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## II. SUMMARY

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### SUMMARY OF THE PROPOSED PROJECT

The proposed project is the urban in-fill subdivision of a 6.19-acre, irregularly shaped property into two lots and the subsequent development of 37 detached, single-family condominium homes. Each unit would have three or four bedrooms and would have a maximum height of three stories or 36 feet. Each unit would include a two-car garage.

Of the project site's total area of 6.19 acres, building footprints would cover approximately 1.17 acres, while an additional area of 0.85 acres would be covered by roads, driveways, patios and walkways. An area of approximately 0.86 acres would be landscaped and would consist of 3,500 square feet of common area and 34,000 square feet of private landscaping associated with the proposed homes. In addition, there would be approximately 2.37 acres of undisturbed open space and 0.93 acres of private open space. A homeowners' association would be responsible for the maintenance of the open space.

Direct access to the project site would be from a main entrance on Mulholland Drive and from a secondary entrance on San Feliciano Drive. A private drive would provide internal circulation. The drive would meander through the project site connecting San Feliciano Drive near the northern site boundary with Mulholland Drive just north of Mulholland Highway. The private drive would be approximately 28 feet wide and would not be gated. The proposed project site layout is shown in Figure III-4.

A total of 74 covered parking spaces and 19 uncovered visitor parking spaces would be provided onsite. No street lights are proposed on the private internal drive. Rather, primary nighttime illumination would be provided by carriage lights mounted on the exterior walls of the homes.

### PROJECT LOCATION

The 6.19-acre project site is located at 22241 and 22251 Mulholland Drive in the City of Los Angeles, within the community of Woodland Hills. The irregularly-shaped project site is bound by San Feliciano Drive to the north and west, Mulholland Drive to the south and east. The Girard Reservoir (drained in 1989 and currently empty) is adjacent to and north of the project site.

### AREAS OF CONTROVERSY

Known areas of controversy include project design conflicts with the Mulholland Scenic Parkway Specific Plan; introduction of condominium units into a single-family residential community; and, traffic impacts on local streets. Section V of this Draft EIR assesses this issue.

## **ISSUES TO BE RESOLVED**

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the Proposed Project, and whether one of the alternatives should be approved rather than the Proposed Project.

## **SUMMARY OF ALTERNATIVES**

### **Alternative 1: No Project (No Construction)**

Under the No Project Alternative, the proposed project would not be constructed and the project site would remain undeveloped. The analysis of the No Project Alternative assumes the continuation of existing conditions as well as development of the related projects described in Section II (Related Projects). Under Alternative 1: No Project (No Construction), it is assumed that no development within the subject property would occur.

### **Alternative 2 - No Zone Change (Single-Family Residential Subdivision)**

Under this alternative, no zone change would be sought. Rather, based upon the existing zoning of R-1 (5,000 square foot minimum lot size), the 6.19 acre project site would be subdivided into 29 single-family lots.

### **Alternative 3: Park Alternative**

Under this alternative the 6.19 acre project site would remain vacant and the land would be developed and dedicated for a public park.

## **MAJOR PROJECT IMPACTS AND MITIGATION MEASURES**

A summary of the proposed project's significant impacts and proposed mitigation measures to reduce those impacts is discussed in the Summary Chart which follows:

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
<b>B. AESTHETICS</b>		
<p><i>Scenic Vistas:</i></p> <p>The proposed project would transform a wooded area into a residential setting, with two of the proposed homes wholly visible and five homes partially visible from the Mulholland Scenic Parkway. These homes would be screened from view by the implementation of the Landscape Plan. The consulting landscape architect has indicated that full screening from the new landscaping would occur in approximately five years following planting. Because, through project design and maturity of landscaping, the proposed homes would not be visible from the scenic parkway, the project can be found to “preserve and enhance the unique character and scenic features of the Mulholland Scenic Parkway”.</p> <p>Because the proposed retaining walls would only be minimally visible from Mulholland Drive, the retaining walls would not be expected to have a substantial adverse effect on a scenic vista. Therefore, the aesthetic impact of the retaining walls on a scenic vista would be less than significant.</p> <p>The proposed project would remove a total of 37 trees, including nine <i>Quercus agrifolia</i> and 15 other native trees (9 Southern California black walnuts and 6 Mexican elderberry) Because they are protected, the removal of any oak or walnut tree is considered a potentially significant aesthetic impact. These removals will require the following replacement trees; 18 – 36” box <i>Q. agrifolia</i> replacement trees and 30 – 15-gallon trees to replace the 15 other native trees that would be removed.</p>	<p><b>Project Enhancement:</b></p> <p>Based on the effectiveness of the proposed Landscape Plan to block views of project homes, impacts to scenic vistas have been determined to be less than significant and, hence, mitigation measures are not required under CEQA. Nevertheless, the following project enhancement is recommended to provide more detailed direction for the preparation and implementation of the Landscape Plan. Implementation of this project enhancement would further reduce the project’s less than significant impacts to scenic vistas.</p> <p><b>B-19</b> The project applicant/developer/builder shall prepare and implement a Landscape Plan that is in substantial conformance with the Landscape Plan shown in Figure V.B-5. The Landscape Plan provides planting and maintenance guidance for common landscaped areas, slopes, and undeveloped building pads. The project applicant/developer/builder shall be responsible for the Plan's implementation until such time as a homeowners’ association is prepared to take over landscape maintenance responsibilities. The Landscape Plan shall be subject to the review and approval by the Mulholland Scenic Parkway Specific Plan Design Review Board and the City of Los Angeles’ Planning Department prior to issuance of the grading permit. To ensure its implementation, the Landscape Plan shall be incorporated into the project's Conditions, Covenants, and Restrictions (CC&amp;Rs).</p>	<p>With implementation of the proposed landscape plan, impacts to scenic vistas would be less than significant. Implementation of Project Enhancement B-19 would further reduce the project’s less-than-significant impact.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>Major features of the landscape plan shall include:</p> <ol style="list-style-type: none"> <li>1) A listing of plant species appropriate for use for both temporary slope stabilization purposes and long-term landscaping designs for common slope and private yard areas. The plan shall emphasize the use of drought-tolerant, fire retardant, native plant species. Only non-invasive non-native plant species shall be included in the listing of acceptable planting materials. In addition, wherever practical, plants which are relatively pest resistant and which require a minimum of added nutrients shall be utilized in landscaping;</li> <li>2) Retention of a landscape contractor thoroughly familiar with the provisions of the Landscape Plan, by the project's homeowners' association, for ongoing implementation of the Landscape Plan; and</li> <li>3) Preservation and protection of existing trees and shrubs, wherever possible. Procedures for the care and maintenance of native trees retained on the project site shall be specified. The project applicant shall provide protected tree maintenance information to the homeowners' association and to purchasers of individual homes within the proposed project.</li> <li>4) A design that achieves the total screening of</li> </ol>	

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**Summary of Impacts/Mitigation Measures**

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	project homes through the planting of new native trees and shrubs.	
<p><b>Scenic resources:</b></p> <p>The major scenic resource on the project site is its trees. There are no rock outcropping, historic buildings, and so forth on the project site. Native trees (including oaks and black walnuts) are specifically protected by ordinance in the City of Los Angeles, particularly along the Mulholland Scenic Parkway; therefore, any removal of an oak tree must be considered a potentially significant aesthetic impact on scenic resources.</p> <p>The retaining walls would only be minimally visible from Mulholland Drive and San Feliciano Drive and none of the oak trees would be removed to accommodate the retaining walls; rather, the walls have been proposed as mitigation to reduce impacts to oak trees. Therefore, the retaining walls would not substantially damage scenic resources and their impact with respect to scenic resources would be less than significant.</p> <p>The construction of the proposed homes would reduce visibility of the onsite oak woodland, the site’s major scenic resource. Because the reduced visibility of the oak trees could be considered damage to a scenic resource, the proposed project would be considered to have a significant aesthetic impact on scenic resources.</p>	<p>The following standard City of Los Angeles and Mulholland Scenic Parkway Specific Plan mitigation measures would mitigate potentially significant impacts to scenic resources to a less-than-significant level:</p> <p><b>B-1</b> Prior to the issuance of a grading permit or building permit, the project applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by City of Los Angeles Ordinance No. 177,404, for approval by the Mulholland Scenic Corridor Specific Plan Design Review Board, the City of Los Angeles’ Planning Department and the Urban Forestry Division of the Bureau of Street Services.</p> <p><b>B-2</b> A minimum of two trees (a minimum of 36-inch box in size) shall be planted for each oak tree that is removed, and a minimum of two trees (a minimum of 15-gallon size) shall be planted for each protected species and native tree that is removed. The value of the protected species trees planted shall be in proportion to the value of the protected species trees removed per Ordinance 177,404, the Mulholland Scenic Parkway Specific Plan and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.</p>	<p>Impacts to scenic resources (including individual protected trees and the oak woodland) would be reduced to less-than-significant levels by the implementation of Mitigation Measures B-1 through B-16.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p>The following mitigation measures, recommended by the proposed project’s Horticultural Tree Report, would reduce the impact to oak trees, as scenic resources, to a less than significant level:</p> <p><b>B-3</b> The replacement trees shall be planted in the “landscape” areas of this project.</p> <p><b>B-4</b> The “preserved trees”, especially the protected species trees, within 50’ from the proposed construction shall be fenced with a temporary chainlink (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any onsite grading. This fencing shall remain intact until the City of Los Angeles’ Planning Department or Street Tree Division, Bureau of Street Maintenance allows it to be removed or relocated.</p> <p><b>B-5</b> All footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5’ (or to a depth that CAL_OSHA, OSHA or local codes allow). Any excavation below the “approved” depth may be done with acceptable machinery. All footings within the preserved tree driplines shall be of “post type” rather than of “continuous type” to lessen potential root damage.</p> <p><b>B-6</b> No other onsite protected species trees shall be encroached upon within their driplines other than what is being requested.</p> <p><b>B-7</b> No “over-excavation’ outside of any cut and/or fill</p>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p>slopes (“tops” or “toes”) for the purposed construction shall occur within the dripline of any onsite oak trees, unless required by the project’s structural engineer.</p> <p><b>B-8</b> No landscape, irrigation lines, utility lines and/or grade changes shall be designed and/or installed within the dripline of any protected species trees, unless approved by the City of Los Angeles’ Planning Department or Street Tree Division, Bureau of Street Maintenance.</p> <p><b>B-9</b> The “bare” areas within the driplines of any onsite or “over-hanging” protected species trees, or within 50’ of approved grading/construction near protected species trees shall be covered with an insect and disease free organic mulch (minimum depth of 2” thick and no closer than 6” from their trunks and extending to approximately ten feet outside the dripline</p> <p><b>B-10</b> All work to this project’s protected species trees shall be in accordance with the City of Los Angeles’ Protected Tree Ordinance , the Mulholland Scenic Parkway Specific Plan and LAMC 46.00 <u>et. seq.</u></p> <p><b>B-11</b> Mature protected species trees to be retained shall be examined by a qualified arborist prior to the start of construction. Some of the project’s saved protected species trees are in need of minor dead wood removal. No major structural pruning shall be permitted. A qualified arborist shall complete all dead wood removal and/or pruning.</p> <p><b>B-12</b> Examination of the trees to be retained shall be</p>	

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**Summary of Impacts/Mitigation Measures**

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	<p>performed monthly by a qualified arborist to ensure that they are being adequately protected and maintained. Prior to the completion of the proposed project, a qualified arborist shall certify in a “letter of compliance” that all concerned tree policies have been adhered to.</p> <p><b>B-13</b> Copies of the proposed project’s Horticultural Tree Report the City’s Protected Tree ordinance and the Mulholland Scenic Parkway Specific Plan shall be maintained onsite during all project construction.</p> <p>The following standard City of Los Angeles mitigation measures would mitigate potential impacts to non-protected trees, as scenic resources, to a less than significant level:</p> <p><b>B-14</b> Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.</p> <p><b>B-15</b> The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Any (non-protected) native tree removed must be replaced at a two for one ratio (minimum of 15 gallon size) with individuals of the same tree type, and any non-native tree removed must be replaced at a one for one ratio (minimum of 15 gallon size) to the</p>	



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Summary of Impacts/Mitigation Measures**

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	<p>satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.</p> <p><b>B-16</b> The genera of the non-native replacement trees shall provide a minimum crown of 30'-50'.</p>	
<p><b>Existing Visual Character:</b></p> <p>Since the proposed development would substantially affect the existing visual character or quality of the project site, its impact with respect to existing visual character is considered significant.</p> <p>Because the retaining walls would only be minimally visible from Mulholland Drive and San Feliciano Drive the use of retaining walls would not substantially degrade the existing visual character or quality of the site and its surroundings.</p> <p>The loss of views of the onsite oak woodland would substantially affect the existing visual character or quality of the project site; this impact is considered significant.</p>	<p>Potentially significant impacts to the existing visual character or quality of the site and its surroundings would be reduced to a less than significant level by implementation of Mitigation Measures B-1 through B-16. In addition, implementation of the following mitigation measures are also required to reduce project impacts to the existing visual character or quality of the site and its surroundings to a less than significant level.</p> <p><b>B-17</b> All project homes shall incorporate earth-tone palettes and non-reflective, more naturalistic building materials for exterior surfaces.</p> <p><b>B-18</b> All public utilities shall be situated underground.</p>	<p>Impacts to the existing visual character or quality of the site and its surroundings would be reduced to a less-than-significant level by implementation of Mitigation Measures B-1 through B-16, plus Mitigation Measures B-17 and B-18.</p>
<p><b>New Source of Substantial Light or Glare:</b></p> <p>The proposed project would create a new source of light that would be visible from the Mulholland Scenic Parkway. The project proposes to provide low intensity lighting and the remaining tree canopy on the project site would be an effective screen for the new lighting. In addition, the area surrounding the project site (on Mulholland Drive, San Feliciano Drive, and Mulholland Highway) is already subjected to substantial levels of night lighting. The new source of illumination from the project site would not be of substantial light or glare which</p>	<p><b>Project Enhancements</b></p> <p>Light and glare impacts have been determined to be less than significant and mitigation measures are not required under CEQA. Nevertheless, the following project enhancements are recommended to reduce the less-than-significant artificial light impacts even further:</p> <p><b>B-20</b> Entrance and all forms of street lighting shall focus illumination downward and into the project site. A combination of shielding, screening, and directing the</p>	<p>Impacts from the project's introduction of new sources of light on the project site would be less than significant. However, implementation of Project Enhancements B-20 through B-23 would further reduce these less-than-significant impacts.</p>

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<p>would affect nighttime views in the area. Therefore, the aesthetic impact of the proposed project's night lighting would be adverse but less than significant.</p>	<p>lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties and open space areas. Wherever possible, lighting fixtures shall be located on the shielded side of the visual barriers.</p> <p><b>B-21</b> Lighting fixtures that cut-off light directed to the sky shall be installed in combination with an expanded tree canopy to minimize atmospheric light pollution.</p> <p><b>B-22</b> The use of exterior up-lighting fixtures for building facades and trees shall be prohibited. Only downlighting for exterior-building mounted fixtures shall be permitted.</p> <p><b>B-23</b> Use of "glowing" fixtures that would be visible from existing communities or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components</p> <p>The following project enhancements are recommended to reduce potential glare impacts:</p> <p><b>B-24</b> Exterior buildings finishes shall be non-reflective and use natural subdued tones.</p> <p><b>B-25</b> All roofs visible from Mulholland Highway shall be surfaced with non-reflective materials.</p>	<p>Impacts from the project's introduction of new sources of glare on the project site would be less than significant. However, implementation of Project Enhancements B-24 through B-25 would further reduce these impacts.</p>

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Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p><i>Cumulative Impacts</i></p> <p>There are no related projects near enough to the project site to have a measurable, direct cumulative aesthetic impact at the project site. There are no direct lines-of-sight between any related project and the proposed project. Therefore, the related projects would not combine with the proposed project to create the loss of scenic vistas, damage to scenic resources, alteration of existing visual character or the creation of substantial light and/or glare. Therefore, cumulative aesthetic impacts would be less than significant.</p>		<p>Less than significant</p>

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<b>C. AIR QUALITY</b>		
<p><b>AQMP</b></p> <p>Development of the proposed project is consistent with the land use designated in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. SCAG’s regional growth forecasts are based upon, among other things, land uses specified in city general plans. Projects that are consistent with SCAG’s Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections and the proposed project would also be consistent the AQMP growth projections.</p> <p>The proposed project would not impair implementation of the AQMP, and this impact would be less than significant.</p>		Less than significant.
<p><b>Construction Impacts</b></p> <p>Construction of the proposed project would generate pollutant emissions from various construction activities. Construction activities involving site preparation and grading would primarily generate PM<sub>10</sub> emissions. Mobile source emissions (use of diesel-fueled equipment onsite and worker trips) would primarily generate NOx emissions. The application of architectural coatings would primarily result in the release of VOC emissions.</p> <p>The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. The model indicates that emissions generated during the site excavation and building phases would not exceed the thresholds recommended by the SCAQMD. Therefore, this impact would be less than significant.</p>	<p>The following Project Enhancements , which correspond to measures that have been assumed by the URBEMIS 2002 computer model to estimate the daily construction emissions of the Proposed Project, are recommended pursuant to the requirements under SCAQMD Rule 403:</p> <p><b>C-1</b> Soil stabilizers shall be applied to inactive construction areas.</p> <p><b>C-2</b> Ground cover in disturbed areas shall be quickly replaced.</p> <p><b>C-3</b> Exposed surfaces shall be watered twice daily.</p> <p><b>C-4</b> All haul roads shall be watered twice daily.</p>	Less than significant.

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	<p><b>C-5</b> All stock piles of debris, dirt, or rusty materials shall be covered with a tarp.</p> <p><b>C-6</b> Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).</p>	
<p><b>Operational Impacts</b></p> <p>The analysis of daily operational emissions from the proposed project has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. The proposed project would not exceed the established threshold levels for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, and PM<sub>10</sub>. Therefore, impacts associated with regional operational emissions from the proposed project would be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<p><b>Local CO Concentrations</b></p> <p>CO concentrations were calculated based on the simplified CALINE4 screening procedure utilized by the SCAQMD. Future CO concentrations near the study intersections would not exceed national or state ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future with operation scenario of the proposed project, and impacts related to local CO concentrations at these intersections would be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<p><b>Cumulative Impacts</b></p> <p>The population growth resulting from the proposed project would be consistent with the growth projections of the AQMP. Therefore, the project's contribution to the cumulative impact to the AQMP would not be cumulatively considerable and, therefore, would be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>

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Summary of Impacts/Mitigation Measures**

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<p>According to the SCAQMD, individual projects that exceed the SCAQMD recommended daily thresholds for project-specific construction or operational impacts are considered to cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As neither construction nor operation of the proposed project would exceed these thresholds the contribution of daily construction emissions by the Proposed Project would not be cumulatively considerable.</p> <p>Future 8-hour CO concentrations near the project study intersections would not exceed national or State ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future, and this cumulative impact would be less than significant.</p>		
<b>D. BIOLOGICAL RESOURCES</b>		
<p><i>Special Status Species</i></p> <p><i>Southern California black walnut</i></p> <p>Southern California black walnut is considered a special status plant species as it has a threatened rank (S3.2) in the CNDDDB and is considered a List 4 “watch list” species by CNPS. The removal of nine southern California black walnut trees would occur during project development.</p>	<p><b>D-1</b> The following measures shall be implemented to protect the two (2) Southern California black walnut trees that will be preserved on-site, and to replace the nine (9) walnut trees that will be removed during project construction.</p> <ul style="list-style-type: none"> <li>The two (2) Southern California black walnut trees that will be preserved on-site shall be fenced with a temporary chainlink (or similar) protective fence at their driplines (or at the location of approved</li> </ul>	<p>Less than significant with incorporation of mitigation.</p>

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Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p>encroachment) prior to the start of any onsite grading. This fencing shall remain intact until the City of Los Angeles' Planning Department or Street Tree Division, Bureau of Street Maintenance allows it to be removed or relocated</p> <ul style="list-style-type: none"> <li>• Construction contract specifications shall require that no stockpiled soils, building material, parked equipment, or vehicles shall be stored within the fenced dripline areas. (Refer to Mitigation Measure D-6 for further protective measures for trees to be preserved on-site.)</li> <li>• The nine (9) Southern California black walnut trees to be removed will be replaced in accordance with the Mulholland Scenic Parkway Specific Plan and Los Angeles City Ordinance 177,404, which requires replacement of protected species trees with 15 gallon individuals of the same tree type at a 2:1 ratio. The replacement trees should be individuals grown from seeds collected in the vicinity of the project site and/or the Santa Monica Mountains to retain regional genetic character. In addition, an automatic irrigation system and fire resistant corridor shall be implemented to maintain and sustain the trees in perpetuity. The replacement trees shall be monitored annually for health and shall be replaced in the event of inadvertent mortality.</li> </ul>	
<p><i>San Diego desert woodrat</i> San Diego desert woodrat, a federal and state species of</p>	<p><b>D-2</b> The following measures shall be implemented to avoid</p>	<p>Less than significant with</p>

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Summary of Impacts/Mitigation Measures**

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<p>concern, has the potential to occur on-site in the several stick nests observed during site visits. The project as designed would avoid the nests observed on-site, thereby avoiding direct impacts to this species, if present, through nest removal resulting in potential harm or mortality to individuals or young. Although the location of the existing stick nests along Mulholland Drive indicate that the individuals that may occupy these nests are highly acclimated to vehicle noise, vibration and human disturbances; however, noise, vibration and incidental disturbance from crew activities due to project construction would be substantially greater and may disrupt breeding or nesting activities, resulting in a potentially significant impact.</p> <p>The project will have a less-than-significant impact on foraging habitat and territory for the San Diego desert woodrat, if present, as the species' home range is generally less than 0.5 acre, and their movement ranges from 14 to 80 meters per night; therefore, the remaining undisturbed habitat will provide adequate foraging and home range, which is approximately equal to their existing foraging territory considering that the existing chain link fence at the base of the slope along Mulholland Drive currently constitutes a barrier between the nests and much of the on-site habitat.</p>	<p>and minimize potential impacts to San Diego desert woodrat which has the potential to occur on-site:</p> <ul style="list-style-type: none"> <li>• In order to protect the existing woodrat nests and to prevent impacts to breeding activities from construction-related disturbances such as noise and vibration, vegetation and grading activities within 100 feet of the existing nests shall be initiated prior to the breeding season for the San Diego desert woodrat (October through mid-July) and shall continue regularly throughout the breeding season; this will prevent woodrats from breeding during construction activities for that year, which will eliminate the possibility of abandonment of young if construction is initiated once breeding has already begun. In addition, the existing nests on-site shall be identified on all construction maps and flagged to aid in identification and avoidance by construction crews. A qualified biological monitor shall periodically evaluate the nests to ensure that they are not physically impacted during construction activities.</li> <li>• If additional woodrat nests are found within the construction zone that will require removal, that nest should be dismantled by hand by a qualified biologist prior to grading and vegetation removal activities. The nest dismantling shall occur outside the breeding/weaning season (breeding occurs from October-May and weaning may occur through mid-July) and shall be conducted so that the nest material is removed beginning on the construction</li> </ul>	<p>incorporation of mitigation.</p>



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	<p>side of the nest, which will allow for any woodrats in the nest to escape into the adjacent remaining habitat. Care shall be taken during nest dismantling to ensure that any special status reptiles which may be cohabitating in the nest are not harmed; if possible, any special status reptiles encountered during nest dismantling shall be captured and relocated by a qualified biologist in accordance with Mitigation Measure D-3.</p>	
<p><i>Reptiles</i></p> <p>One special status reptile, the coastal western whiptail (federal species of concern), is present on-site; an additional five special status reptiles have a moderate to moderately high potential to occur on-site (San Bernardino ringneck snake [federal species of concern], Coast patch-nosed snake [federal and state species of concern], Silvery legless lizard [federal and state species of concern], San Diego mountain kingsnake [state species of concern], and horned lizard [federal and state species of concern]). Project construction would permanently remove occupied and potential on-site habitat for these species through conversion to residences and paved roadways. Project construction may also result in harm or mortality of individuals due to crushing or burial from site grading. Although a portion of the site will remain as open space following project construction, which would provide reduced but potentially viable habitat for these species, the quality of this habitat may be compromised due to increased noise and human activity in the adjacent development, increased unattended domestic pets (particularly cats) which are known to predate upon reptiles and amphibians, and possible “edge effects” such as an increase in trash, irrigation water and fertilizer.</p>	<p><b>D-3</b> The following measures shall be implemented to avoid and minimize potential impacts to special status reptiles during and following project construction:</p> <ul style="list-style-type: none"> <li>• Conduct field surveys to determine the presence or absence of special status reptiles on the project site, and their approximate population size and distribution if present. Surveys shall be conducted by a qualified biologist according to standard methods of surveying for reptiles. A report shall be submitted to the City, CDFG and USFWS documenting the surveys methods and results, including number and location of individuals observed and estimated population size.</li> <li>• A plan shall be prepared by a qualified biologist to trap special status reptile individuals on-site prior to and during ground-disturbing construction activities and release them to nearby suitable habitat that will be protected in perpetuity; this may include preserved habitat areas on-site or public</li> </ul>	<p>Less than significant with incorporation of mitigation.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>lands in the vicinity if approved through a Memorandum of Understanding with the landholding agency (i.e. the City for the adjacent DWP Girard Reservoir property or Alizondo Drive Park, or the Santa Monica Mountains National Recreation Area). This plan shall be submitted to and approved by the City, CDFG and USFWS prior to implementation and prior to vegetation removal or ground disturbance. A follow-up report documenting trapping and relocation methods and results shall also be submitted to the City, CDFG and USFWS following construction.</p> <ul style="list-style-type: none"> <li>• If special status reptiles are relocated to preserved habitat on-site, this area shall be protected during project construction using silt fencing or other fencing as approved by a qualified biologist. The protective fencing shall be installed prior to any ground disturbance or vegetation removal, and shall be maintained during all phases of project construction; fence maintenance shall be regularly monitored by a qualified biologist. No construction-related activities shall be allowed in the protected habitat, including storage of materials or equipment, or trespass by construction crew members. This preserved on-site habitat shall also be protected in perpetuity from the adjacent constructed residential development by appropriate permanent fencing as recommended and approved in the relocation plan described above. In addition, an educational pamphlet shall be prepared and distributed to all residents within the new</li> </ul>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p>development informing them of the harm that domestic outdoor cats have upon wildlife, and strongly discouraging residents from allowing their cats outdoors unattended.</p> <ul style="list-style-type: none"> <li>• A qualified biologist shall be present during vegetation removal and grading activities to monitor activities and relocate any special status reptiles in accordance with the above plan in order to avoid impacts to any individuals remaining on-site following pre-construction trapping and relocation activities.</li> </ul>	
<p><i>Birds (migratory, nesting, raptors)</i></p> <p>Several special status birds have the potential to occur on-site, including Cooper’s hawk (federal species of concern) and Bell’s sage sparrow (federal and state species of concern). In addition, other raptors and migratory birds may nest in vegetation on the project site. Impacts to nesting activities of these special status birds, including interruption or cessation of breeding activities, egg laying and incubation, and rearing young, may be considered a significant impact. Vegetation and tree removal during grading may directly remove nests during the breeding season, and additional construction noise, vibration, and crew activities may result in disturbances to nesting and breeding activities.</p>	<p><b>D-4</b> To avoid impacting nesting birds, special status birds and/or raptors, one of the following shall be implemented:</p> <ul style="list-style-type: none"> <li>• Conduct vegetation removal and other ground disturbance activities associated with construction during September through February, when birds are not nesting. If feasible, initiate vegetation clearing and grading activities prior to the breeding season (March through July and keep disturbance activities constant throughout the spring to prevent birds from establishing nests in surrounding habitat in order to avoid abandonment of eggs or young if nesting establishes prior to construction activities.</li> </ul> <p align="center">— Or —</p>	<p>Less than significant with incorporation of mitigation.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<ul style="list-style-type: none"> <li>• Conduct pre-construction surveys for nesting birds if construction is to take place during the nesting season. A qualified wildlife biologist shall conduct a pre-construction raptor survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 50 feet for songbird nests, 100 feet for special status songbird nests, and 200 to 500 feet for raptor nests, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City, CDFG and USFWS prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.</li> </ul>	
<i>Sensitive Natural Communities</i>		

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>One sensitive plant community, purple needlegrass grassland, is present on-site. The majority of this community will be impacted due to removal or degradation during project construction from grading on-site and along San Feliciano Drive, and from home and road installation. Any remaining habitat following project construction may be indirectly impacted due to invasion from installed landscape plants or increases in irrigation or fertilizer from new residential lawn or landscaping maintenance.</p>	<p><b>D-5</b> Following the project grading activities, including regrading of area along San Feliciano Drive, the undeveloped areas along San Feliciano Drive shall be landscaped with a native plant palette to include purple needlegrass and other native grasses and herbaceous plants. These areas shall be seeded or planted (with grass plugs) during the November or December immediately following the completion of grading to take advantage of any winter rains; supplementary irrigation shall be installed to augment winter rains as necessary. Seeds or plants installed should be from material salvaged from the impact area prior to grading, and augmented with plant material collected from the project area vicinity (i.e. the Santa Monica Mountains area). These areas shall not be planted with other landscaping plants or any non-native plants, including those prohibited by Mulholland Scenic Parkway Specific Plan Section 10(B). Maintenance shall include removal of weeds and non-native exotic plants as needed, including periodic mowing for fire or weed control.</p>	<p>Less than significant with incorporation of mitigation.</p>
<p><b><i>Jurisdictional Resources</i></b></p> <p>No wetland or water features that are considered potentially jurisdictional are present on-site; therefore, the project will not result in significant impacts to jurisdictional resources. Relict features such as the former pond and former blue line stream no longer exhibit evidence of ponding (i.e. ordinary high water mark, algal mats or sediment deposits), flow (i.e. ordinary high water mark, scouring, debris pattern or “wrack” line), or aquatic life (i.e. aquatic invertebrates or vertebrates, riparian or hydrophytic vegetation) that would bring them under the</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>regulatory jurisdiction of the Corps, CDFG or RWQCB. Although several erosional gullies have developed along the steep slope at the southwestern corner of the site due to runoff from Mulholland Drive, these features appear to be highly ephemeral (i.e. only flowing after storm events) and do not appear to connect to any jurisdictional features offsite, thus making these features non-jurisdictional.</p>		
<p><b>Wildlife Movement and Habitat Connectivity</b></p> <p>Although mammals and reptiles may currently use cross over Mulholland Drive between the project site and the relatively natural habitat areas on the school and park property to the south of Mulholland Drive, the project site does not function as part of a true wildlife corridor since wildlife dispersal across the site is currently compromised by vehicle traffic on Mulholland Drive. In addition, the site does not act to connect two significant or large core habitat areas; rather, the site is a relatively small habitat island surrounded almost completely by suburban development.</p> <p>Given that much of the project site is nearly surrounded by suburban development and a busy street (Mulholland Drive), it is unlikely that the Project site is important for wildlife movement or nursery use. In addition, no major migratory routes for mule deer or other important migratory animals have been identified on or adjacent to the site. Therefore, no significant impacts to wildlife movement, migration corridors, or nursery sites will occur from the Project.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<p><b>Conformance with Local Policies and Ordinances</b></p> <p>The proposed project would preserve 160 mature trees, including 144 oaks, and require the removal of 37 trees,</p>	<p><b>D-6</b> The following mitigation measures shall be implemented to protect and preserve the 144 coast live</p>	<p>Less than significant with incorporation of mitigation.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>including nine (9) oaks and nine (9) black walnuts on the project site. Section 46.00 et seq. of the Los Angeles Municipal Code (LAMC), and Los Angeles City Ordinance No. 177,404 set forth regulations for the preservation of certain protected species trees in the City and further provide that a protected species tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. In addition, the proposed project site is within the Mulholland Scenic Parkway Specific Plan (MSPSP) and is thus subject to the regulations and requirements of the MSPSP. The MSPSP calls for the preservation of as many mature trees on a project site as possible and requires that trees that are removed be replaced as follows: a minimum of two oak trees (minimum of 36-inch box size) are to be planted for each one that is removed, any native tree removed must be replaced at a two for one ratio (minimum of 15 gallon size) with individuals of the same tree type, and any non-native tree removed must be replaced at a one for one ratio (minimum of 15 gallon size). Further, as required by Los Angeles City Ordinance No. 170,978, a comprehensive landscaping program would be implemented for the proposed project. Therefore, while impacts to protected species trees, native trees and other mature non-native trees on the project site from project construction may be considered potentially significant, these impacts would be reduced to a less-than-significant level through the implementation of Mitigation Measure D-6 and in accordance with requirements under the MSPSP and the LAMC.</p>	<p>oak (<i>Quercus agrifolia</i>) trees and 17 other native and non-native trees that will be maintained on-site, and to mitigate for the loss of nine (9) coast live oaks, nine (9) Southern California black walnuts, six native trees and thirteen (13) non-native trees that will be removed during project construction.</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of a grading permit or building permit, the project applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by City of Los Angeles Ordinance No. 177,404, for approval by the Mulholland Scenic Corridor Specific Plan Design Review Board, the City of Los Angeles' Planning Department and the Urban Forestry Division of the Bureau of Street Services.</li> <li>• The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Replacement trees shall be provided as follows: a minimum of two oak trees (minimum of 36-inch box size) are to be planted for each one that is removed, any native tree removed must be replaced at a two for one ratio (minimum of 15 gallon size) with individuals of the same tree type, and any non-native tree removed must be replaced at a one for one ratio (minimum of 15 gallon size). In addition, replacement trees must be provided to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency.</li> <li>• The project applicant shall post a cash bond or other</li> </ul>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three (3) years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new tree bond to the satisfaction of the Bureau of Engineering. Subsequently the original owner's bond may be exonerated.</p> <ul style="list-style-type: none"> <li>• The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement tree or of the tree which is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency and shall also consult the evaluation of trees guidelines approved and adopted for professional plantmen by the International Society of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information, or guidelines.</li> <li>• Prior to the exoneration of the bond, the owner of the property shall provide evidence satisfactory to</li> </ul>	



**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>the City Engineer and Urban Forestry Division that the trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.</p> <ul style="list-style-type: none"> <li>• The project applicant shall provide a pamphlet regarding proper oak tree maintenance procedures to the homeowners' association and to purchasers of individual homes within the proposed project. The project CC&amp;Rs shall require the homeowners' association to provide the oak tree pamphlet to subsequent home buyers.</li> <li>• Mature trees to be retained shall be examined by a qualified arborist prior to the start of construction. Some of the project's preserved native oak trees are in need of minor dead wood removal. No major structural pruning shall be permitted. A qualified arborist shall complete all dead wood removal and/or pruning.</li> <li>• Mature trees to be retained and protected in place during construction shall be fenced with a temporary chainlink (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any onsite grading. This fencing shall remain intact until the City of Los Angeles' Planning Department or Street Tree Division, Bureau of Street Maintenance allows it to be removed or relocated.</li> <li>• Construction contract specifications shall require</li> </ul>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>that no stockpiled soils, building material, parked equipment, or vehicles shall be stored within the fenced dripline areas.</p> <ul style="list-style-type: none"> <li>• Construction contract specifications shall include provision for temporary irrigation/watering and feeding of these trees, as recommended by a qualified arborist.</li> <li>• All footing excavations within the driplines shall be dug by hand work only, to a maximum depth of 5' (or to a depth that CAL/OSHA, OSHA or local codes allow). Any excavation below the "approved" depth may be done with acceptable machinery. All footings within the preserved tree driplines shall be of "post type" rather than of "continuous type" to lessen potential root damage.</li> <li>• No other onsite trees to be retained shall be encroached upon within their driplines other than what is being requested.</li> <li>• No "over-excavation" outside of any cut and/or fill slopes ("tops" or "toes") for the purposed construction shall occur within the dripline of any onsite trees to be retained, unless required by the project's structural engineer.</li> <li>• No landscape, irrigation lines, utility lines and/or grade changes shall be designed and/or installed within the dripline of any trees to be retained, unless approved by the City of Los Angeles' Planning Department or Street Tree Division, Bureau of</li> </ul>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
	<p>Street Maintenance.</p> <ul style="list-style-type: none"> <li>• The “bare” areas within the driplines of any onsite or “over-hanging” oak trees or other trees to be retained, or within 50’ of approved grading/construction near native oak or other trees to be retained shall be covered with an insect and disease free organic mulch (minimum depth of 2” thick and no closer than 6” from their trunks and extending to approximately ten feet outside the dripline.</li> <li>• All work to this project’s protected species trees shall be in accordance with the City of Los Angeles’ Protected Tree Ordinance, the Mulholland Scenic Parkway Specific Plan and LAMC 46.00 <u>et. seq.</u></li> <li>• Examination of the trees to be retained shall be performed monthly by a qualified arborist to insure that they are being adequately protected and maintained. Prior to the completion of the proposed project, a qualified arborist shall certify in a “letter of compliance” that all concerned tree policies have been adhered to.</li> </ul> <p>Copies of the proposed project’s Horticultural Tree Report, the City’s Oak Tree ordinance, and the Mulholland Scenic Corridor Specific Plan shall be maintained onsite during all project construction.</p>	
<i>Conformance with Regional Conservation Plans</i>		

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
No Habitat Conservation Plans, Natural Community Conservation Plans or other such local or regional plans have been adopted that encompass the project site; therefore, no impacts are anticipated and no mitigation is considered necessary.	None required or recommended.	Less than significant.
<b><i>Cumulative Impacts</i></b>  Based on a review of the related projects in the vicinity of the Project site (Table IV-3) and aerial photographs, few of these projects are likely to have significant impacts to biological resources due to their small size or location in existing developed areas. With respect to the biological impacts identified under the proposed project described above, only a few related projects in the area (#22-24) also have the potential to impact nesting birds and protected trees, and possibly special status reptiles, but at a relatively lower level given their small project size. However, with the measures proposed to mitigate these impacts under the proposed project, and given the small size of the related projects (0.8-acre or less) as compared to the proposed project, and their distance from the proposed project (at least 2 miles away), these impacts are not anticipated to be cumulatively considerable or significantly adverse when evaluated with other related projects in the vicinity.	None required or recommended.	Less than significant.

**E. HAZARDS AND HAZARDOUS MATERIALS**

<b><i>Construction Impacts of the Proposed Project</i></b>  <i>Asbestos-Containing Materials (ACMs)</i>  Demolition of the buildings on site could release asbestos-containing materials, if present in the structures. Exposure to workers or residents in the surrounding community to ACMs	Although no significant impacts related to asbestos are expected to occur, the following project enhancement is recommended to further reduce the project's less-than-	Project impacts associated with hazards and hazardous materials would be less than significant.
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**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>during demolition would be a significant impact. In accordance with the EPA’s NESHAP regulation and SCAQMD’s Rule 1403, all materials, which are identified as ACMs must be removed by a trained and licensed asbestos abatement contractor. Provided the removal and disposal of ACMs from the project site follows the various required guidelines, the proposed project would not create a significant hazard to the public or the environment.</p>	<p>significant impacts:</p> <p><b>E-1</b> Prior to the issuance of the demolition/renovation permits, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District’s Rule 1403, as well as other state and federal regulations.</p>	<p>The recommended project enhancements would further reduce those impacts.</p>
<p><i>Lead-Based Paint (LBP)</i></p> <p>Based on their age, the potential exists for the onsite structures to contain lead-based paint. Exposure to workers to lead paint during demolition structures would be a significant impact. However, prior to demolition, a qualified lead-paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. Provided that abatement rules and regulations are followed, hazardous materials impacts caused by exposure to lead-paint would not create a significant hazard to the public or the environment.</p>	<p>Although no significant impacts related to lead-based paint is expected to occur, the following project enhancement is recommended to further reduce the project’s less-than-significant impacts:</p> <p><b>E-2</b> Prior to issuance of permits for any demolition/renovation activity involving a particular structure, a lead-based paint assessment of each existing structure shall be conducted. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.</p>	<p>Project impacts associated with hazards and hazardous materials would be less than significant. The recommended Project Enhancements would further reduce those impacts.</p>
<p><i>Oil Pipelines</i></p> <p>There is a potential for the crude oil pipelines in the shoulder of Mulholland Drive to be ruptured during the project’s excavation and grading operations. However, with contractor compliance with standard procedures (e.g. contacting</p>	<p>Although no significant impacts related to adjacent pipelines are expected to occur, the following project enhancement is recommended to further reduce the project’s less-than-significant impacts:</p>	<p>Project impacts associated with hazards and hazardous materials would be less than significant. The recommended Project</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>Underground Service Alert of Southern California (Dig Alert)) the project’s construction activities would not create a significant hazard to the public or the environment.</p>	<p><b>E-3</b> A minimum of two full working days (48-hours) prior to the commencement of earthmoving activities on the project site, the grading contractor shall contact Underground Service Alert of Southern California (Dig Alert) to obtain a listing of underground utilities in the vicinity of the project site. The location of all pipelines in the vicinity of proposed grading shall be clearly marked prior to commencement of grading activities.</p>	<p>Enhancements would further reduce those impacts.</p>
<p><b><i>Operational Impacts of the Proposed Project</i></b></p> <p><i>Oil Pipelines</i></p> <p>Of the three major means of transporting crude oil from the oil field to the refinery (i.e. pipeline, ocean going tankers or trains), pipelines have by far the best safety record. Pipelines are regularly monitored by the owner/operators using a combination of remote sampling and visual inspection. Also, most pipelines are fitted with computer monitored and operated check valves that can automatically shut down the flow of crude should a leak or rupture occur; thus minimizing the quantity of crude that might be released to the environment. The Crimson Pipeline has been located in the Mulholland Drive right-of-way adjacent to the project since at least 1944, while the Union Oil pipeline has been in place since at least 1956. Based on these considerations, a major leak or rupture of the adjacent pipelines in the vicinity of the project site is considered to be only of a remote possibility. Furthermore, these pipelines run from Ventura County to refineries in the Wilmington area, through a variety of residential communities. There is nothing unique in either the proposed project or project</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>site that would cause the future residents to be exposed to greater hazards or risk of upset than the residents of surrounding communities through which these pipelines also run. Therefore, the operational risk of upset would be considered less than significant.</p>		
<p><b>Cumulative Impacts</b></p> <p>None of the related projects are industrial or involve other related uses that typically use, store, transport or treat hazardous materials. Thus, cumulative impacts related to risk of upset from release of hazardous materials would be expected to be less than significant.</p> <p>One related project (#24) is similarly located in close proximity to a wildland fire area that may combine with the proposed project to create cumulative wildfire hazards. Both the proposed project and related project #24 would mitigate their individual impacts by compliance with standard Fire Department requirements. Therefore, no significant cumulative impacts would be anticipated.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<b>F. LAND USE</b>		
<p><b>Physically divide an established community:</b></p> <p>The proposed project would not place a barrier between existing land uses or prevent free movement along existing north-south or east-west corridors. Furthermore, the proposed project is similar in land use and density to the existing residences to the west of the project site. Therefore, the proposed project would not physically divide any established communities and there would be no impact.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><b>Conflict with any applicable land use plan, policy, or regulation:</b></p>		

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>The Regional Comprehensive Plan and Guide does not include any policies which are generally applicable to the proposed project. According to SCAG, the proposed project is not regionally significant per SCAG Intergovernmental Review Criteria and CEQA.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>South Coast Air Quality Management District</i></p> <p>The housing growth resulting from the proposed project would be consistent with the SCAG’s housing forecasts for the City and the County, and would not increase the local housing within the City or County beyond those already projected by the SCAG. Therefore, the proposed project would be consistent with the AQMP housing forecasts for Los Angeles County, and would not jeopardize attainment of State and federal ambient air quality standards in the Basin.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>Congestion Management Program</i></p> <p>The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring station is located on Topanga Canyon Boulevard at Ventura Boulevard. The proposed project would not add 50 or more trips to this CMP intersection. Therefore, no significant CMP impacts would occur.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>



**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p><i>City of Los Angeles General Plan - Community Plan</i></p> <p>The project site is within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, which designates the site as Low Residential. The Low Residential designation allows residential densities of up to nine (9) dwelling units per net acre. The proposed project consists of 37 units which is consistent with the Community Plan land use designation. The proposed project can be found to be consistent with the applicable policies of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>Mulholland Scenic Parkway Specific Plan</i></p> <p>The proposed project is not in conformance with the provisions of the Specific Plan. The project would construct homes that encroach into the viewshed of the scenic parkway and exceed permitted heights of homes on up-slopes. The project would construct retaining walls that exceed the permitted heights and numbers. Also, the project would remove 18 protected species trees: nine (9) coast live oaks and nine (9) Southern California black walnuts.</p> <p>However, with approval of the requested discretionary actions (which include: Exemptions for encroachment into the scenic parkway viewshed and exceedance of building heights; Zoning Administrator Adjustments and Determinations with respect to building wall numbers and heights; and a Protected Tree Removal/Relocation Permit - to authorize the removal of 18 protected species trees) from the City of Los Angeles, the</p>	<p>None required or recommended.</p> <p>See Mitigation Measures B-1 through B-18 and Project Enhancements B-19 through B-25.</p>	<p>Less than significant</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>proposed project could be found not to conflict with the Mulholland Scenic Parkway Specific Plan.</p>		
<p><i>Mountain Fire District and Very High Fire Hazard Severity Zone</i></p> <p>Because the proposed project is approximately 2.2 miles from the nearest fire station, the homes would be required to install sprinkler systems. In addition, the proposed project would be designed according to California Fire Code requirements and would undergo Los Angeles Fire Department review prior to the recordation of a final map or prior to the approval of a building permit, as is required by the LAMC. With compliance with the Fire Department’s requirements, the proposed project could be found not to conflict with the Mountain Fire District and Very High Fire Hazard Severity Zone.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>Oak Tree Ordinance</i></p> <p>A Protected Tree Removal permit would be required for the removal and replacement of up to nine (9) oak trees and nine (9) Southern California black walnut trees in accordance with City of Los Angeles Ordinance 177,404. In accordance with these regulations, prior to the issuance of a grading permit, a tree report and landscape plan prepared by a City-designated</p>	<p>No mitigation is required or recommended. The Project will comply with the Protected Tree Ordinance and the Mulholland Scenic Parkway Specific Plan.</p> <p>Also, see Mitigation Measure B-2.</p>	<p>Less than significant</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>tree expert would be submitted to the City. In addition, because the proposed site is within the Mulholland Scenic Parkway Specific Plan area a minimum of two oak trees (minimum of 36-in box size) are to be planted for each one that is removed, any native tree removed must be replaced at a one for one ration (minimum of 15 gallon size). Further a bond would be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated.</p>		
<p><i>Hillside Grading Ordinance</i></p> <p>An estimated 10,700 cubic yards of soil would be excavated on the project site, with an estimated 10,700 cubic yards of soil needed for fill (total cut and fill = 21,400 cubic yards). Therefore cut and fill during grading operations would be balanced on site and neither import to nor export of soil from the project site would be required. The project will comply with the requirements of the Hillside Grading Ordinance.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>Habitat Conservation Plans</i></p> <p>There are no habitat conservation plans or community conservation plans that are applicable to the project site. Therefore, the proposed project would not conflict with any habitat conservation plan or community conservation plan and there would be no impact.</p>	<p>None required or recommended.</p>	<p>Less than significant</p>
<p><i>Cumulative Impacts</i></p> <p>Development of the 24 related projects is expected to occur in accordance with adopted plans and regulations. Development of the proposed project in conjunction with the related projects</p>	<p>None required or recommended.</p>	<p>Less than significant</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
<p>would result in an intensification of existing prevailing land uses in the project area. However, based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support important local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.</p>		
<b>G. NOISE</b>		
<p><i>Construction Noise</i></p> <p>Construction-related noise levels during excavation and grading site may reach approximately 103 dBA <math>L_{eq}</math> at the nearest residence. Construction-related noise levels may reach approximately 72 dBA <math>L_{eq}</math> at the closest classroom building of Louisville High School. Construction-related noise levels experienced at these off-site noise-sensitive uses would exceed the City’s “conditionally acceptable” exterior noise standard for single-family homes and the construction noise levels associated with the Proposed Project would also exceed the City’s noise standard of 75 dBA at 50 feet from construction and industrial machinery, as stated in Section 112.05 of the LAMC.</p> <p>Because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three month period or by more than 10 dBA for more than one day, construction noise impacts would be significant and unavoidable.</p>	<p><b>G-1</b> The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p> <p><b>G-2</b> Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.</p> <p><b>G-3</b> Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p><b>G-4</b> The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.</p>	<p>Significant and unavoidable after implementation of the required mitigation measures.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p><b>G-5</b> Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.</p> <p><b>G-6</b> Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the adjacent, offsite residential buildings.</p> <p><b>G-7</b> The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.</p> <p><b>G-8</b> Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project Site, if sensitive receptors are located at, or within, 50 feet.</p> <p><b>G-9</b> Two weeks prior to the commencement of construction at the Project Site, notification must be provided to the offsite residential uses located along both sides of Shatto Place disclosing the construction</p>	

**Table II-1  
Summary of Impacts/Mitigation Measures**

Environmental Impact	Mitigation Measures Project Enhancements	Level of Significance After Mitigation
	<p>schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.</p> <p><b>G-10</b> The project developer shall locate construction staging areas and the operation of earthmoving equipment as far away from vibration-sensitive receptors as possible.</p> <p><b>G-11</b> The project developer shall ensure that heavily loaded trucks used during construction shall be restricted to Mulholland Drive and Topanga Canyon Road, and shall be routed away from the surrounding residential streets of the project site.</p>	
<p><b>Operational Noise Impacts</b></p> <p><i>Offsite Vehicular Noise</i></p> <p>Offsite noise-sensitive locations surrounding the project site could experience a slight increase in noise resulting from the additional traffic generated by the proposed project. The proposed project would increase local noise levels by a maximum of 0.1 dBA CNEL for the roadway segment of San Feliciano Drive, north of Mulholland Drive, while the rest of the analyzed roadway segments would not experience any increases in noise levels. As this the increase in local noise levels at these analyzed roadway segments would not exceed the 5 dBA CNEL threshold established under the <u>Draft L.A. CEQA Thresholds Guide</u>, they would not represent a substantial permanent increase in ambient noise levels. Therefore, this impact would be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p><b><i>Onsite Operational Noise</i></b></p> <p>The rooftop heating, ventilation and air conditioning systems that would be installed for the new residential buildings would typically result in noise levels that average between 40 and 50 dBA L<sub>eq</sub> at 50 feet from the equipment. Noise levels associated with the HVAC systems of the proposed condominiums could exceed the City’s exterior noise level standard of 60 dBA CNEL for single-family residential uses; therefore, this impact would be potentially significant without implementation of mitigation.</p>	<p><b>G-12</b> The project developer shall ensure that proper shielding will be provided for all new HVAC systems used by each proposed new home such that the interior noise levels at each new home and at existing nearby homes would be below 45 dBA CNEL.</p> <p><b>G-13</b> The project sponsor must comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment.</p>	<p>Less than significant with incorporation of mitigation.</p>
<p><b><i>Construction Related Groundborne Vibration</i></b></p> <p>The vibration level that would be experienced by the closest residences along San Feliciano Drive would be approximately 98 VdB. Along Mulholland Drive, project construction-related vibration levels may reach approximately 83 dBA L<sub>eq</sub> at the nearest offsite residential property. Because the vibration levels experienced at both of these offsite properties would exceed the Federal Railway Administration’s vibration impact threshold of 80 VdB at residences, this impact would be potentially significant.</p> <p>The vibration level that would be experienced by the nearest Louisville High School classroom would be approximately 67 VdB. As this vibration level would not exceed the Federal Railway Administration’s vibration impact threshold of 83 VdB for institutional buildings, this impact would be less than significant.</p>	<p>See Mitigation Measures G-10 and G-11.</p>	<p>Less than significant with incorporation of mitigation.</p>
<p><b><i>Cumulative Impacts</i></b></p>		

**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>Because conformance with LAMC Sections 41.40 and 112.05 would be required by the Municipal Code for all of the City of Los Angeles related projects as well as the proposed project, the cumulative impact associated with construction noise in the project area would be less than significant.</p> <p>None of the related projects sites is in close enough proximity to the proposed project site to result in a substantial cumulative increase in construction noise levels. Thus, this cumulative impact associated with a temporary or periodic increase in ambient noise levels would be less than significant.</p> <p>None of the related projects is in close enough proximity to affect the same receptors as the proposed project. Consequently, the proposed project, when combined with the related projects, would not result in a significant cumulative groundborne vibration impact.</p> <p>Cumulative development would increase local noise levels by a maximum of 1.4 dBA CNEL along the segment of San Feliciano Drive north of Mulholland Drive. Because none of the roadway segments would experience an increase in local noise levels by more than 3.0 dBA CNEL, the resulting cumulative impact would be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<b>H. TRAFFIC AND TRANSPORTATION</b>		
<p><i>Future With Project</i></p> <p>At completion and full occupancy, the project is expected to generate approximately 354 total daily vehicle trips, including 28 trips during the AM peak hour (7 inbound, 21 outbound), and 37 trips during the PM peak hour (23 inbound, 14</p>	<p>Although no significant traffic impacts are expected to occur the following project enhancements have been suggested by the project’s traffic study to further reduce the project’s less than significant impacts. These enhancements are not included as</p>	<p>Less than significant.</p>



**Table II-1  
Summary of Impacts/Mitigation Measures**

<b>Environmental Impact</b>	<b>Mitigation Measures Project Enhancements</b>	<b>Level of Significance After Mitigation</b>
<p>outbound).</p> <p>The proposed project is not expected to significantly impact any of the five study intersections under both scenarios (with or without gated access). As a result, no off-site mitigation measures are warranted.</p>	<p>project features. However, if the City desires such turn lanes, then the Director of City Planning would have to approve them.</p> <p><b>H-1</b> The proposed project should install turn channelizations for the access routes of Mulholland Drive and San Feliciano Drive.</p> <p><b>H-2</b> The proposed project should consider gate control access to eliminate “cut-through” traffic.</p>	
<p><b>Parking</b></p> <p>The project will comply with the City of Los Angeles Municipal Code (LAMC) Parking Regulation which requires single-family residences similar to those proposed for the project to provide two parking spaces per dwelling unit. These parking spaces will be designed as part of the private garages for each dwelling unit. Each home will have a garage with access to the driveway. Consequently, no parking related impacts would occur.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>
<p><b>Cumulative Impacts</b></p> <p>The potential impacts of cumulative growth are already incorporated into the traffic model and are equivalent to those indicated for the “Future with Project” condition above. As impacts under the “Future with Project” condition are not significant, cumulative impacts would also be less than significant.</p>	<p>None required or recommended.</p>	<p>Less than significant.</p>

Table II-2 presents the proposed project's Conditions of Approval identified by the Initial Study, dated August 10, 2005. The Initial Study is included in Technical Appendix A of this Draft EIR. As discussed in Section I, Introduction, the Initial Study was prepared to identify the environmental concerns that may have potentially significant impacts. Those concerns are addressed in detail in Section V, Environmental Impact analysis, of this Draft EIR. The Initial Study also identified a number of environmental concerns whose impacts, while less than significant, could be (1) further reduced and/or (2) their less than significant status could be assured by compliance with the City's standard conditions of approval and/or other standard City requirements. Those Conditions of Approval are reiterated in Table II-2.

**Table II-2**  
**Project Conditions of Approval**

<b>CULTURAL RESOURCES</b>
<p><b>Archaeology</b></p> <ul style="list-style-type: none"> <li>• A qualified archaeologist shall be retained by the project developer to monitor topsoil grading, to ensure that any buried archaeological deposit is not inadvertently disturbed without treatment.</li> <li>• In the event that subsurface archaeological resources/human remains are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the archaeological resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent remains or archaeological resources.</li> <li>• Copies of a subsequent archeological study or report, detailing the nature of any archaeological discovery, remedial actions taken, and disposition of any accessioned remains shall be submitted to the South Central Coastal Information Center at California State University, Fullerton.</li> </ul>
<p><b>Paleontology</b></p> <ul style="list-style-type: none"> <li>• Prior to construction, the services of a qualified vertebrate paleontologist approved by the Los Angeles County Vertebrate Paleontology Department (LACM) and the City of Los Angeles shall be retained to implement a mitigation program during earth-moving activities associated with development of the parcel.</li> <li>• The paleontologist shall develop a formal agreement with a recognized museum repository, such as the LACM, regarding the final disposition and permanent storage and maintenance of any fossil remains, as well as the archiving of associated specimen data and corresponding geologic and geographic site data, that might be recovered as a result of the mitigation program, and the level of treatment (preparation, identification, curation, cataloguing) of the remains that would</li> </ul>

be required before the entire mitigation program fossil collection would be accepted by the repository for storage.

- Earth-moving activities (particularly grading and trenching for pipelines) shall be monitored by a paleontologic construction monitor. Monitoring shall include the inspection of fresh exposures created by grading of the unnamed marine shale and in the younger alluvium to allow for the recovery of larger fossil remains. Monitoring shall be conducted on a full-time basis in areas underlain by the marine shale, and a half-time basis once trenching has reached a depth 5 feet below previous grade in areas underlain by younger alluvium. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock or sediment sample that can be recovered easily. As warranted, fossiliferous sediment samples shall be recovered from the younger alluvium and processed to allow for the recovery of smaller fossil remains (total weight of samples shall not exceed 6,000 pounds). The location and proper geologic context of any fossil occurrence or sampling site shall be documented, as necessary. The monitor shall have the authority to divert grading temporarily around a fossil site until the fossil remains have been evaluated and, if warranted, the remains and/or a fossiliferous rock or sediment sample have been recovered.
- All fossil specimens recovered from the parcel as a result of the mitigation program, including those recovered as the result of processing fossiliferous sediment samples, shall be treated (prepared, identified, curated, catalogued) in accordance with designated museum repository requirements. As appropriate, a sample of the marine shale shall be submitted to a commercial laboratory for microfossil analysis; a sample of fossilized bone, shell, or wood from the younger alluvium shall be submitted for carbon-14 dating analysis; and/or a sample of the alluvium shall be submitted for pollen analysis.
- The monitor shall maintain daily monitoring logs that include the location where monitoring was conducted, the rock unit encountered, fossil specimens or samples recovered, and associated specimen or sample data and corresponding geologic and geographic site data. A final technical report of findings summarizing the results of the mitigation program shall be prepared by the paleontologist. The report shall be prepared in accordance with SVP and museum repository requirements.

### **Human Remains**

- A qualified archaeologist shall be retained by the project developer to monitor topsoil grading, to ensure that any buried archaeological deposit is not inadvertently disturbed without treatment.
- In the event that subsurface archaeological resources/human remains are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the archaeological resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent remains or archaeological resources.
- Copies of a subsequent archeological study or report, detailing the nature of any archaeological

discovery, remedial actions taken, and disposition of any accessioned remains shall be submitted to the South Central Coastal Information Center at California State University, Fullerton.

**GEOLOGY AND SOILS**

**Strong seismic ground shaking**

- Prior to the issuance of building or grading permits, the project applicant shall submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.
- The Proposed Project shall be designed and built in accordance with City of Los Angeles Building Code construction requirements for habitable structures.
- 

**Seismic-related ground failure, including liquefaction**

- Prior to the issuance of building or grading permits, the project applicant shall submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.
- The project shall implement the recommendations of the Geological and Soil Engineering Exploration Report for remedial grading and construction.
- The Proposed Project shall be designed and built in accordance with City of Los Angeles Building Code construction requirements for habitable structures.

**Soil Erosion/ Loss of Topsoil**

- Prior to the issuance of building or grading permits, the project applicant shall submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.
- The Proposed Project shall be designed and built in accordance with City of Los Angeles Building Code construction requirements for habitable structures.
- Implementation of standard City required erosion controls imposed during grading and via building permit regulations. All grading permits from the Department of Building and Safety include provisions to limit the erosion potential. Specifically, grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills.
- Application of Best Management Practices during site preparation, grading, site preparation and construction.

**Expansive Soils**

- Prior to the issuance of building or grading permits, the project applicant shall submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.
- In accordance with Los Angeles City Building Permit requirements, the applicant shall submit a completed report of soil conditions at construction sites to identify, and recommend treatment for, potentially unsuitable soil conditions.

**Unstable Geologic Unit**

- Prior to the issuance of building or grading permits, the project applicant shall submit a Geotechnical Report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety
- The Proposed Project shall be designed and built in accordance with City of Los Angeles Building Code construction requirements for habitable structures.
- Implementation of standard City required erosion controls imposed during grading and via building permit regulations. All grading permits from the Department of Building and Safety include provisions to limit the erosion potential. Specifically, grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills.
- Application of Best Management Practices during site preparation, grading, site preparation and construction.
- Compliance with building foundation requirements appropriate to site conditions

**HYDROLOGY AND WATER QUALITY**

**Violation of Water Quality Standards or Waste Discharge Requirements**

- The project developer/construction contractor shall comply with the applicable provisions of Ordinance No. 172,176 and Ordinance No. 173,494 which specify the application of Best Management Practices (BMPs) to control stormwater and urban runoff pollution control.
- The project developer/construction contractor shall comply with Chapter IX, Division 70, of the Los Angeles Municipal Code which addresses grading, excavations, and fills.
- The project developer/construction contractor shall comply with the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board.
- The project applicant/developer shall implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be submitted to the City Engineer and the Los Angeles Regional Water Quality Control Board.
- The owner(s) of the project site shall prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban

<p>Stormwater Mitigation Plan and or per manufacturer's instructions.</p> <ul style="list-style-type: none"><li>• Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate if the increased peak stormwater discharge rate shall result in increased potential for downstream erosion</li></ul>
<b>PUBLIC SERVICES</b>
<b>Fire Protection</b>
<ul style="list-style-type: none"><li>• The project applicant shall install automatic sprinkler systems in each new home.</li><li>• Prior to approval, the proposed project shall submit a request to LADWP to determine whether the water pressure in the project area is sufficient. If water pressure is not sufficient, then upgrades to the existing infrastructure shall be required..</li><li>• The project shall be constructed according to California Fire Code requirements regarding length and width of roads and accesses as well as distance to and between fire hydrants.</li><li>• The plot plan for the proposed project shall be approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a <u>minimum</u> of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.</li></ul>
<b>Schools</b>
<ul style="list-style-type: none"><li>• Per State of California Government Code Section 65595, the developer shall be required to pay \$3.55 per square foot of new residential development to mitigate school overcrowding within the LAUSD service area. The required fee applies to all new development within the City of Los Angeles and is considered sufficient mitigation for any impacts.</li></ul>
<b>Recreation</b>
<ul style="list-style-type: none"><li>• Payment of Quimby fees to mitigate costs of maintenance of park and recreational facilities.</li></ul>
<b>UTILITIES AND SERVICE SYSTEMS</b>
<b>Water or Wastewater Treatment Facilities</b>
<ul style="list-style-type: none"><li>• If water main or infrastructure upgrades are required the project developer shall pay for such upgrades.</li><li>• The project shall incorporate the recommended water and energy conservation measures recommended by the Los Angeles Department of Water Power letter of November 19, 2004 (see Appendix D).</li></ul>