



Los Angeles City Planning Commission

200 North Spring Street, Room 532, City Hall, Los Angeles, CA 90012 (213) 978-1300

APPEAL TRANSMITTAL

Date: July 10, 2007

City Council
Room 395, City Hall

APPEAL REQUEST: An appeal on the entire City Planning Commission determination for:

CASE NO: VTT-68147-DB-2A
LOCATION: 130-148 S. Sepulveda Boulevard

COUNCIL DISTRICT: 5 ✓

APPELLANT(S): Kamran Nazarian
REPRESENTATIVE: Same
APPLICANT: Sepulveda-Bronwood, L.P., Steve Lyons Living Trust

Final date to Appeal: July 6, 2007

COMMISSION DETERMINATION:

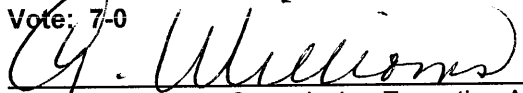
At its meeting of May 24, 2007, the City Planning Commission took the following action:

1. **Granted** the appeal in part.
2. **Sustained** the decision by the Advisory Agency in approving, pursuant to Section 17.03 of the Los Angeles Municipal Code (LAMC), Vesting Tentative Tract No. 68147-DB a one-lot subdivision for the construction of a new 59-unit residential condominium with 54 market rate units and 5 very-low income units (43 units by right and 16 density bonus units), with 140 parking spaces (including 27 guest spaces) on a 34,402 square-foot site in the [Q]R3 Zone; and, to permit the following incentives under Senate Bill SB-1818: a building height increase to 53.9 feet (in lieu of 45 feet) and to 39.76 feet (in lieu of 33 feet) adjacent to the R1-1 zoned properties; and a decrease in the required open space from approximately 11,800 square feet to 9,440 square feet; and yard designations as indicated on the tentative tract map.
3. **Adopted** Advisory Agency's modified conditions
4. Adopted the Advisory Agency's findings.
4. **Adopted** ENV 2006-9385-MND.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Roschen
Seconded: Usher
Ayes: Cardoso, Hughes, Kezios, Montañez, Woo
Absent: Freer, Kay
Vote: 7-0



Gabriele Williams, Commission Executive Assistant II
City Planning Commission

ORIGINAL

CITY OF LOS ANGELES
PLANNING DEPARTMENT

page 1 of 3

MASTER APPEAL FORM

APPEAL TO THE: CITY COUNCIL
REGARDING CASE NO.: VTT 68147-DB-2A
PROJECT ADDRESS: 130-148 S. SEPULVEDA BLVD

This application is to be used for any authorized appeals of discretionary actions administered by the Planning Department. Appeals must be delivered in person with the following information filled out and be in accordance with the Municipal Code. **A copy of the action being appealed must be included. If the appellant is the original applicant, a copy of the receipt must also be included.**

APPELLANT INFORMATION: PLEASE PRINT CLEARLY

Name KAMRAN NAZARIAN
Mailing Address 175 S. THURSTON AVE
LA. CA Zip: 90049
Work Phone: (310) 571-1818 Home Phone: (310) 440-9787

- a) Are you or do you represent the original applicant?
(Circle One) YES ☒ NO
- b) Are you filing to support the original applicant's position?
(Circle One) YES ☒ NO
- c) Are you filing for yourself or on behalf of other parties, an organization or company?
(Circle One) ☒ SELF ☐ OTHER
- d) If "other" please state the name of the person(s), organization or company (print clearly or type)

REPRESENTATIVE

Name _____
Mailing Address _____

Zip _____
Work Phone: () _____ Home Phone : () _____

APPEAL INFORMATION

A complete copy of the decision letter is necessary to determine the final date to appeal, under what authorizing legislation, and what, if any, additional materials are needed to file the appeal.

Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.

Final Date to Appeal: 7-06-07

Are you appealing the entire decision or parts of it?

☒ Entire

☐ Part

JAN 2008

Indicate: 1) How you are aggrieved by the decision; and 2) Why do you believe the decision-maker erred or abused their discretion? If you are not appealing the whole determination, please explain and specifically identify which part of the determination you are appealing.

Attach additional sheets if necessary.

SEE ATTACHED

ADDITIONAL INFORMATION

- Original receipt required to calculate 85% filing fee from original applicants.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Any additional information or materials required for filing an appeal must be provided in accordance with the LAMC regulations as specified in the original determination letter. **A copy of the determination/decision letter is required.**
- Acceptance of a complete and timely appeal is based upon successful completion and examination of all the required information.
- **Seven copies and the original appeal are required.**

I certify that the statements contained in this application are complete and true:

Appellant KAMRAN NAZARIAN

OFFICIAL USE ONLY

Receipt No. 266635 Amount 73 Date 7-5-07

Application Received ONX

Application Deemed Complete KHOLD 7/6/07

Copies provided: ☒ Determination ☒ Receipt (original applicant only)

Determination Authority Notified (if necessary) ☐

LETTER OF APPEAL

FROM: Kamran Nazarian
175 S. Thurston Avenue La, Ca 90049

APPEAL TO: Stop the project

REF: 130-148 S. Sepulveda Blvd La, Ca (tract-9135 / lot 13-15)

FILE #: 070047

ENV-2006-9385-MND

VTT: 68147-DB

Dear members of the city council;

july-05-07

I ask you on behalf of myself and those whom I represent in the neighborhood not to give permit to this project for the following reasons:

The MND report has not considered the "CUMULATIVE EFFECTS" of other approved projects immediately adjacent to it such as 152 S. Sepulveda and cal Tran Sepulveda / 405 widening and therefore the report is FLAWED.

This project if approved, will strip us of the right to privacy in our own home with multiple condominium units overlooking our private lives, drops shadow on our house, blocks the view of the sunset and west side and we will be tortured for three years of construction noise and dust plus dumping large # of excess traffic through our narrow residential streets in order to connect south to Sepulveda, hwy 405, UCLA (its very risky to cut through the traffic on Sepulveda blvd).

In the MND report, the developer took full credit for the existing traffic generated from the apartments, against the fact that there was large # of vacancies at all times and they failed to supply the D.O.T. with documents supporting full occupancy.

In fact, the proposed condominium will generate far more traffic than claimed by the developer (see the letter from D.O.T. is attached pages 115/A/B)

This project produces excessive noise, dust and vibrations above and beyond the THRESHOLDS set by health departments and public protection agencies.

The owner must do a complete "hillside slope stability / analysis" to protect the lives of those of us who live on the hill above this project.

The owner must provide truthful and "VERIFIABLE" CALCULATIONS" for the effect and amount of emission, noise, dust and vibration immediately adjacent to this project and a copy to be sent to "USEPA" and other related agencies for review and comments. Review of the soil report for this project, clearly shows no study has ever been done on the hillside stability / analysis for those of us above this project.

The following pages from the MND report are provided as reference.

Page II-1: admits the project is a hill site.

Page II-14, 15: ignores the existence of other approved projects.

Page IV-1: falsely claims the heights of the existing building to be 25 feet while in truth it measures 13.5 feet (see the color pictures back of this report) and therefore this building will be 26.5 feet higher than the existing apartments.

Page IV-4: the proposed 4 story building completely blocks our view of the west and that of sunset.

Page IV-9: makes no mention of other approved projects immediately adjacent to it such as 152 S.Sepulveda (see pictures provided) and soon to start the CAL TRAN Sepulveda / 405 widening and its cumulative negative impacts.

Page IV-11: no air quality plan was submitted to SCAQMD for review and comments.

Page IV-13: admits the air quality #'s are only assumed by the consultant and not based on the real facts.

Page IV-14: admits that the total grading /excavation emission will be much higher when combined with the other two projects.

Page IV-16/17/18: omits the impact of emission on our residence and according to SCAQMD, they need to do so and provide calculations.

Page IV-22: admits if combined with other projects, the emission will surpass the threshold and significant impact will result.

Page IV-24: significant odor / chemicals specially when combined with the other two projects.

Page IV-32: danger of hill site collapse especially since we are only one mile from Alquist-Priolo Zone.

Page IV-37: admits existence of asbestos and lead (see page 37a) and danger to Receptors.

Page IV-68/ 69: admits that the noise level will pass the threshold causing hearing loss according to the "house ear institute" chart (pages 68a/b/c).this is true particularly when combined with other two projects.

Page IV-69/ 71: shows the noise level of 86db which is above 70db 50 feet away from the source (we are only 20 feet away) not including the other two projects.

The values assumed by the consultant, must be verifiable including the noise attenuator tests date, time, and by whom it was done.

Page IV-75: admits the vibration level will be very high. The paragraph describes the vibration at a distance of 56 feet (we are only 20 feet away) passing the threshold of 80 vdb.

Page IV-76: claims that city of LA regularly ignores the effects of vibration.

Page IV-79/ 80: admits the severity of the noise (91vdb 56 feet away) but calls two and half years of construction "temporary".

PAGE IV-151: admits "significant negative impacts will occur if combined with other projects in the immediate area" Therefore the MND report is completely FLAWED.

Page IV-152 "APPENDIX – A": a diagram showing the severity of danger to our house and its location to the project.

Our area is a quiet residential neighborhood and does not fit with such massive multi family development.

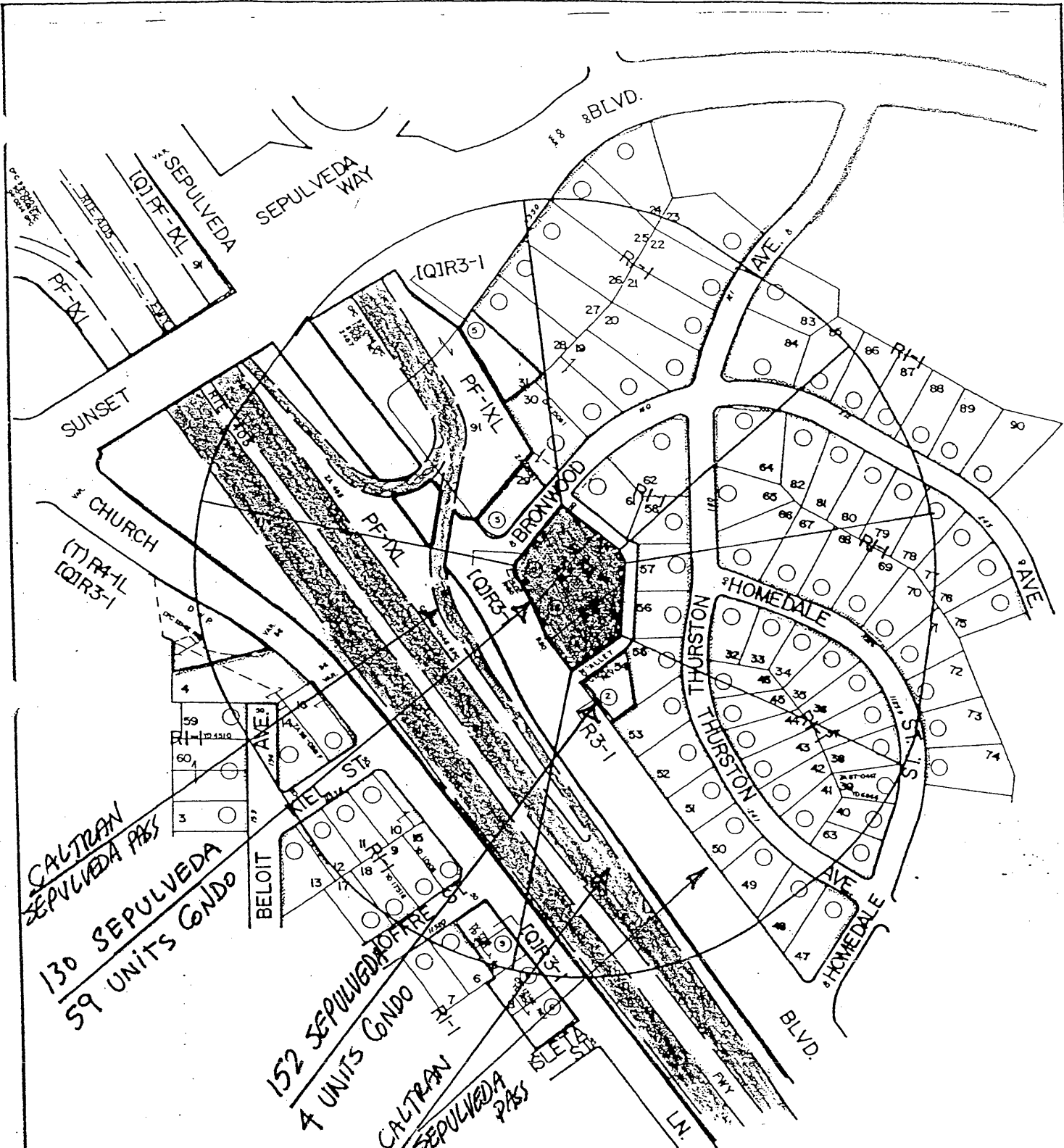
We hope you consider the above mentioned issues which are so important to the quality of life and our safety.

Thank you

Kamran Nazarian, p.e.

12/11 - 12/11 - 12/11

12/11



VESTING TENTATIVE TRACT NO 68147 SPECIFIC PLAN PROJECT PERMIT, & DESIGN REVIEW BOARD



Quality Mapping Service
Zoning Consultants

14549 Archwood St., Suite 301
Van Nuys, California 91405
Phone (818) 997-7948 - Fax (818) 997-0351

DRAWN BY: CARLOS C.

THOMAS BROTHERS

Page: 631 Grid: H

LEGAL

LOT 13-15

TRACT: TR 9035
M.B. 199-15 16

CONTACT: YALE

CD. 5

C.T. 2854 20

PA 326-WESTWOOD

USES: FIELD

CASE NO.

SCALE: 1" = 100'

D.M. 1358145
1358148

DATE: 12-6-06

Updated:

PAGE
1

NORTH

06-334

PHONE: 340-828-2000



Los Angeles City Planning Department

200 North Spring Street
Los Angeles, CA 90012



PUBLIC NOTICE

WESTWOOD COMMUNITY DESIGN REVIEW BOARD

Board Members: Terri Tippit (Chair), David Alpaugh, Jeffrey Averill, Daniel Gleiberman, Kenneth Korman, Lisa Landworth, Jann Williams

DATE: November 15, 2006

TIME: 7:00 pm

LOCATION: Westside Pavilion Community Room A, 10800 West Pico Blvd. @ Westwood Blvd.

(Room is located on the 3rd floor, adjacent to food court and management office. Free parking.)

AGENDA

1. Call to Order (Chair)
2. Review of Agenda
3. Public Hearing:

- A. DIR 2006-7324 DRB-SPP (10501 Wilshire Boulevard) – Final design review for a proposed landscape, entrance and façade alteration project at an existing residential condominium building. Applicant: Johanna Crespo, Wilshire Regent
- B. DIR 2006-9343 DRB-SPP-COA (1037 Broxton) – Final design review for a proposed business identification sign at an existing restaurant. Applicant: Ani Sign Design (Good Earth Restaurant)
- C. DIR 2006-9125 DRB-SPP (1270 Beverly Glen) – Preliminary design review for a proposed 7-unit apartment building. Applicant: Mary Chu (Masava Corporation)
- ➔ D. DIR 2006-1864 DRB SPP (152 Sepulveda) - Final design review for a proposed 4-unit condominium building. Applicant: Sean Espahbodi (Westside Development and Construction)

4. Planning Department Staff Communication
5. Public Comment Period*
6. Next meeting: December 6, 2006
7. Adjourn

*The DRB shall provide an opportunity in open meetings for the public to address on items of interest to the public that are within the subject matter and jurisdiction of the DRB. Individual testimony within the public comment period shall be limited to three (3) minutes per person and up to ten (10) minutes per subject. However, the DRB chairperson has the discretion to modify the time allotted on each subject, to each speaker and the number of speakers per subject.

EVERY PERSON WISHING TO ADDRESS THE BOARD DURING THE MEETING MUST COMPLETE A SPEAKER'S CARD AND SUBMIT IT TO THE CITY PLANNING STAFF.

Under the provisions of the Brown Act (Gov. Code Sec. 54959-54960), the Westwood Community Design Review Board is a "legislative body" and must: 1) Conduct all quorum meetings in public; and 2) Post all agenda items or issues considered for discussion seventy-two (72) hours before public meetings. Public notices are posted at the Offices of the Planning Department, the lobby of City Hall East, at the appropriate Council Office, and on the Planning Department Website:

- **Department of City Planning** City Hall Room 621, 200 N. Spring Street, Los Angeles, CA 90012 Staff Contact: Christopher Koontz Tel: 213.978.1193 Fax: 213.978.1226 E-mail: chris.koontz@lacity.org Internet: <http://cityplanning.lacity.org>
- **Council District Office (CD #5)** 822 S. Robertson Blvd., Suite 102 Los Angeles, CA 90035 Tel. 310.289.0353
- **City Hall East Lobby** 201 N. Main Street, Los Angeles, CA 90012 (24 hour access)

PLANS AND MATERIALS SUBMITTED FOR THE ABOVE REFERENCED CASES ARE AVAILABLE FOR REVIEW AT THE DEPARTMENT OF CITY PLANNING OFFICE AND THE COUNCIL DISTRICT OFFICE.

If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized here, or in written correspondence on the matters delivered to this agency at or before the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate. The meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three (3) working days prior to the meeting by calling the staff person referenced in this notice. *Traductores u otro tipo de servicio puede ser proveido si se solicita. Para asegurar que este tipo de servicio sea disponible, favor de solicitarlos por lo menos 3 días (72 horas) antes de la audiencia llamando al teléfono mencionado*



SEPULVEDA PASS PROJECT

KON KAZINONI
Project Manager
Ed Andraos
213-897-7722

FACT SHEET

Frequently Asked Questions

What is the Sepulveda Pass Project?

The Sepulveda Pass Project will extend the HOV (High Occupancy Vehicle, or carpool) lane on the northbound San Diego Freeway (I-405) from the Santa Monica Freeway (I-10) to the Ventura Freeway (U.S. 101). The southbound HOV lanes are currently under construction and will be completed in early 2009. The Sepulveda Pass Project will complete the missing northbound I-405 HOV lanes.

Why is the project needed?

The improvements will ease congestion. HOV lanes improve mobility by moving twice as many people as a regular use lane, decreasing commute times for all drivers, enhancing safety, reducing air pollution and promoting ridesharing. This highly-congested portion of the I-405 serves more than 300,000 motorists traveling daily between the San Fernando Valley, West Los Angeles and Los Angeles International Airport (LAX). Additionally, this project will close the HOV lane gap.

What project alternatives are being considered?

The alternatives remaining are:

- The "no project" alternative
- Alternative 2A - widen northbound I-405 to add a HOV lane between National Boulevard and Ventura Boulevard meeting current design standards
- Alternative 2B - includes all the improvements in Alternative 2A plus an off ramp from the northbound I-405 HOV lane to Santa Monica Boulevard
- Alternative 3A - includes all improvements in Alternative 2A and will standardize the southbound lanes, medians and shoulders
- Alternative 3B - includes all the improvements in Alternative 3A plus an off ramp from the northbound I-405 HOV lane to Santa Monica Boulevard

What is the current status of the project and when will an alternative be selected?

The project is in the environmental phase; the environmental document is expected to be approved for public review in April and a formal public hearing is tentatively scheduled for May 29th. No decisions will be made on a recommended alternative until after the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) circulation and public hearing. The recommended plan will be identified in the Final EIR/EIS which will be completed in summer 2007.

When can we expect to see some relief on the I-405?

An innovative Design/Build project delivery approach (authorized under SB 1026) will accelerate project completion by more than two years by performing project final design, right-of-way acquisition, and construction concurrently. Preliminary engineering work by Caltrans, prior to contract award will allow the contractor to begin construction soon after the contract is awarded. Construction is expected to begin by spring 2009. Construction will take about four years to complete.

How do I find out if my property will be impacted?

Some private property may need to be acquired for this project, but acquisition will be minimized as much as possible. There will also be temporary easements required for construction. The potentially affected properties are shown on the maps available at these community meetings. Similar maps will also be available in the Draft EIR/EIS. Please see the right-of-way maps for specific detail (look for the signs denoting your neighborhood area).



SEPULVEDA PASS PROJECT

FACT SHEET

How can I comment on this project?

You are encouraged to complete a comment card and leave it with Caltrans staff today or mail it to us by March 31st. Comment cards may be mailed to California Department of Transportation - Ron Kosinski, Deputy District Division Director - Division of Environmental Planning (405 HOV) - 100 South Main Street, MS-16A, Los Angeles, CA 90012. Additionally there will be an opportunity to provide more formal comments during the 60-day public review of the Draft EIR/EIS. Also both verbal and written comments will be solicited at the public hearing **tentatively** scheduled for the evening of May 29th at the Skirball Cultural Center.

I see a lot of construction activity in the I-405 area and have heard about other projects in the planning stages. What is the status of these projects?

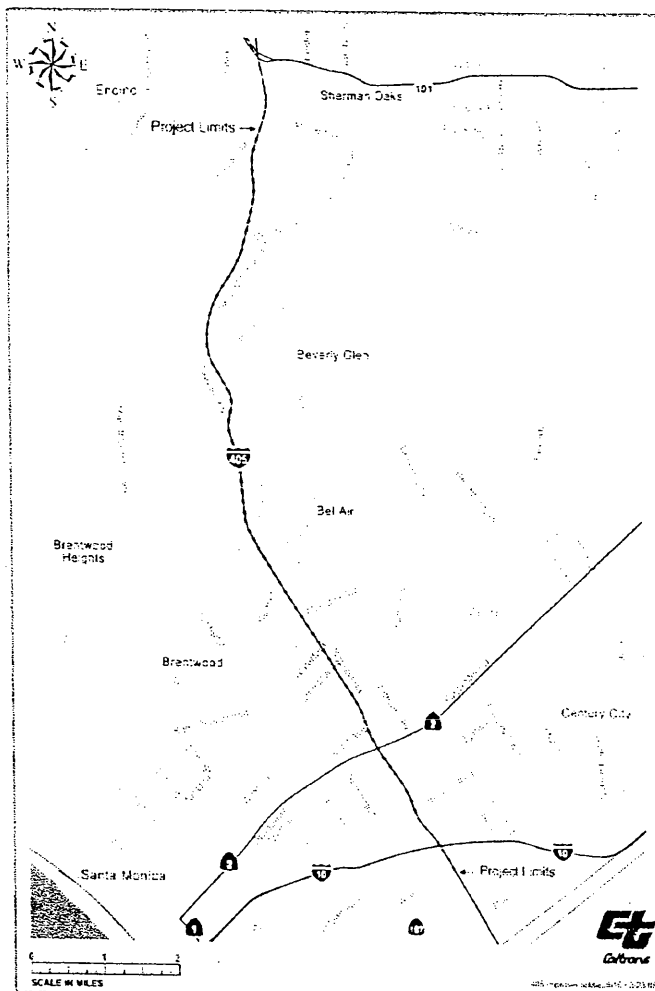
- U.S. 101/I-405 Connector Project - environmental scoping for this project was recently completed and draft environmental documents will be available for review in fall 2007.
- Southbound I-405 HOV Lane from Waterford Street to I-10 - estimated completion is September 2007.
- Northbound I-405 HOV Lane from Ventura Boulevard to Burbank Boulevard - lane now open; completion of landscaping is expected by August 2007.
- I-405 HOV Lanes from SR-90 to I-10 - estimated completion is early 2009.
- Northbound I-405 Gap Closure Project from Sepulveda Boulevard undercrossing to the U.S. 101/I-405 interchange - construction is estimated to be completed in October 2007.
- The City of Los Angeles Sepulveda Boulevard Reversible Lane Project - the City is finalizing its environmental documents and construction is anticipated to begin this summer.

There is already a great deal of traffic on the I-405. What will Caltrans do to minimize delays during construction?

A Traffic Management Plan (TMP) will be developed to minimize delays and inconvenience to the public during the construction period. The TMP will include a public awareness program to inform the public of project progress and upcoming closures and detours. Additionally, the contractor will be advised to conduct major construction activity during off-peak travel times.

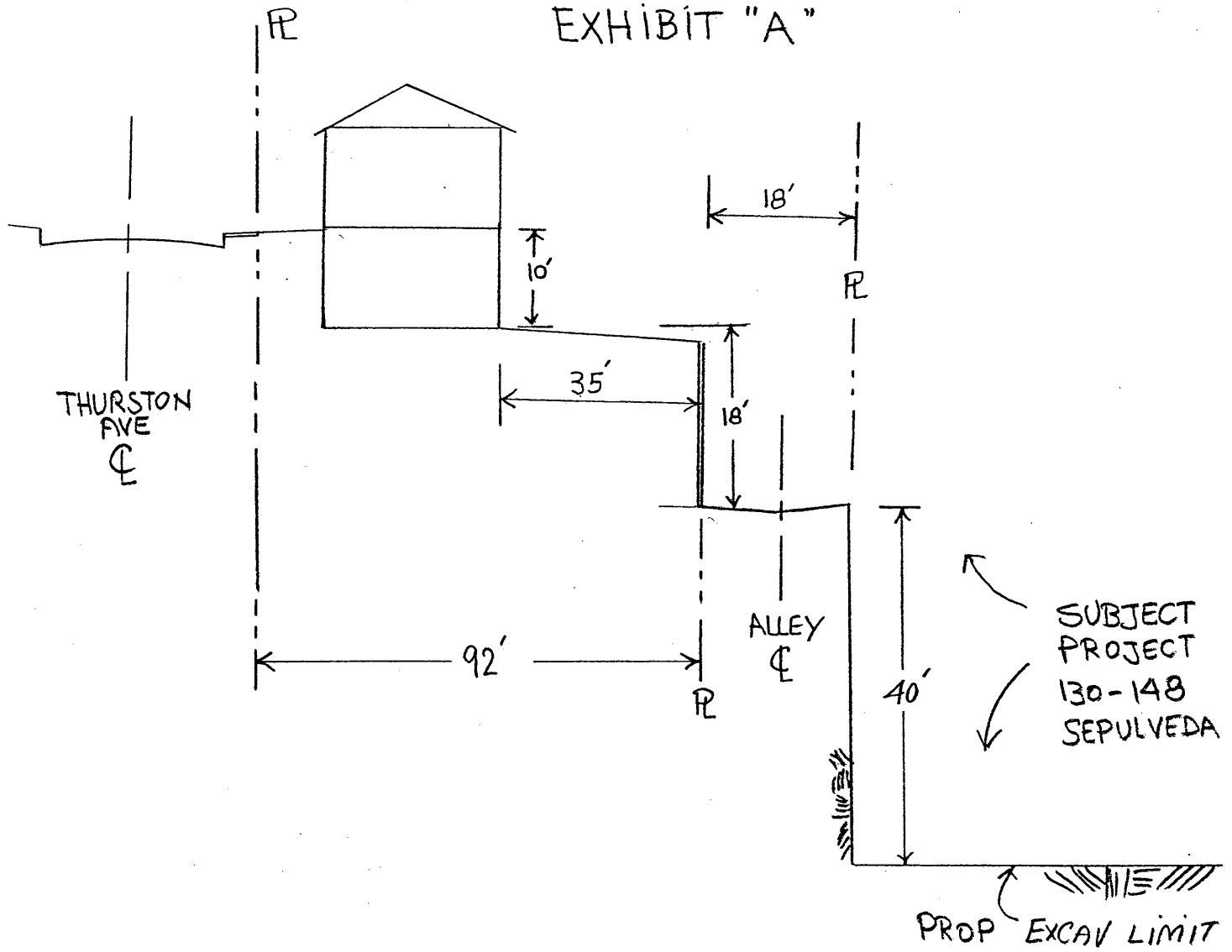
Where is the funding coming from for this project?

Total available funds for the project are \$950 million - divided as follows: \$730 million in bond funds, \$130 million in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users) Federal funds and \$90 million in TCRP (Traffic Congestion Relief Program) State funds.



Sepulveda Pass Project Area

EXHIBIT "A"



II. PROJECT DESCRIPTION

A. ENVIRONMENTAL SETTING

Description of Project Site and Existing Land Uses

The project site is located at 130, 140 and 148 Sepulveda Boulevard at the southeast corner of Bronwood Avenue and Sepulveda Boulevard, within the City of Los Angeles (see Figure II-1, Regional and Vicinity Project Location Map). The Assessor Parcel Numbers (APNs) associated with the project site are 4366014030, 4366014031, and 4366014032. The project site is approximately 31,000 square feet, and bounded by Sepulveda Boulevard to the west, Bronwood Avenue to the north, and existing single-family homes to the northeast. The San Diego Freeway (I-405) is located directly west of Sepulveda Boulevard. An aerial photograph depicting the project site and surrounding area is included as Figure II-2, Aerial Photograph.

(6' x 5'0" x 20')

The project site is currently occupied by three apartment buildings with approximately 31 residential units. Photographs of the project site are depicted in Figure II-3 and Figure II-4, Views of the Project Site. The footprint of the north building (130-136 Sepulveda Boulevard) occupies 9,868 square feet and is 32 feet in height (see Figure II-3, Views 1-3 and Figure II-4, View 5). The footprint of the center building (140 Sepulveda Boulevard) occupies 10,482 square feet and is 26 feet in height (see Figure II-3, Views 1 and 2 and Figure II-4, Views 5 and 6). The footprint of the south building occupies 6,620 square feet and is 25 feet in height (see Figure II-3, View 2 and Figure II-4, Views 4 and 5). Sepulveda Boulevard runs along the western boundary of the project site; an alley that runs adjacent to south and east of the project site provides access to the exterior carport area located at the rear of the apartment buildings (see Figure II-4, View 6). The apartment buildings are built into a moderately steep hill; the alley behind the existing buildings is approximately 20 feet higher than Sepulveda Boulevard. The north and center buildings are oriented towards one another and connected by a landscaped courtyard (see Figure II-4, View 5).

ADMITTS THIS IS A Hill SIDE

CONST
TIME

occur over an approximately two-month period and would include approximately 75,000 cubic yards of excavation which would be exported to allow for the subterranean parking levels and building foundations. The construction phase would occur over an approximately 15-month period. Demolition, grading, and construction would occur over the course of approximately 18 months, with full project buildout in Winter 2008.

D. RELATED PROJECTS

CUMULATIVE

Section 15063(b) of the State CEQA Guidelines provides that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355).

All proposed, recently approved, under construction, and reasonably foreseeable projects that could produce a related cumulative impact on the environment when considered in combination with the proposed project are evaluated throughout Section IV, Environmental Impact Analysis, in this Initial Study.

In coordination with the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning, a list of 24 related projects was compiled. These related projects are listed in Table II-2, Related Projects List, and shown in Figure II-9, Related Projects Map.

Table II-3

Related Projects List

WHERE IS:
152 SEPULVEDA?
CAL TRAN 405 WIDENING
SEPULVEDA" ?

Map No.	Location	Land Use	Size
1	UCLA Campus	Beds	2,000 du
		NW Phase II	296,700 sf
		Parking	1,500 spaces
		Physics & Astronomy Building	191,900 sf
		Research Center, Thermal Storage	95,000 sf
		Nanosystems Institute	166,000 sf
		Remaining 2002 LRDP growth	1,710,000 sf
2	Broxton Avenue/ Le Conte Avenue	Theater	1,500 sf
		Retail	40,000 sf
		Office	150,000 sf
3	10886 Le Conte Avenue	Theater Expansion	106 seats
4	Kinross Avenue/ Glendon Avenue	Shopping Center	50,000 sf
		Apartments	350 du
5	10852 Lindbrook Avenue	Apartments	19 du
		Specialty Retail	6,610 sf
6	10804 Wilshire Boulevard	Condominiums	85 du

Table II-3 (Continued)

Related Projects List

Map No.	Location	Land Use	Size
7	10776 Wilshire Boulevard	Condominiums	119 du
8	11677 Wilshire Boulevard	Mixed Use	64,000 sf
9	11712 San Vicente Boulevard	Fast Food Restaurant	1,900 sf
10	11711 San Vicente Boulevard	Restaurant	10,000 sf
		Office	2,000 sf
		Retail	30,000 sf
11	1841- 1851 Kelton Avenue	Condominiums	24 du
12	1700 Sawtelle Boulevard	Condominiums	72 du
		Live/Work	22 du
13	1619 Barry Avenue	Condominiums	20 du
14	11663 Wilshire Boulevard	Office	49,000 sf
		Condominiums	49 du
15	1164 Barrington Avenue	Condominiums	95 du
		Retail/Office	15,000 sf
16	12026 Wilshire Boulevard	Condominiums	20 du
17	1517 Bentley Avenue	Condominiums	22 du
18	11852 Santa Monica Boulevard	Carwash	1,950 sf
19	1767 Westwood Boulevard	Apartments	111 du
		Retail	7,000 sf
20	11857 Santa Monica Boulevard	Condominiums	28 du
		Retail	4,669 sf
21	10763 Wilshire Boulevard	Condominiums	60 du
22	1301 Broxton Avenue	Condominiums	36 du
23	1331 Amherst Avenue	Condominiums	28 du
24	1414 Bundy Drive	Condominiums	20 du

Notes: sf = square feet; du = dwelling unit

Source: Hirsh/Green Transportation Consulting, Inc. 2006.

IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. The project site is located in the Westwood community of the City of Los Angeles and is currently entirely occupied by two- and three-story apartment buildings. Views in the immediate project vicinity are constrained by the I-405 freeway retaining wall to the west of the project site, and the steep hillside adjacent to the north, northeast and southeast boundaries of the project site. However, views from the project vicinity towards the Santa Monica Mountains are visible in the distance to the west of the project site. *WHAT ABOUT BLOCKING MY WEST VIEW?*

Due to the steep hillside abutting the northeast, east and southeast boundary of the project site, the single-family homes that are east of the project site on Thurston Avenue are located at a higher elevation than the project site. As demonstrated in Figure IV-1, Elevation Map, the residences on Thurston Avenue are situated 15-25 feet higher than the rear alley adjacent to the project site. Due to this elevation change, the residences on Thurston Avenue currently have views of the rooftops of the existing onsite apartment complex, and have scenic views of the Santa Monica Mountains in the distance. *X 28*

The proposed project would involve the demolition of the existing two- and three- story apartment complex and the construction of a four-story condominium complex. Along Sepulveda Boulevard, the proposed project would extend up to approximately 53.9 feet in height, with two levels of subterranean parking. The buildings within the existing apartment complex range from 25 to 32 feet in height. Although the grade varies throughout the project site, the range of heights associated with the proposed project would be 22 to 29 feet greater than the existing apartment complex. However, the proposed project would extend a maximum of approximately 39.76 feet in height along the alley adjacent to the single-family residences on Thurston Avenue. Therefore, the height of the proposed project would only be 8 to 15 feet greater than the existing apartment complex along the alley. Similar to the existing views, the rooftops of the proposed project would be visible from the residences on Thurston Avenue; however, all rooftop equipment would be screened as required by the Westwood Community Multiple Family Residential Specific Plan. The project site is not located within the views of the Santa Monica Mountains from the land uses to the north or south. Therefore, the development of the proposed project would not obstruct scenic views of the Santa Monica Mountains from the north or south. ** 13.5 26.2 39.7*

Height

The existing apartment complex on the project site is built into a moderately steep hill; therefore, the buildings vary from two- to three- stories in height. The project site is in Height District No. 1, which generally limits structures to 45 feet in height in a R3 zone. The surrounding multi- and single- family residential uses vary from one- to three-stories. Most of the surrounding uses are built into the hillside and vary in the number of stories from the street level to the sloping side of the hill. The retaining wall separating Sepulveda Boulevard and the I-405 freeway, located west of the project site, is approximately 20 feet high. The proposed project involves the demolition of the existing apartment complex and the new construction of a condominium complex. The proposed project would have four stories, and be 53.9 feet in height along Sepulveda Boulevard, and 39.76 feet in height along the rear alley. As discussed in detail in question 9(b), the Multi-Family Specific Plan Design Standards would restrict the proposed project building height to a maximum of 45 feet in height along Sepulveda Boulevard and 33 feet above the lowest point of the property line contiguous to the R1 zone. The proposed project would be inconsistent with this design standard and, therefore, the proposed project would include an affordable housing incentive (pursuant to the LAMC and California Government Code 65915) for increased height allowance from the 45 foot height requirement along Sepulveda Boulevard and the 33-foot height requirement for portions of the site adjacent to R1 zone properties. With approval of the requested discretionary actions listed in Section II, impacts associated with inconsistencies with the design standards would be less than significant.

The four-story proposed project would be visible from Sepulveda Boulevard. The structures surrounding the project site on Sepulveda Boulevard include the two- and three-story multi-family residential building on Bronwood Avenue, the elevated on- and off-ramp to Sunset Boulevard, and the approximately 20-foot barrier separating Sepulveda Boulevard and the I-405 freeway. The two-story single-family residence, located to the southeast of the project site, is setback more than 30 feet from Sepulveda Boulevard and is completely obscured from the street by mature hedges. Therefore, Sepulveda Boulevard, near the project site, is characterized by multi-story structures. The height of the four-story proposed project would not constitute a significant impact to the area due to the comparable heights of surrounding structures.

As the grade of the project site moderately ascends from Sepulveda Boulevard, the proposed project would be built into the hillside. While the proposed project is four stories in height, less than three stories would be visible from the northeast, east and southeast boundary of the project site along the rear alley (see Figure II-8, Proposed Project Elevations). The land uses surrounding the northeast and east boundaries of the project site include one- to two-story single-family residences along Bronwood Avenue, Thurston Avenue and Sepulveda Boulevard. The proposed project represents a height increase of one story which would be visible to the surrounding land uses to the northeast, east and southeast. However, the project vicinity to the northeast, east and southeast is defined by a sharp hillside that physically divides the project site from the abutting surrounding uses. Considering the topography of the surrounding area and existing variety of structure of comparable heights in the project area, the height of the proposed project would not constitute an incompatible element to the existing visual character of the

IT 6M FEET
BLOCKS
MY
WEST
VIEW

WRONG
2 STORY

WRONG
BLOCKS
MY VIEW

X
WRONG

X
WRONG

MORE
HARD

3
STORY

W0016 The proposed project would not substantially change the distance between the residences surrounding the project site. The buildings that would be developed with the implementation of the proposed project would be generally the same distance from the surrounding residences as the existing onsite apartment buildings. The proposed project would represent an up to one-story increase over the existing onsite apartment buildings. As shown in Figure IV-2, Winter Solstice Shadows, the proposed project would not be tall or massive enough to shade more than one-third of the multi-family residences across Bronwood Avenue or the single-family home located at the southeast corner of Bronwood Avenue and the alley for more than two hours between the hours of 9 a.m. and 3 p.m. on December 21. Therefore, the proposed project would have a less-than-significant shading impact.

Cumulative Impacts

Less Than Significant Impact. According to the Draft L.A. CEQA Thresholds Guide, a significant cumulative aesthetic impact would occur if any of the related projects would "result in the removal, alteration, or destruction of similar aesthetic features as the proposed project, and/or would add structural or other features that would contrast conspicuously with the valued aesthetic character of the same area as the project."⁴ Implementation of the proposed project in combination with other projects in the vicinity would result in the further infilling of the Westwood area of the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. Of the 24 related projects, none are located along Sepulveda Boulevard and none would be located within the same viewshed as the project site. As such, none of the 24 related projects would be capable of combining with the proposed project to create a cumulative impact to scenic views. With respect to scenic highways, there are no scenic highways identified in the vicinity of the proposed project or the related projects. With respect to the visual character of the Westwood area, each of the related projects would be required to submit a landscape plan to the Los Angeles Department of City Planning for review and approval and submit a design plan (if applicable) to the Westwood Community Design Review Board prior to the issuance of grading permits. Since none of the related projects are located along Sepulveda Boulevard or in the project vicinity, none would combine with the proposed project to create a cumulative light, glare, shade or shadow impacts. Overall, cumulative impacts with respect to aesthetics would be less than significant.

⁴ City of Los Angeles, *Draft L.A. CEQA Thresholds Guide*, May 14, 1998, page L.1-5.

EXIST BLDG IS 13.5' HIGH THE PROPOSED IS 39.7' MEANING 26.2' HIGHER THAN EXISTING APT *

WHAT ABOUT 152 SEPULVEDA/405 WIDENING?

Cumulative Impacts

No Impact. The proposed project and the related projects are located in an urbanized area of Los Angeles. None of the related projects contain any land that is zoned for or currently utilized for agricultural use. Therefore, development of the proposed project in combination with the related projects would not result in the conversion of agricultural land from agricultural use to a non-agricultural use and no cumulative impact to agricultural resources would occur.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan.

The project site is located within the South Coast Air Basin (Basin), within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD has adopted criteria for determining consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook (Handbook). These include: 1) identifying whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and 2) identifying whether the project would exceed the assumptions utilized in preparing the AQMP. A significant impact may occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

The SCAQMD has prepared a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on August 1, 2003. This AQMP, referred to as the 2003 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2003 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with the population and employment growth projections identified by the SCAG in its 2001 Regional

ACCORDING TO SCAQMD, NOTHING WAS SUBMITTED FOR REVIEW
ON COMMENTS. DEVELOPER'S CLAIM MUST BE VERIFIABLE
SHOWING CALCULATIONS OF EMISSIONS & DUST, ETC.

been anticipated and planned for in the Community Plan. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, the proposed project would also be consistent with the SCAG's regional forecast projections. In turn, the proposed project would also be consistent with the AQMP growth projections.

Based on this information, the proposed project would be consistent with the 2003 AQMP and would result in a less-than significant impact.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction

During construction of the proposed project, three basic types of activities would be expected to occur that generate emissions. The first activity would involve demolition of the three existing apartment buildings on the project site, which consists of approximately 31 residential units. Although the some of the resulting debris would be recycled, it is conservatively assumed, for the purpose of this analysis, that all of the debris would be exported to a landfill. Secondly, the project site would be graded, excavated, and prepared to accommodate the subterranean parking levels and building foundations. The last activity would entail the construction and development of the proposed 59-unit condominium complex with associated parking and ancillary features. Overall, construction of the proposed project would occur over an 18-month period. Construction activities are expected to begin in summer 2007, with completion of the proposed project in winter 2008.

Regional Air Quality Impacts

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403-Fugitive Dust, which governs fugitive dust emissions from construction projects. These measures include, but are not limited, to the following:

- Soil stabilizers shall be applied to inactive construction areas;
- Ground cover in disturbed areas shall be quickly replaced;
- Exposed surfaces shall be watered twice daily;
- All haul roads shall be watered twice daily;

IT IS CONSIDERABLE WHEN
COMBINED WITH 152 S. SEPULVEDA &
CAL TRAN SEPULVEDA WIDENING.

WAAAA
WAAAA
WAAAA
WAAAA
WAAAA

ADMITTING THAT THE #'S
IN "MND" REPORT ARE ASSUMED
NOT TO HAVE NEIGHBORES

- All stock piles of debris, dirt, or rusty materials shall be covered with a tarp; and
- Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).

The daily construction-related emissions shown in Table IV-1 have been estimated for peak construction days based on the assumptions described below.

Table IV-1
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Demolition Phase (2007)					
Fugitive Dust	--	--	--	--	16.80
Off-Road Diesel	4.77	32.99	37.55	--	1.32
On-Road Diesel	3.51	62.76	13.07	0.14	1.80
Worker Trips	0.05	0.07	1.38	0.00	0.00
Total Emissions	8.33	95.82	52.00	0.14	19.92
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	No	No	No	No	No
Site Excavation Phase (2007)					
Fugitive Dust	--	--	--	--	295.08
Off-Road Diesel Equipment	3.23	24.65	23.90	--	1.10
On-Road Diesel Equipment	2.69	48.14	10.03	0.11	1.38
Worker Trips	0.01	0.01	0.14	0.00	0.00
Total Emissions	5.93	72.80	34.07	0.11	297.56
Dust Control Measures ^a	0.00	0.00	0.00	0.00	(200.65)
Total Grading and Excavation Emissions after Implementation of Dust Control Measures	5.93	72.80	34.07	0.11	96.91
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	No	No	No	No	No
Building Phase (2007)					
Building Construction Off-Road Diesel Equipment	2.09	13.16	17.21	--	0.46
Building Construction On-Road Diesel Equipment ^b	0.13	3.53	0.57	0.01	0.07
Building Construction Worker Trips	0.13	0.07	1.53	0.00	0.02
Total Building Emissions	2.35	16.76	19.31	0.01	0.55
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	No	No	No	No	No
Building Phase (2008)					
Building Construction Off-Road Diesel Equipment	2.09	12.82	17.34	--	0.41
Building Construction On-Road Diesel Equipment ^b	0.13	3.53	0.57	0.01	0.07
Building Construction Worker Trips	0.12	0.07	1.42	0.00	0.02
Architectural Coatings Off-Gas ^c	64.01	--	--	--	--
Architectural Coatings Worker Trips	0.12	0.07	1.42	0.00	0.02
Asphalt Off-Gas	0.01	--	--	--	--
Asphalt Off-Road Diesel	2.45	15.37	20.22	--	0.51
Asphalt On-Road Diesel	0.00	0.04	0.01	0.00	0.00

WILL BE MUCH HIGHER, WHEN COMBINED WITH OTHER TWO PROJECTS

Table IV-1 (Continued)
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Asphalt Worker Trips	0.02	0.01	0.27	0.00	0.00
Total Building Emissions	68.95	31.91	41.25	0.01	1.03
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	No	No	No	No	No
^a Dust control measures as required by SCAQMD Rule 403—Fugitive Dust.					
^b Emissions from on-road diesel equipment during the building phase are calculated using the Heavy Heavy Duty Diesel Truck (HHDT) Emission Factors from the ARB's EMFAC2002 (version 2.2) Burden Model. These emission factors are provided in Appendix A.					
^c Calculated assuming that each gallon of paint would cover approximately 400 square feet of surface and that 2.08 pounds of VOC would be generated per gallon of paint, in accordance with SCAQMD Rule 1113.					
Source: Christopher A. Joseph & Associates, October 2006. Calculation sheets are provided in Appendix A.					

Demolition

The demolition of the existing residential units on the project site, which occupies a total area of approximately 26,970 square feet, would occur over an approximately one-month period and would involve the use of one rubber-tired dozer, one rubber-tired loader, and one backhoe. All of the equipment is assumed to operate for a maximum of six hours per day. A total of approximately 5,993 cubic yards of debris is expected to result from the demolition activities, of which a maximum daily volume of approximately 370 cubic yards would be hauled off the project site. The debris would be hauled off the project site to a nearby dump site by 15 cubic yard-capacity trucks traveling for an average roundtrip distance of 30 miles.

Excavation

The excavation phase for proposed project is expected to occur over a two-month period. The most intense excavation activities on the project site during this construction phase would involve the use of the following equipment: one rubber-tired dozer and one skip loader. All of the equipment is assumed to operate for a maximum of six hours per day. The daily maximum amount of onsite cut/fill that would occur at the project site would be 2,500 cubic yards per day. Furthermore, a net total of approximately 75,000 cubic yards of soil is anticipated to be excavated and exported from the project site by 15 cubic yard-capacity trucks traveling for an average roundtrip distance of 20 miles.

Building

During the building phase for the proposed project, the maximum daily amount of equipment that would operate onsite would include two rough terrain forklifts, one backhoe, and one skid steer loader. Each of these pieces of equipment is assumed to operate for a maximum of six hours per day. In addition, it is also estimated that an average of two trash trucks and two delivery trucks may travel daily to and from the project site during the building phase. Because the URBEMIS computer model does not account for the on-road emissions generated by these truck trips during the building phase, these on-road emissions are calculated using the Heavy Heavy Duty Diesel Truck (HHDT) Emission Factors from the ARB's EMFAC2002 (version

ASSUMES VERY LOW AMOUNT

2.2) Burden Model. A roundtrip distance of 30 miles is assumed for each of the trucks. Architectural coatings for the new building are assumed to be applied over a two-week period towards the end of the building phase period. Approximately 2,215 square feet (0.05 acres) of the project site would require asphaltting, which is assumed to be performed over a two-week period towards the end of the building phase.

Construction Worker Vehicle Trips

Different workers would be on the project site at different phases of construction. This analysis uses the URBEMIS computer model defaults for construction worker vehicle trips. For the demolition and grading/excavation phases of construction, the model assumes that the number of worker commute trips equals 125 percent of the total number of off-road vehicles. For the worker trips associated with the building phase (i.e., site building and architectural coatings), the URBEMIS computer model assumes 0.36 worker vehicle trips per unit of multi-family residential development per day during the peak construction period.

As shown in Table IV-1, construction-related daily emissions of the proposed project would not exceed the regional emissions thresholds recommended by the SCAQMD for criteria pollutants during the construction phase. Therefore, construction impacts would be less than significant.

Localized Air Quality Impacts

The daily construction emissions generated by the proposed project are also analyzed against SCAQMD's Localized Significance Thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. The SCAQMD's LSTs are only applicable to the following criteria pollutants: NO_x, CO, and PM₁₀. For purposes of assessing air quality impacts on sensitive populations, the following offsite sensitive receptors in the immediate project vicinity were identified:

- The multi-family residential uses located northwest of the project site, across Bronwood Avenue;
- The single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary;
- The single-family residential uses located to the east of the project site, which have their hillside backyards adjacent to the alley running behind the project site; and
- The single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard.

Of these offsite sensitive receptors, the nearest receptors to the project site are the single-family residences located to the north and the single-family residence located to the southeast, both of which are located approximately 27 feet from the project site boundary.

↑
US

IT EXCEEDS THRESHOLD WHEN COMBINED WITH 152 S. SEPULVEDA PROJECT AND CALTRANS SEPULVEDA/405 WIDENING.

LSTs are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size. The SCAQMD has developed sample construction scenarios for sites one through five acres in size for uses as models or templates to analyze construction air quality impacts by projects of similar size. Based on the size of the project site (approximately 0.71 acres), the one-acre sample construction scenario developed by the SCAQMD was used as a template to analyze the significance of the emissions generated by the proposed project.

In conducting the LST analysis, the parameters of the one-acre sample construction scenario were slightly modified such that they would apply to the project-specific characteristics of the proposed project. The number and types of construction equipment that would be used daily for each construction phase (i.e., demolition, grading/excavation, and building) and the amount of debris and soil that would be handled at the project site were entered into the one-acre sample construction scenario to calculate the construction emissions. The resulting construction emissions generated were then analyzed against the applicable thresholds for a 0.71-acre site.⁹ The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). The closest receptor distance for which LSTs have been established in the SCAQMD's mass rate LST look up tables is 25 meters. Although the nearest offsite sensitive receptors to the project site (i.e., the two-story single-family residences to the north and southeast) are closer than 25 meters, the SCAQMD's LST methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.¹⁰

Table IV-2, Localized Estimated Daily Construction Emissions, identifies the daily emissions that are estimated to occur during construction of the proposed project. As shown in Table IV-2, onsite emissions generated by the proposed project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NO_x, CO, and PM₁₀ at a receptor distance of 25 meters for a 0.71-acre site. Thus, the onsite construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 25 meters. Therefore, the localized air quality impacts resulting from construction emissions associated with the proposed project would be less than significant.

⁹ As the SCAQMD had only provided construction LST values for the one-acre, two-acre, and five-acre sites, the LST values for a 0.71-acre site was estimated using the linear regression methodology recommended by the SCAQMD.

¹⁰ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, p. 3-3, June 2003.

NEED TO SEE CALCULATIONS

OUR HOUSE IS WITHIN 20 FEET

SCAQMD REQUIRES CALCULATIONS WHEN RECEPTOR IS CLOSER THAN 25 METER

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutants.

Because the Basin is currently in non-attainment for ozone, CO, and PM₁₀, the proposed project in combination with the related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project's contribution, the SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, according to SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question 3(b) above, construction-related and operational daily emissions associated with proposed project would not exceed the SCAQMD's recommended thresholds. The construction-related and operational emissions associated with the proposed project would, therefore, not be cumulatively considerable. This impact would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

As discussed under Question 3(b) above, the SCAQMD's LSTs are used to determine whether the daily construction and operational emissions generated by a project would cause or contribute to adverse localized air quality impacts. The SCAQMD's LSTs are only applicable to the following criteria pollutants: NO_x, CO, and PM₁₀. In addition, the SCAQMD protocol utilizes localized carbon monoxide (CO) concentrations to determine pollutant concentration potential and whether "CO hotspots," which are localized areas where ambient CO concentrations exceed national and/or State standards, would adversely affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences,

WE WILL BE BREATHING
BLACK SMOKE FROM DIESEL
OPERATED EQUIPMENT & TRUCKS

Table IV-5
Predicted Future (2009) With Project Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts Per Million ^{a, b}							
	Roadway Edge		25 Feet		50 Feet		100 Feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Sepulveda Boulevard and Church Lane/Ovada Place	6.8	4.8	5.3	3.7	4.8	3.3	4.3	3.0
Sepulveda Boulevard and Bronwood Avenue	4.2	3.0	3.7	2.6	3.6	2.5	3.4	2.4
Sepulveda Boulevard and Montana Avenue	5.6	3.9	4.6	3.2	4.2	3.0	3.9	2.7
Sunset Boulevard and Church Lane	8.0	5.6	6.4	4.5	5.7	4.0	5.0	3.5
Sunset Boulevard and Thurston Avenue	4.7	3.3	4.0	2.8	3.8	2.6	3.6	2.5
Sunset Boulevard and Glenroy Avenue	4.7	3.3	4.0	2.8	3.8	2.6	3.5	2.5
^a National 1-hour CO standard is 35.0 parts per million. State 1-hour CO standard is 20.0 parts per million.								
^b National and State 8-hour CO standards are 9.0 parts per million.								
Source: Christopher A. Joseph & Associates, October 2006. Calculation sheets are provided in Appendix A.								

As shown in Table IV-5, future 1-hour and 8-hour CO concentrations near these intersections would not exceed the national and State 1-hour and 8-hour CO standards. Therefore, implementation of the proposed project and the related projects would not expose sensitive receptors to substantial pollutant concentrations, and this impact would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors.

Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no objectionable odors are anticipated.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Therefore, impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in conjunction with the 24 related

WHERE ARE THE OTHER TWO PROJECTS
IS SEPULVEDA & CALTRANS?

SIGNIFICANT
IN CONJUNCTION
WITH OTHER PROJECTS

faults identified by the State as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, that are known to be present on the project site.²³ The City of Los Angeles Seismic Safety Element does not include the project site within an Alquist-Priolo Special Study Zone or Fault Rupture Study Area.²⁴ According to the Geotechnical Engineering Exploration by the J. Byer Group, Inc., November 20, 2005 and Geotechnical Engineering Update, prepared by the J. Byer Group, Inc., October 3, 2006 (together, the "Geotechnical Study"), the nearest active fault is the Santa Monica-Hollywood Fault, which is less than two kilometers (1.3 miles) from the project site.²⁵ This fault is considered to be active by the City of Los Angeles and the State Geologist for the purposes of planning and development.²⁶ Furthermore, the proposed project would conform to all applicable provisions of the City of Los Angeles Building Code and the State of California Uniform Building Code (UBC) with respect to new construction. As no active faults are located within or adjacent to the project site, the impact with respect to fault rupture would be less than significant.

(ii) Strong seismic ground shaking?

1.3 miles
Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Although the project site is not within an Alquist-Priolo Zone, the site is within two kilometers of the Santa Monica-Hollywood Fault. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The main seismic hazard to the project site is moderate to strong ground shaking on one of the local regional faults. Nonetheless, implementation of the mitigation measure identified below which would ensure conformance to applicable provisions of the City Building Code and the UBC, would reduce impacts related to seismic ground shaking to a less-than-significant level.

Mitigation Measure

- 6-1. The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

²³ California Spatial Information Library, Environmental Systems Research Institute Streetmap and Christopher A. Joseph & Associates; September 2006.

²⁴ City of Los Angeles Planning Department, Environmental and Public Facilities Maps: Fault Rupture Study Zones and State-designated Alquist-Priolo Earthquake Fault Zones, September 1, 1996.

²⁵ J. Byer Group, Inc., Geotechnical Engineering Exploration 130-148 South Sepulveda, November 20, 2005. Geotechnical Engineering Exploration Update Report, October 3, 2006, (see Appendix B to this Initial Study).

²⁶ City of Los Angeles Department of City Planning, Parcel Profile Report: 130 South Sepulveda, 6504 W Hollywood Blvd, 6506 W Hollywood Blvd, October 2, 2006.

Mitigation Measure

- 6-2. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

(iv) Landslides?

Less Than Significant Impact. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. The project site is not located in a bedrock or probable bedrock landslide area as identified by the City of Los Angeles Planning Department.³² While the project site is located on a slope, the project site is not within the definition of a Hillside Area as specified in the Zoning Code and is exempt from the City of Los Angeles Hillside Ordinance.³³ As the probability of landslides, including seismically induced landslides, is considered to be low at the project site, and a less-than-significant impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The project site is entirely developed with an apartment complex. The proposed project would include the demolition of the apartment complex and the excavation necessary for a two-story subterranean parking structure. During construction, excavation and grading would expose minimal amounts of soil for a limited time, allowing for possible erosion. Although project development has the potential to result in erosion of soils during site preparation and construction activities, erosion would be reduced through implementation of stringent erosion controls imposed during grading and building permit regulations. However, the potential for soil erosion during the operation of the proposed project is relatively low due to the fact that the project site would be almost entirely paved over and/or landscaped. All grading activities would require grading permits from the Department of Building and Safety, which would include requirements and standards designed to limit potential impacts to acceptable levels. In addition, onsite 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. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices (BMPs), less-than-significant impacts would occur related to erosion or loss of topsoil.

³² City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Landslide Inventory and Hillside Areas in the City of Los Angeles*, June 1994.

³³ City of Los Angeles Bureau of Engineering, *Hillside Ordinance Map*, September 2004.

reduced to less-than-significant levels. Therefore, the proposed project would not contribute to a cumulatively significant impact, and cumulative geology and soil impacts would be less than significant.

7. HAZARDS AND HAZARDOUS MATERIALS

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

Less Than Significant Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. A significant impact may occur if a project involves use, transport, or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The proposed project would use minimal amounts of hazardous materials for routine cleaning and, as such, would not pose a substantial risk involving the routine transport, use, and disposal of hazardous materials. Therefore, impacts would be less than significant. CHEM
HAP

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. The proposed project involves the demolition of an existing apartment complex and the new construction of a condominium complex. The types of activities and materials typically associated with the proposed residential uses would not be expected to result in the release of hazardous materials into the environment. The existing structures on the project site are not known to contain any asbestos-containing materials (ACMs) or lead-based paint (LBP). However, buildings constructed prior to the late 1970s and early 1980s commonly contain both LBP and ACMs. As the existing structures were constructed between 1955 and 1961, it is likely that the buildings contain both ACMs and LBP.³⁷ WAV
WAV
WAV
1

Therefore, construction activities may have the potential to expose construction workers and sensitive receptors in the project area to hazards associated with accidental exposure to ACMs in the removal of existing ducts and LBP in the removal of existing wall finishing. The following mitigation measure is recommended to reduce hazards associated with accidental release of hazardous materials during construction to a less-than-significant level. PROPS
OF
HARD
MATERIAL
*

³⁷ Environmental Audit, Inc., Phase I Environmental Site Assessment, 130, 140 and 148 S. Sepulveda Boulevard, May 26, 2006, (See Appendix C to this Initial Study)

4.0 SITE INSPECTION

- **Drains, clarifiers and sumps:** None observed.
- **Pits, ponds, lagoons, waste piles:** None observed.
- **Surface drainage pathways:** Overland flow to the Sepulveda Boulevard and Bronwood Street.
- **Stressed vegetation (from other than insufficient water):** None observed.
- **Solid waste:** Household garbage is collected in trash containers located in the back of the apartments.
- **Wastewater:** Not observed.
- **Wells (including dry, irrigation, injection, monitoring, etc.):** None observed or known to be present on the property.
- **Septic systems:** None observed or known to be present.

4.2 ASBESTOS

While the use of asbestos in the manufacture of most building materials has not been fully prohibited by federal law, the use of asbestos, for the most part, has been voluntarily discontinued since the late 1970's. Some non-friable materials, such as roof materials and floor coverings (mastic and floor tile) may have been manufactured with asbestos materials and may have been used into the early 1980's.

Since the buildings currently located on the Site were constructed in 1955, 1957 and 1961, it is likely that asbestos containing building materials were used in their construction. The only definitive method of identifying asbestos containing building materials at the Site is to complete an asbestos investigation.

4.3 LEAD-BASED PAINT

Lead was a major ingredient in paint pigment prior to and through the 1940's. While other pigments were used in the 1950's, the use of lead in paint continued until the mid 1970's. In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials that contain lead.

Since the buildings currently located on the Site were constructed in the 1955, 1957 and 1961, it is likely that lead-based paint was used. The only definitive method of identifying lead-based paint at the Site is to complete a lead-based paint investigation.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. Sepulveda Boulevard is designated in the Safety Element of the City of Los Angeles General Plan as a Selected Disaster Route.⁴¹ However, construction of the proposed project would not substantially impede public access or travel upon public rights-of-way or Sepulveda Boulevard. Therefore, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. As discussed in Question 15(a), the proposed project would not result in a significant traffic impact on any of the study intersections or study street segments. Furthermore, as discussed in Questions 13(a)(i) and (ii), the proposed project would have a less-than-significant impact with respect to fire and police services, including emergency response. As such, the proposed project would be expected to have a less-than-significant impact with respect to emergency response and evacuation plans.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is not located in a Los Angeles Fire Department designated Very High Fire Severity Zone.⁴² The project site is located in the urbanized Westwood area of the City of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation; therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects has the potential to increase the use, storage, transport, and/or release of hazardous materials.

However, as discussed above, the proposed project would not use, store, transport, or otherwise accidentally release any hazardous materials that would have the potential to result in upset environmental conditions. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of these properties. Further, local municipalities are required to follow local, State and federal laws

⁴¹ City of Los Angeles General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.

⁴² City of Los Angeles Department of City Planning, Parcel Profile Report: 130 South Sepulveda, 6504 W Hollywood Blvd, 6506 W Hollywood Blvd, October 2, 2006.

from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (the "Noise Element") and the City of Los Angeles Municipal Code (LAMC). Implementation of the proposed project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, the noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the proposed project would require the use of heavy equipment for site demolition, excavation, foundation construction, the installation of utilities, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

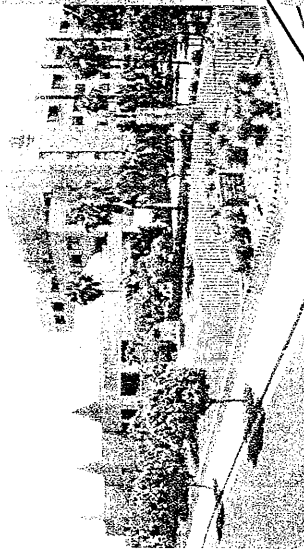
The U.S. Environmental Protection Agency (USEPA) has compiled data for outdoor noise levels for typical construction activities, both with and without the use of equipment mufflers. These data are presented in Table IV-9, Typical Outdoor Construction Noise Levels. The noise levels listed in Table IV-9 would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per

PARTICULARLY WHEN COMBINED WITH OTHER TWO PROJECTS, IT WILL BE IMPOSSIBLE TO LOCATE THE NOISE FOR EXTENDED TIME

Sound Partners™ is Positioned to Help

unique educational program of the House Ear Institute. Sound Partners is dedicated to raising awareness about the importance of safe sound practices for better hearing health.

Its goals are to educate all audio and entertainment professionals about safe sound practices and to carry the message about hearing conservation to the listening public through the industry's advocacy and support.



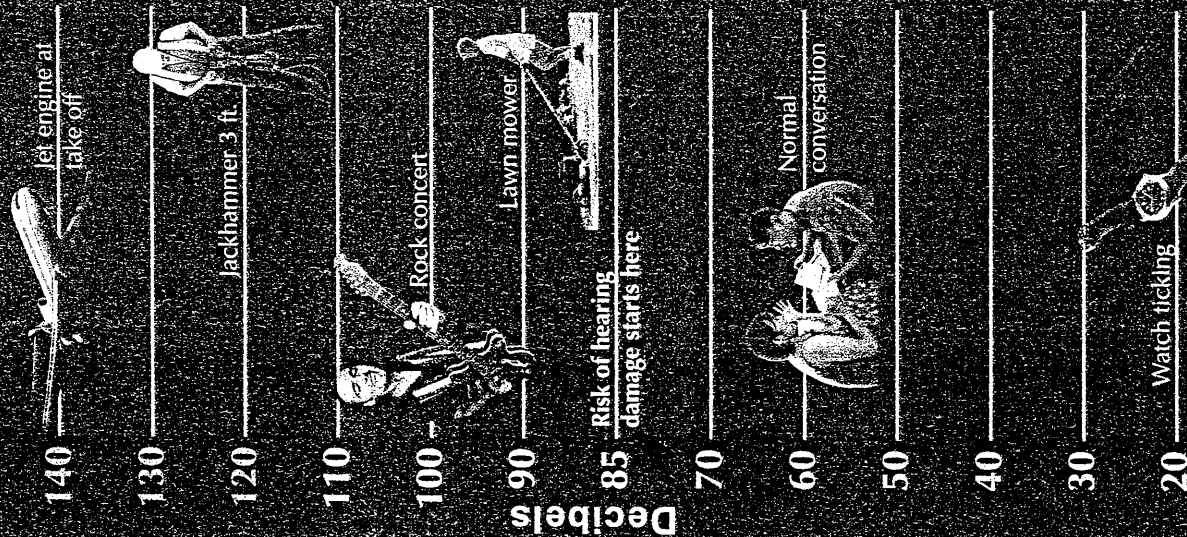
Founded in 1946, the House Ear Institute (HEI) is a private, non-profit 501(c)(3) organization dedicated to advancing hearing science through research and education to improve quality of life. Visit www.hei.org for more information.

The House Ear Institute thanks the MIX Foundation and Shure Incorporated for their support toward the development of this publication.

SHURE
FOR EXCELLENCE IN AUDIO

SHURE

Hearing Risk by Activity



Hearing Conservation Tips

for
Audio & Entertainment
Professionals
and the
Listening Public

Presented by
Sound Partners™

An Educational
Outreach Program



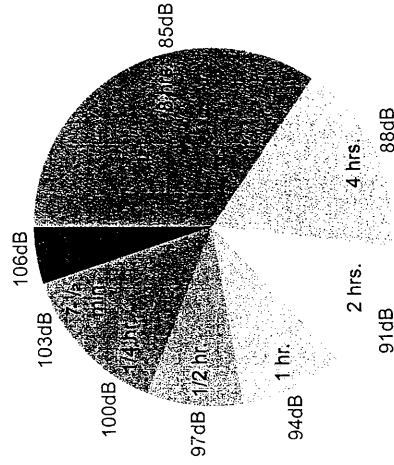
a highly accurate and cost effective screening method for detecting the presence of small acoustic tumors. Our scientists also developed the ABAer,[™] an auditory brainstem response-based screening device for the detection of hearing loss in newborns and infants.

Protect Your Hearing from Noise Exposure

Noise-induced hearing loss (NIHL) is a leading cause of permanent sensorineural hearing loss, yet it can be prevented with proper education and listening habits.

NIOSH-Recommended SPL Exposure Guidelines

The National Institute for Occupational Safety and Health (NIOSH) exposure guidelines are based on maximum daily safe exposure amounts measured as time-weighted averages (TWAs) over a 40 year period.



When a person is exposed to excessive sound levels, sensitive structures of the inner ear can be damaged, resulting in permanent hearing loss. These structures can be injured by exposure to a brief but intense sound, such as an explosion, as well as from repeated exposure to excessive sound levels over time.

The Sound Partners[™] hearing conservation program is the House Ear Institute's public outreach service that promotes healthy hearing habits. In addition to periodic hearing tests, Sound Partners offers the following tips to the listening public:

Avoid hazardous sound environments – Limit exposure to sounds that exceed 85dB.

Examples of common sounds that regularly exceed 85dB, and therefore can pose a hearing loss risk with excessive exposure:

Motorcycles, hair dryers, lawn mowers and leaf blowers

85 – 90dB

Woodshops, chainsaws, small firecrackers

100 – 110dB

Rock concerts

100 – 120dB

Ambulance sirens, jet engines at close range, pneumatic drills

119 – 140dB

Exposure to sounds of 115dB or more for any duration can pose a serious risk to hearing.

Practical rule of thumb – If you must raise your voice to be heard, you are in a potentially hazardous environment for your hearing.

Use hearing protection devices (HPDs) - When excessive exposure is unavoidable, **wear hearing protection!** Disposable foam earplugs are good for recreational use and are inexpensively available at most drug stores. Custom-molded earplugs, available through an audiologist, offer "flat" attenuation and are ideal for musicians and others who use earplugs frequently and prefer equal decibel reduction across the frequency spectrum. Earplugs with a solid shell and acoustic seal are another good option.

Take 15-minute "quiet" breaks – Like the rest of the body, ears are subject to fatigue. When exposed to noisy environments for extended periods of time, it can be helpful to periodically retreat to a quiet location for 15 to 20 minute stretches.

Preventable

Permanent Preventable

NIHL can be prevented

- With prolonged exposure, sounds over 85 decibels (dB) may cause permanent hearing loss. Most audio and music professionals are regularly exposed to levels above 85 dB.
- Once the inner ear is damaged permanent hearing loss occurs.
- In its early stages, NIHL usually affects the ability to hear sounds in the frequency range of 3000 to 5000 Hz.
- Hearing aids will not fully restore hearing to levels that existed prior to damage.
- Proper hearing protection can prevent NIHL.

NIHL can be prevented

- Level of sound exposure
- Duration of sound exposure
- Recurrence of sound exposure
- Personal susceptibility

Warning Signs

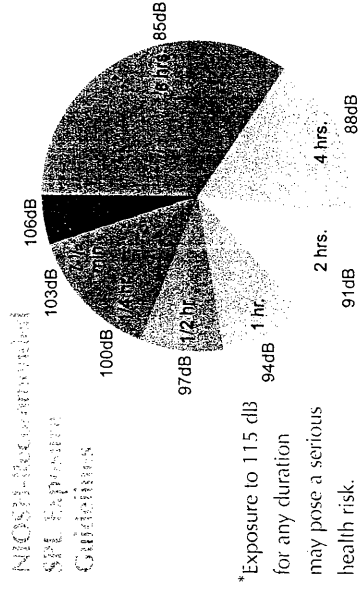
- Sounds seem temporarily muffled or distorted (temporary threshold shift)
- Ringing or buzzing sensation (referred to as tinnitus or head noise)
- Difficulty hearing in noisy environments
- Loss of high frequency discrimination
- Sudden ear pain
- Abrupt increase in sound sensitivity

Safe Sound Guidelines

Monitor Your Exposure

Sound pressure levels are measured in decibels (dB). Guidelines for safe levels of sound exposure are expressed in dB(A), a frequency-weighted measure of sound pressure, and averaged over time as a time-weighted average (TWA). The National Institute for Occupational Safety and Health (NIOSH) guidelines are stated in terms of the maximum time that you can safely be exposed to different TWAs on a daily basis over a 40-year period.

NIOSH Recommended
SPL Exposure
Guidelines

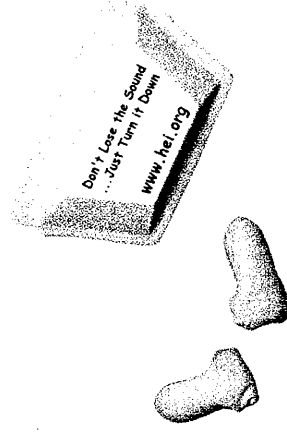


*Exposure to 115 dB for any duration may pose a serious health risk.

Hearing Conservation Tips

- Avoid hazardous sound environments. Otherwise, wear hearing protection devices (HPDs).
- Monitor sound pressure levels above 85 dB. In the absence of a sound meter, the general rule to follow is that if you are in an environment where you must raise your voice to be heard, you may be risking permanent, hearing loss and you should limit your exposure.
- Take 15-minute "quiet breaks" every few hours if you are exposed to sound pressure levels above 85 dB. Refer to the guidelines above for safe exposure durations.
- Musicians and other live entertainment professionals should avoid practicing at "concert hall levels" whenever possible.
- Have your hearing checked annually by a licensed audiologist.

Hearing Protection Devices ("HPDs")



Foam Earplugs

When worn correctly, foam HPDs attenuate (reduce) sound levels reaching the ear. Noise reduction ratings (NRRs) for foam HPDs range from 20 to 35 dB and provide greater attenuation at high frequencies than at low frequencies. Most foam HPDs are designed for one-time use.

Custom-Molded Earplugs

Custom-molded HPDs provide equal ("flat") sound attenuation for high and low frequencies and are re-usable. They have NRRs of 15 to 25 dB and are designed for people who rely on their ability to hear high and low frequencies without distortion. These HPDs are custom-made by licensed hearing healthcare providers and offer a comfortable form fit and long-term wear.

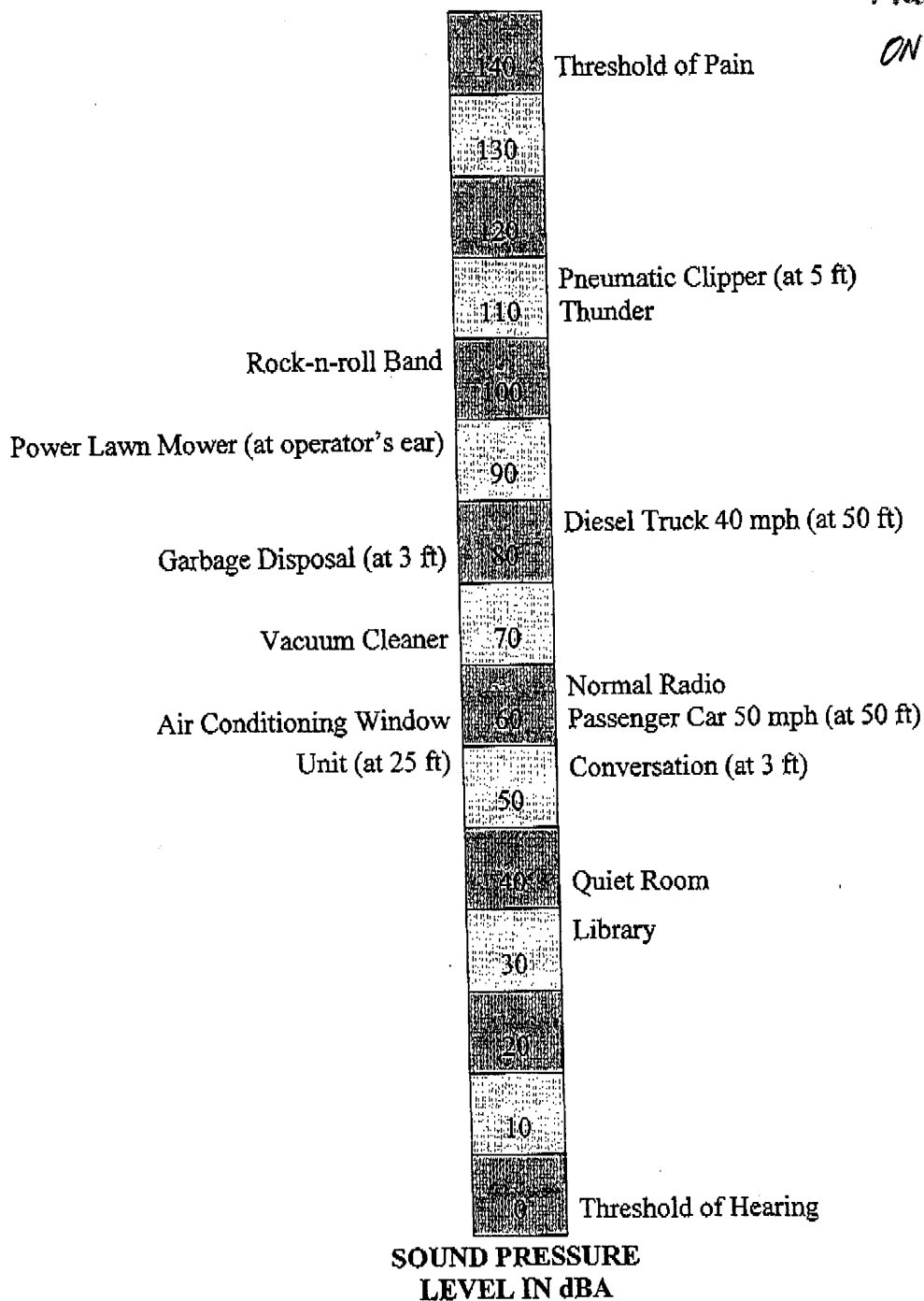
Ear Muffs

Ear muff HPDs are easy to take on and off but require a solid shell and acoustic seal around the ear to effectively attenuate noise.

In-the-Ear Monitors (IEMs)

Popular with musicians, IEMs combine the features of custom-molded HPDs and electronic earpieces, and can be obtained from a licensed hearing healthcare provider. IEMs attenuate ambient sound like a custom-molded HPD while allowing the user to monitor signals routed to the IEM from a sound reproduction system.

FIGURE 3-4

**GENERAL NOISE SOURCES
AND THEIR SOUND PRESSURE LEVELS**

THIS CHART
WAS FAXED BY
BARBARA RADLEIN
FROM: SCAQMD
ON: 5-18-07

doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source would reduce to 78 dBA L_{eq} at 100 feet from the source, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source.

*WE ARE ONLY 20' AWAY FROM THE PROJECT
JUST IMAGINE THE NOISE LEVEL!*

Table IV-9
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, 1971.

During construction, three basic types of activities would be expected to generate noise. The first activity would involve the demolition of the three existing apartment buildings at the project site. The second activity would involve the grading and excavation of the project site to accommodate the building foundation for the proposed condominium building. The last activity that would generate noise during construction would involve the physical construction and finishing of the proposed condominium building and associated subterranean parking levels. Overall, construction activities are anticipated to occur over an approximately 18-month period, with construction beginning in summer of 2007.

Land uses on the properties surrounding the project site consist of single-family and multi-family residential uses. The nearest and most notable offsite sensitive receptors to the project site include:

- The multi-family residential uses located northwest of the project site, across Bronwood Avenue;
- The single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary;
- The single-family residential uses located to the east of the project site, which have their hillside backyards adjacent to the alley running behind the project site; and
- The single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard.

Due to the use of construction equipment during the construction phase, the proposed project would expose these offsite sensitive receptors to increased ambient exterior noise levels comparable to those

*MUST BE VERIFIABLE PLUS CALCULATION
NEED THE LIST OF EQUIPMENTS & YEAR / MODEL / CONDITION OF EQPMNTS*

listed above in Table IV-9. As shown in Table IV-9, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA L_{eq} with the use of noise-attenuating devices. As discussed previously, construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, the noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, pursuant the Noise Ordinance, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Thus, with implementation of Mitigation Measures 11-1 through 11-10, the noise levels associated with construction of the proposed project would be reduced to the maximum extent feasible. As such, this impact would be less than significant with mitigation.

Operational Noise

Upon completion and operation of the proposed project, onsite operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment. However, the design of this equipment would be required to comply with the Section 112.02 of the Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. In addition, project design features that would further reduce operational noise impacts include enclosing all mechanical equipment for the proposed building onsite. On this basis, a significant acoustical impact from onsite operations is not anticipated. However, in order to ensure that onsite operational noise would not adversely affect the new residents of the proposed project, Mitigation Measure 11-11 would be implemented to ensure that the residential units associated with the proposed project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings. Furthermore, implementation of Mitigation Measure 11-12 would require all exterior windows associated with the proposed residential uses to be constructed such that sufficient sound insulation is provided to ensure that interior noise levels would be below a CNEL of 45 dBA in any habitable room. With implementation of Mitigation Measures 11-11 and 11-12, the impacts associated with interior noise levels at the new residential uses onsite would be reduced to a less-than-significant level.

Operation – Land Use Compatibility

*NOISE
LEVELS
70 dBA
CNEL*

Table IV-10, Guidelines for Noise Compatible Land Use, shows the land use compatibility guidelines for noise in the City of Los Angeles. Based on these guidelines, the City of Los Angeles allows new multi-family residential buildings to be constructed where the average noise environment in outdoor activity areas is up to 70 dBA CNEL, provided that the buildings are constructed using conventional design and that fresh air supply systems or air conditioning are provided to allow windows to be kept closed. The City's interior noise standard is 45 dBA CNEL, and applies to any habitable room furnished for normal use with doors and windows closed.

Table IV-10
Guidelines for Noise Compatible Land Use (dBA CNEL)

Land Use	Normally Acceptable ^a	Conditionally Acceptable ^b	Normally Unacceptable ^c	Clearly Unacceptable ^d
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging - Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	65 - 75	above 75	---

a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
 b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
 c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
 d Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 1998.

Table IV-11
Future Noise Levels at the Project Site

Analysis Location	Noise Levels in dBA CNEL				
	Future Exterior Noise Levels	City Exterior Noise Standard	Assumed Exterior to Interior Noise Reduction	Future Interior Noise Levels	City Interior Noise Standard
Condominium units (top story) facing Sepulveda Boulevard and I-405 Freeway.	80.1 ^a	-- ^b	-30.0	50.1	45.0
Condominium units (lower stories) facing Sepulveda Boulevard and I-405 Freeway.	76.1 ^a	-- ^b	-30.0	46.1	45.0
Outdoor residential activity area (i.e., courtyard) located behind the proposed condominium units facing Sepulveda Boulevard.	70.2 ^a	70.0	--	--	--

a The exterior noise levels resulting from vehicular traffic on Sepulveda Boulevard and the I-405 freeway were combined as both the roadway and freeway run parallel to each other west of the project site.
 b The city exterior noise standard for multi-family homes applies to residential outdoor activity areas and not the physical building.

Source: Christopher A. Joseph & Associates, October 2006. Calculation data and results are provided in Appendix A.

Future noise levels at the project site would continue to be dominated by vehicular traffic on Sepulveda Boulevard and the I-405 freeway, which carries the highest amount of vehicles in the project vicinity. Table IV-11, Future Noise Levels at the Project Site, presents the future average daily exterior and

- The single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard.

Table IV-13, Vibration Levels at Offsite Sensitive Uses From Project Construction, shows the vibration levels that would occur at nearby offsite sensitive uses during construction at the project site.

Table IV-13
Vibration Levels at Offsite Sensitive Uses From Project Construction

Sensitive Land Uses Offsite	Approximate Distance to Project Site (feet)	Estimated Vibration Levels (VdB) ^a
Multi-family residential uses located northwest of the project site, across Bronwood Avenue	48	79
Single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary	27	86
Single-family residential uses located to the east of the project site, which have their hillside backyards adjacent to the alley running behind the project site	56	76
Single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard	27	86
^a The vibration levels at the offsite sensitive uses are determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) 2006 Transit Noise and Vibration Impact Assessment: $L_v(D) = L_v(25 \text{ ft}) - 30 \log(D/25)$, where L_v = vibration level of equipment, D = distance from the equipment to the receiver, $L_v(25 \text{ ft})$ = vibration level of equipment at 25 feet. Source: Christopher A Joseph and Associates, September 2006.		

As shown in Table IV-13, the vibration levels experienced by the offsite sensitive receptors would range from 76 VdB at the single-family residential uses to the east of the project site, to 86 VdB at the two single-family residences to the north and southeast of the project site. Overall, aside from the two single-family residences located to the north and southeast of the project site, the estimated construction-related vibration levels that would be experienced at the remaining offsite sensitive receptors during construction of the proposed project would not exceed the Federal Transit Administration's vibration threshold of 80 VdB for residential uses and buildings where people normally sleep. Consequently, the vibration impacts at these offsite sensitive receptors would be less than significant. Because the vibration levels at the existing single-family residences to the north and southeast would exceed 80 VdB, vibration impacts associated with the proposed project would be potentially significant.

The construction activities associated with the proposed project would be required to comply with Section 41.40 of the LAMC, which prohibits exterior demolition and construction activities between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Implementation of Mitigation Measure 11-2 (see Question 11 (a) above) would ensure that the proposed

project would comply with Section 41.40 of the LAMC. Thus, although vibration levels exceeding the Federal Railway Administration's threshold of 80 VdB for residences would occur at the two single-family residences located to the north and southeast of the project site, none of the construction activities associated with the proposed project would occur during recognized sleep hours. In addition, implementation of Mitigation Measure 11-5 (see Question 11 (a) above), which serves to located groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land uses, would reduce the vibration levels experienced at these sensitive receptors to the maximum extent feasible. Because it has been the City's standard practice to exempt construction projects from noise and vibration regulation as long as these projects conform to Sections 41.40 and 112.05 of the LAMC (see discussion in Question 11 (a) above), impacts associated with groundborne vibration from construction of the proposed project would be less than significant with implementation of Mitigation Measures 11-2 and 11-5.

c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact. A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the proposed project. As defined in the City of Los Angeles' Draft L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA CNEL to or within the 'normally unacceptable' or 'clearly unacceptable' category as defined in Table IV-10. In addition, any long-term increase of 5 dBA CNEL or greater is considered to result in a significant impact.

Traffic Noise

Locations in the project site vicinity could experience slight changes in noise levels as a result of an increase in motor vehicle trips associated with the proposed project. The Federal Highway Administration's (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers, was used to determine whether the increase in traffic activity associated with the proposed project would result in a significant increase in traffic-related noise at various roadway segments in the project site vicinity. Based on the traffic report prepared for the proposed project, included as Appendix F, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the proposed project's vehicular traffic would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

The changes in future noise levels associated with the proposed project at locations along the roadway segments in the project vicinity where noise-sensitive uses are located are identified in Table IV-14, Project Roadway Noise Impacts. As shown in Table IV-14, the proposed project would increase local noise levels by a maximum of 0.3 dBA CNEL at the roadway segment of Bronwood Avenue, between

equipment would be required to comply with the Section 112.02 of the Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. In addition, project design features that would further reduce operational noise impacts include enclosing all mechanical equipment for the proposed buildings onsite. Because the noise levels generated by the HVAC equipment serving the proposed project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors.

As part of the proposed project, a total of 140 subterranean parking spaces would be provided at the project site. Because all of the proposed parking spaces would be located underground, noise levels generated by vehicles parking in the subterranean levels would not affect the existing offsite sensitive uses located around the project site. As such, the noise levels generated by vehicles using the subterranean parking levels at the project site would not result in a substantial increase in noise levels when compared to existing noise levels. Thus, noise impacts associated with parking at the project site would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project. As defined in the Draft L.A. CEQA Threshold Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any offsite noise-sensitive location. In addition, the Draft L.A. CEQA Threshold Guide states that construction activities lasting more than 10 days in a three-month period that increase ambient exterior noise levels by 5 dBA or more at a noise-sensitive use would normally result in a significant impact.

