000e-004	0.0000	16.0221
Total	**6.2600e-003**	**9.1900e-003**	**0.0955**	**2.1000e-004**	**0.0171**	**1.5000e-004**	**0.0172**	**4.5400e-003**	**1.3000e-004**	**4.6700e-003**	**0.0000**	**16.0040**	**16.0040**	**8.6000e-004**	**0.0000**	**16.0221**

3.6 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0969	0.9193	0.6309	9.6000e-004		0.0571	0.0571		0.0529	0.0529	0.0000	85.0303	85.0303	0.0233	0.0000	85.5195
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0969**	**0.9193**	**0.6309**	**9.6000e-004**		**0.0571**	**0.0571**		**0.0529**	**0.0529**	**0.0000**	**85.0303**	**85.0303**	**0.0233**	**0.0000**	**85.5195**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2600e-003	9.1900e-003	0.0955	2.1000e-004	0.0171	1.5000e-004	0.0172	4.5400e-003	1.3000e-004	4.6700e-003	0.0000	16.0040	16.0040	8.6000e-004	0.0000	16.0221
Total	**6.2600e-003**	**9.1900e-003**	**0.0955**	**2.1000e-004**	**0.0171**	**1.5000e-004**	**0.0172**	**4.5400e-003**	**1.3000e-004**	**4.6700e-003**	**0.0000**	**16.0040**	**16.0040**	**8.6000e-004**	**0.0000**	**16.0221**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0130	0.1229	0.0905	1.4000e-004		7.5200e-003	7.5200e-003		6.9600e-003	6.9600e-003	0.0000	12.1215	12.1215	3.3700e-003	0.0000	12.1922
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0130**	**0.1229**	**0.0905**	**1.4000e-004**		**7.5200e-003**	**7.5200e-003**		**6.9600e-003**	**6.9600e-003**	**0.0000**	**12.1215**	**12.1215**	**3.3700e-003**	**0.0000**	**12.1922**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	1.2000e-003	0.0125	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2239	2.2239	1.1000e-004	0.0000	2.2263
Total	**8.1000e-004**	**1.2000e-003**	**0.0125**	**3.0000e-005**	**2.4700e-003**	**2.0000e-005**	**2.4900e-003**	**6.6000e-004**	**2.0000e-005**	**6.7000e-004**	**0.0000**	**2.2239**	**2.2239**	**1.1000e-004**	**0.0000**	**2.2263**

3.6 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0130	0.1229	0.0905	1.4000e-004		7.5200e-003	7.5200e-003		6.9600e-003	6.9600e-003	0.0000	12.1215	12.1215	3.3700e-003	0.0000	12.1922
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0130**	**0.1229**	**0.0905**	**1.4000e-004**		**7.5200e-003**	**7.5200e-003**		**6.9600e-003**	**6.9600e-003**	**0.0000**	**12.1215**	**12.1215**	**3.3700e-003**	**0.0000**	12.1922

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	1.2000e-003	0.0125	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2239	2.2239	1.1000e-004	0.0000	2.2263
Total	**8.1000e-004**	**1.2000e-003**	**0.0125**	**3.0000e-005**	**2.4700e-003**	**2.0000e-005**	**2.4900e-003**	**6.6000e-004**	**2.0000e-005**	**6.7000e-004**	**0.0000**	**2.2239**	**2.2239**	**1.1000e-004**	**0.0000**	2.2263

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0319	0.2052	0.1630	2.6000e-004		0.0170	0.0170		0.0170	0.0170	0.0000	22.0856	22.0856	2.6000e-003	0.0000	22.1403
Total	**3.3434**	**0.2052**	**0.1630**	**2.6000e-004**		**0.0170**	**0.0170**		**0.0170**	**0.0170**	**0.0000**	**22.0856**	**22.0856**	**2.6000e-003**	**0.0000**	**22.1403**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0319	0.2052	0.1630	2.6000e-004		0.0170	0.0170		0.0170	0.0170	0.0000	22.0856	22.0856	2.6000e-003	0.0000	22.1403
Total	**3.3434**	**0.2052**	**0.1630**	**2.6000e-004**		**0.0170**	**0.0170**		**0.0170**	**0.0170**	**0.0000**	**22.0856**	**22.0856**	**2.6000e-003**	**0.0000**	**22.1403**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.0598	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	3.0598	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.0598					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0598**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	3.0598					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.0598**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation