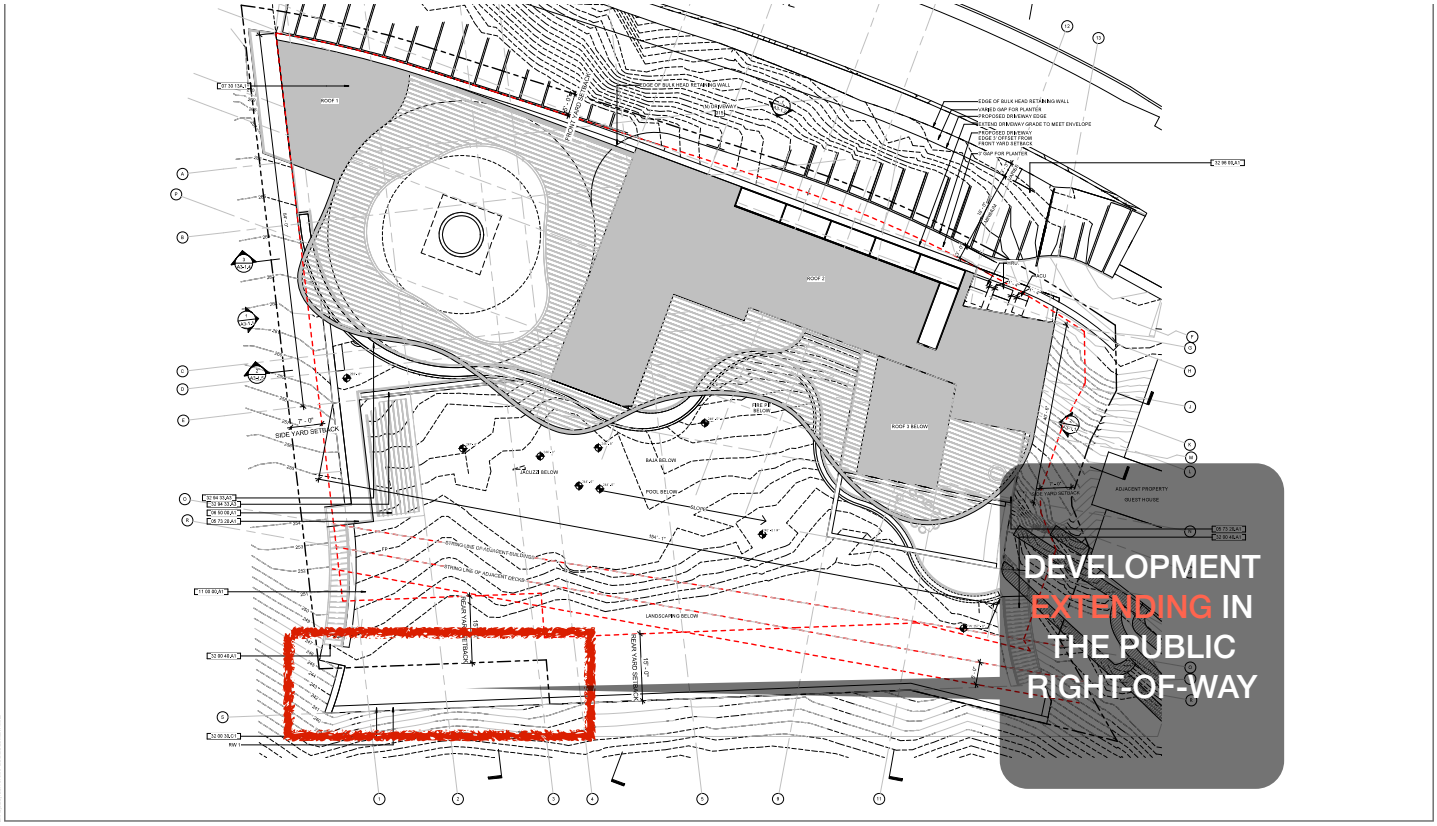

SOURCE: Mayes Office, 2020

FIGURE 6
SHP House 1 - Site Plan
Revello Drive and Tramonto Drive Residential Project

DUDEK

PROJECT IMPACT SUMMARY

EXHIBIT H

ENV-2019-5520-MND SECTIONS SUBJECT TO ANALYSIS

REVELLO DRIVE AND TRAMONTO DRIVE RESIDENTIAL PROJECT
CASE NUMBER: ENV-2019-5520-MND

INITIAL STUDY, ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

a) Have a substantial adverse effect on a scenic vista?
Less-Than-Significant Impact. A significant impact may occur if a Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista.
The Project site generally lacks natural features of substantial scenic value such as rugged, expansive terrain; unique rock outcroppings; natural bodies of water; or public parks. However, long broad views of the Pacific Ocean are available from Tramonto Drive, directly to the north of the Project site. Per the Brentwood-Pacific Palisades Community Plan, new hillside buildings may block views or present an unsightly view from below. The Brentwood-Pacific Palisades Community Plan requires that residential projects preserve existing views in hillside areas by strictly adhering to the adopted Citywide Hillside Ordinance (City of Los Angeles 1996) and the applicable provisions of the Zoning Code.
SHP House 1 would be located directly to the south of Tramonto Drive, introducing a new building that could partially obstruct these views. However, all proposed residences would adapt to the topography of the site, in order to complement the existing natural topography and hillsides of the Project site, through the implementation of building step downs consistent with the existing slope of the site. More specifically, the north elevation of SHP House 1, as seen from Tramonto Drive, would be one story in height, and thus, would not substantially affect existing expansive views of the Pacific Ocean. SHP House 2, JDR House 1, and JDR House 2 would be located further south of SHP House 1 and down-slope. Therefore, these proposed residences would not be visible and would not obstruct scenic vistas from any public area. As such, construction of the proposed single-family residences would not introduce an incompatible visual element onto the Project site that would have a substantial adverse effect on a scenic vista; therefore, impacts associated with scenic vistas would be less than significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). **If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less-Than-Significant Impact. The proposed Project would be located in an urbanized area. Therefore, a significant impact may occur if a project would conflict with applicable zoning and other regulations governing scenic quality.

Under the existing conditions, the Project site is currently undeveloped. The Project site is within an urbanized area. Although there are undeveloped parcels adjacent to the Project site to the west, south, and southeast, the site is generally surrounded by existing single-family residences in the Pacific Palisades neighborhood. As such, due to the presence of existing single-family structures in the area, construction of the proposed single-family residences would not introduce an incompatible visual element onto the Project site. The Project would be consistent with the single-family residential character as viewed from the surrounding properties. Further, the Project would introduce high-quality architectural features (i.e., mass, scale, form, style, material, and color) would integrate the hillside and provide visual interest as well as building step downs that would ensure consistency with the existing slope of the site.

Therefore, would comply with the objectives and policies outlined in the Brentwood-Pacific Palisades Community Plan.
The Project's grading quantities are regulated by the LAMC and the Baseline Hillside Ordinance (Ord. 181,624), which states the cumulative quantity of grading, or the total combined value of both cut and fill or incremental cut and fill, for any one property shall be limited to a base maximum of 1,000 cubic yards plus the numeric value equal to 5% of the total lot size in cubic yard (City of Los Angeles 2011a). As such, through compliance with this policy, the Project would not alter existing or natural terrain, which could impact the Project site's hillside.
As the Project would comply with all applicable design standards and policies, it would not degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts associated with conflicts with applicable zoning regulations governing scenic quality would be less than significant.

XI. LAND USE AND PLANNING

a) Physically divide an established community?
No Impact. A significant impact may occur if a Project were sufficiently large enough or otherwise were configured in such a way as to create a physical barrier within an established community (a typical example would be a Project that involved a continuous right-of-way, such as a roadway, which would divide a community and impede access between parts of the community).
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
Less-Than-Significant Impact. A significant impact may occur if a project is inconsistent with the City General Plan or other applicable land use plans, policies, or regulations and would therefore cause adverse environmental effects that the General Plan or other plan is designed to avoid or mitigate…

Zoning Code

Through the plan check process, the City's Department of Building and Safety (LABS) would thoroughly review all plans for the Project to ensure compliance with all applicable development standards set forth in the LAMC, including the requirements for hillside development, outlined in ZI- -2642. Following approval of the building permit, the Project would be deemed consistent with applicable land use plans, policies, and regulations. Therefore, the Project's residential use is compatible with the City's Zoning Code, and impacts would be less than significant.

Land Use Consistency Summary
Based on the above analysis, the Project would not conflict or obstruct the implementation of any applicable land use plans, policies, or regulations. Therefore, impacts related to significant environmental impacts caused by conflicts with applicable plans would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less-Than-Significant Impact with Mitigation Incorporated. As addressed throughout, the Project would have no impact or less than significant impacts with respect to all environmental impact areas. Cumulative impacts related to air quality and GHG emissions have already been addressed in their respective sections. Cumulative impacts for the other resource areas are discussed as follows.

Aesthetics

Development of the Project in conjunction with related projects would result in an intensification of development in the Pacific Palisades neighborhood. Development of the related projects is expected to occur in accordance with adopted plans and regulations. Related projects would be similar in use to the Project and would not be prominent features within the field of view from the Project site. With respect to the overall visual quality of the surrounding neighborhood, related projects would be subject to site plan review by the Department of City Planning. Each related project would be subject to the City's design guidelines and the Brentwood-Pacific Palisades Community Plan, ensuring consistency and compatibility with the surrounding area. Through regulatory code compliance and applicable site plan review, each related project would be constructed as approved and in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment. The analysis of the Project's impacts to aesthetics concluded that the Project would not have a significant impact. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to aesthetics would be less **than significant.**

Land Use and Planning

The geographic scope of this analysis is in the Brentwood—Pacific Palisades Community Plan Area. With respect to community division, the Project would have no impact. As discussed in Section XI, the Project would be consistent with the City's General Plan, the zoning code, and the Brentwood-Pacific Palisades Community Plan. Thus, development of any related project is expected to occur in accordance with the City's adopted land use plans, policies, and regulations. It is also expected that the related projects would be compatible with the zoning and land use designations of each related Project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects would implement and support local and regional planning goals and policies. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts on land use and planning would be less than significant.

Public Services and Recreation
Fire Protection

The geographic scope of the cumulative impacts study area is the related projects within the service area of LAFD Fire Station 23, located at 17282 Sunset Boulevard, Los Angeles. Development of the Project in combination with the related projects would increase the cumulative demand for fire services. LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs and station expansions or new station construction that may become necessary to adequately serve its service area. Through the City's regular budgeting process, LAFD's facility needs would be identified according to the priorities at the time, changes in service population, and demand factors. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes), to which the Project and related projects would contribute.
If there were a fire protection impact due to the combined impacts of the related projects, the Project would not make a cumulatively considerable contribution to the impact for the reasons previously described. The Project and each of the related projects also would be individually subject to LAFD review and would be required to comply with all applicable LAFD, LA Department of Building and Safety, and other City fire safety requirements, including hydrant and access improvements, if necessary, to adequately offset fire protection impacts. Therefore, the Project's contribution to cumulative impacts on fire protection would be less than significant.

Transportation

Similar to the currently proposed Project, the other nearby projects would have to adhere to all applicable requirements set forth by the City to minimize, to the extent feasible, impacts to existing adjacent residential users during construction of residential projects in hillside areas. Construction of the Project would resulting in a nominal temporary increase of haul truck trips on local roads of about 125 haul trips during the full three-year construction period (Appendix A). In addition, approximately 80 workers would access the Project site throughout a typical 8-hour construction workday during peak construction phasing. Worker and vendor trips would be scattered throughout the construction workday, and construction

parking will occur on the Project site. The Project's construction traffic would be intermittent and short-term, ceasing upon completion of construction activities.
Further, during the operational phase, the Project would generate 38 daily trips. Per the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines, if a project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a development project would be required (Los Angeles Department of Transportation 2020b). Because the Project would result in an increase of approximately 38 daily vehicle trips, much lower than the 250 daily trip threshold outlined by LADOT, the Project is not required to perform a VMT analysis, and it is assumed that the Project would not conflict with an applicable plan, ordinance, or policy established to measure effectiveness of the circulation system or CEQA Guidelines Section 15064.3, subdivision (b). Based on these considerations, the currently proposed Project's construction- and operational- related traffic, coupled with the short-term construction and long-term operational vehicle trips generated by the other projects, would still not result in adverse effects on the local street system. Therefore, cumulative impacts would be less than significant.

Stormwater
Implementation of the Project, in combination with the related projects in the Project vicinity, would result in the continued development of the surrounding area. The Project site and the surrounding areas are served by the existing City storm drain system. Under the existing conditions, stormwater runoff from the Project site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system.
Pursuant to the City's LID requirements, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater (City of Los Angeles 2016c). In addition, required BMPs would reduce erosion and siltation from construction activities, decrease potential surface water or groundwater contamination, and decrease the potential for flooding. All related projects would be required to comply with the same existing regulations and standard as the Project. Therefore, the Project's cumulative impacts on stormwater utilities would be less than significant.

Wildfire
The Project site is located within a VHFHSZ. Therefore, there is a potential for wildlands fires to occur. However, the Project and related projects would comply with site plan review and permitted requirements of the LA Department of Building and Safety. The Project and related projects require approval from the LAFD prior to issuance of building permits to ensure conformance with all applicable fire code regulations. In addition, the Project and cumulative projects would not result in an increased population within an undeveloped area. Therefore, the Project's cumulative impacts on wildfire would be less than significant.

Cumulative Impact Summary
For all resource areas analyzed, with compliance with existing local, state, and federal regulatory requirements that would apply to construction and operation of the Project, as well as with the incorporation of standard conditions of approvals, project design features, and mitigation measures, the Project's individual-level impacts would be reduced to less than significant levels, which would, in turn, reduce the potential for these impacts to be considered part of any possible cumulative impact. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less than significant levels. Therefore, the Project would not result in individually limited but cumulatively considerable impacts.