As discussed in Question 11(a) above, three basic types of activities would be expected to generate noise during construction of the proposed project. The first activity would involve demolition of the three existing apartment buildings on the project site, which consists of approximately 31 residential units. Secondly, the project site would be graded, excavated, and prepared to accommodate the subterranean parking levels and building foundations. The last activity would entail the construction and development of the proposed 59-unit condominium complex with associated parking and ancillary features.

Construction activities would primarily affect the offsite, noise-sensitive receptors surrounding the project site. As discussed in Question 11(a) above, these noise-sensitive receptors include the multi-family residential uses located northwest of the project site, across Bronwood Avenue; the single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary; the single-family residential uses located to the east of the project site, which have their hillside backyards adjacent to the alley running behind the project site; and the

single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard. Based on the close proximity of these noise-sensitive receptors surrounding the project site, potentially significant short-term noise impacts to these sensitive receptors could occur as a result of construction activities. As shown previously in Table IV-11, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could reach as high as 86 dBA L_{eq} with the use of noise-attenuating devices. (Table IV-15, Exterior Noise at Offsite Sensitive Uses from Project Construction, shows the construction noise levels that would occur at the identified offsite sensitive uses during construction at the project site.

Table IV-15
Exterior Noise at Offsite Sensitive Uses From Project Construction

Sensitive Land Use	Approximate Distance to Project Site (feet)	Estimated Construction Noise Levels (dBA L_{eq}) ^a
Multi-family residential uses located northwest of the project site, across Bronwood Avenue	48	86
Single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary	27	91
Single-family residential uses located to the east of the project site, which have their hillside backyards adjacent to the alley running behind the project site	56	85
Single-family residence located directly southeast of the project site, on the corner of the alley and Sepulveda Boulevard	27	91

^a The noise level was determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) 2006 Transit Noise and Vibration Impact Assessment: $L_{eq} = L_{eq} \text{ at } 50 \text{ ft.} - 20 \text{ Log}(D/50)$, where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, L_{eq} at 50 ft. = noise level of source at 50 feet.
Source: Christopher A Joseph and Associates, October 2006.

As shown in Table IV-15, the construction noise levels experienced by the offsite sensitive receptors would range from 85 dBA L_{eq} , at the single-family residential uses located to the east of the project site, to 91 dBA L_{eq} , at the single-family residence located to the north and the single-family residence located to the southeast of the project site, with the use of mufflers on the construction equipment.

In order to determine whether a substantial temporary increase in ambient noise levels would occur in the project vicinity during construction of the proposed project, the existing ambient noise levels at the nearby offsite noise-sensitive uses were identified for this analysis. To identify the existing ambient noise levels at the nearby offsite residential uses, noise measurements were taken at the multi-family residential building and the single-family residence located to the northwest and north of the project site, respectively. These two noise monitoring locations were chosen to provide a representative depiction of

2 1/2 YEARS:
IS THAT TEMPORARY?

WE ARE ONLY 20' AWAY

CAN YOU TOLERATE
THIS NOISE LEVEL
EVERY DAY 9-9 PM?

the existing ambient noise levels at the nearest offsite noise-sensitive uses.⁵⁸ The existing ambient noise levels at these locations were determined by taking noise measurements with a Larson Davis Model 824 Sound Level Meter. The measured noise levels are shown in Table IV-16, Existing Ambient Daytime Noise Levels at Offsite Sensitive Receptors in Project Site Vicinity.

Table IV-16
Existing Ambient Daytime Noise Levels at Offsite Sensitive Receptors in Project Site Vicinity^a

Noise Measurement	Sensitive Receptor	Primary Noise Source	Approximate Distance to Project Site (feet)	Noise Level Statistics		
				L _{eq}	L _{min}	L _{max}
1	Multi-family residential uses located northwest of the project site, across Bronwood Avenue	Traffic on Sepulveda Boulevard and I-405 Freeway	48	64.0	59.5	79.0
2	Single-family residence located to the north of the project site, at the corner of Bronwood Avenue and the alley abutting the project site's northern boundary	Traffic on Sepulveda Boulevard and I-405 Freeway	27	58.8	55.4	72.4

^a Noise measurements were taken on September 25, 2006 at each location for a duration of 15 minutes.
Source: Christopher A. Joseph and Associates, 2006.

Based on the construction noise levels that would occur at the identified offsite sensitive receptors during construction at the project site, which are shown in Table IV-12, and the existing ambient daytime noise levels at the two offsite sensitive receptors, which are shown in Table IV-13, an increase in 10 dBA in ambient noise levels would occur at both the multi-family residential uses and the single-family residence during construction of the proposed project. Due to the close proximity of the other offsite noise-sensitive uses (i.e., the single-family residential uses located to the east and the single-family residence located to the southeast of the project site), an increase in 10 dBA in ambient noise levels at these locations during construction of the proposed project would also be expected. As such, a substantial temporary or periodic increase in ambient noise levels would occur at these locations. This would be a potentially significant impact. It should be noted, however, that the increase in noise levels at these offsite noise-sensitive locations during construction of the proposed project would be temporary in nature,

⁵⁸ Because both the single-family residence located to the north and the single-family residence located to the southeast are located approximately 27 feet from the project site, the second noise measurement was taken at the next nearest surrounding land use, which is the multi-family residential uses located to the northwest of the project site.

WHERE IS OUR HOUSE
"SOUTHEAST"
WHERE IS THE MEASUREMENT FOR THAT?
WHAT TIME?
WHERE IS THE SINGLE FAMILY OURS?

2 1/2 YRS IS TEMPORARY
WHO ARE YOU KIDDING?

17. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

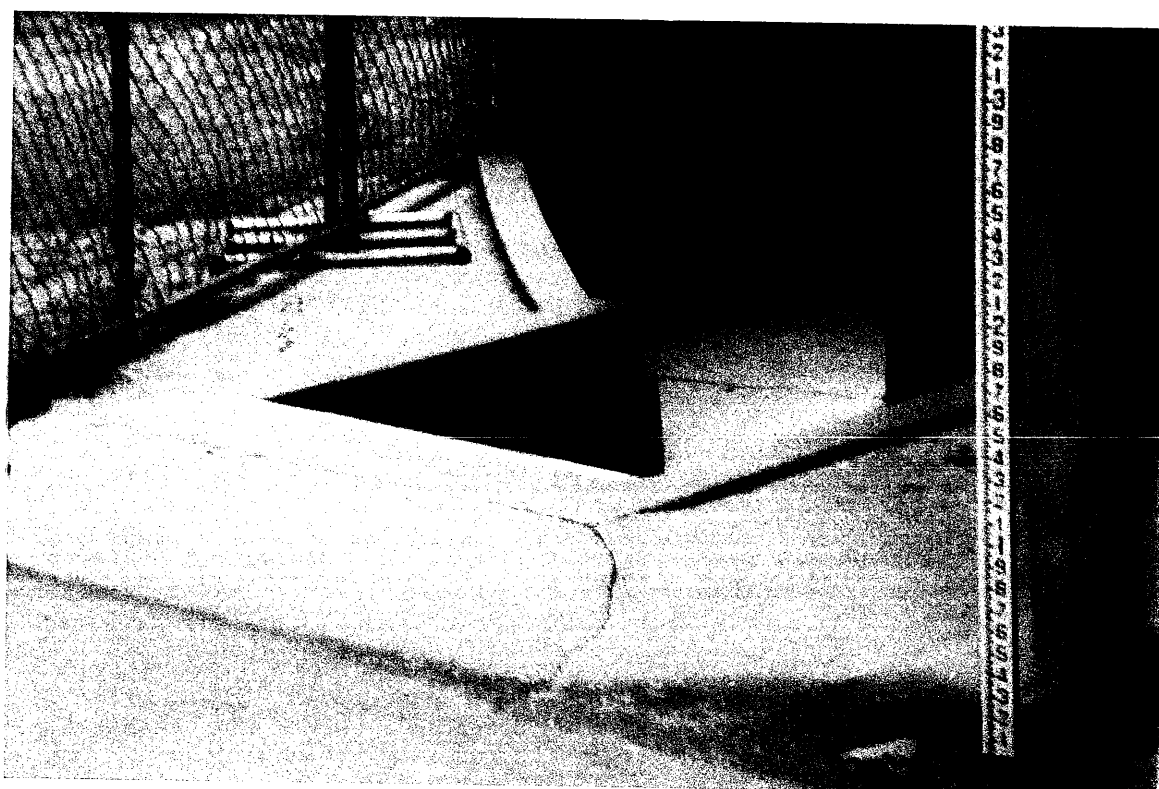
No Impact. A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. As discussed throughout this Environmental Impact Analysis, with the implementation of identified mitigation measures, where applicable, the proposed project would not degrade the quality of the environment. Specifically, as discussed under Question 4(a) through (e), the proposed project would not reduce or threaten any fish or wildlife species (endangered or otherwise). Furthermore, as discussed under Question 5(a) through (d), the proposed project would not eliminate important examples of the major periods of California history or pre-history. Therefore, no impacts would occur.

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. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The proposed project would not combine with the 24 related projects to create a cumulatively significant impact in any of the environmental issue areas analyzed in this Initial Study (see "Cumulative Impacts" subheadings throughout this Environmental Impact Analysis). Therefore, the proposed project's incremental contribution to cumulative impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this Environmental Impact Analysis, with implementation of the recommended mitigation measures, the proposed project would not result in any unmitigated significant impacts. Thus, the project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.



130-148
S. SEP 2000 →



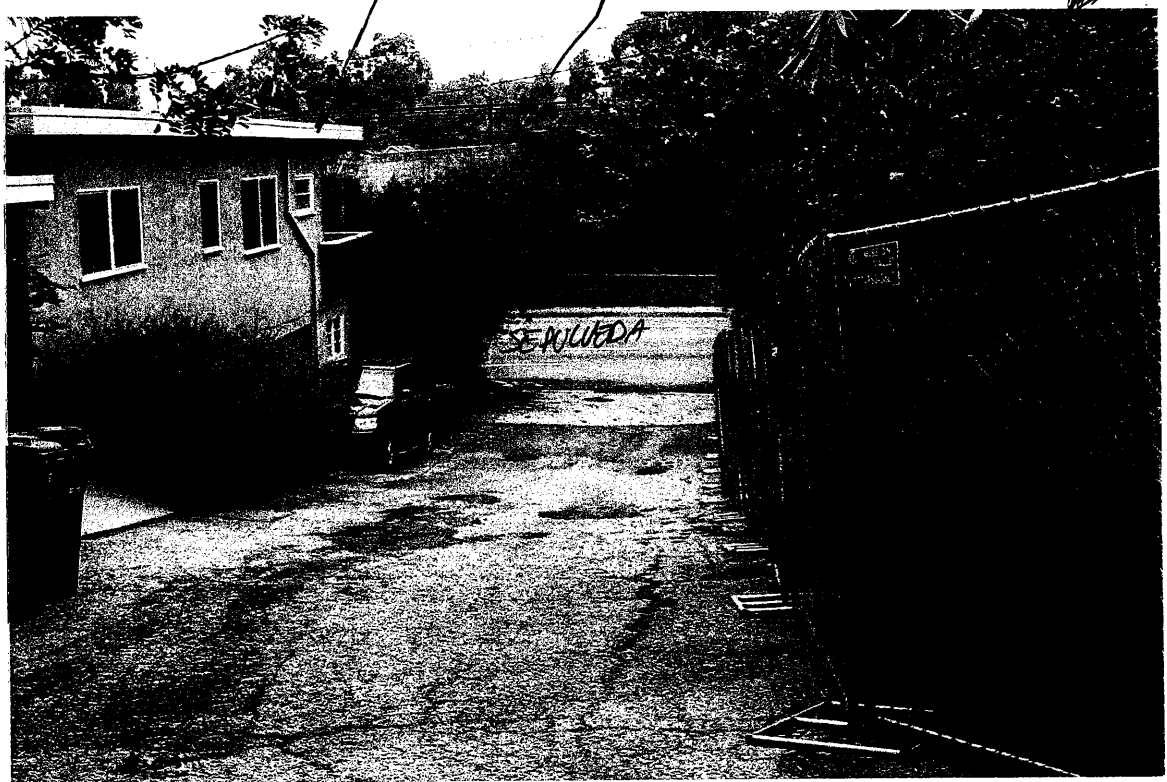
← OUR
HOUSE
RET WALL



152
S. SEPULVEDA

HWY 405

130-148
S. SEPULVEDA



OUR
HOUSE
RET. WAY. →

← 130-148
S. SEPULVEDA





LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: **JUN 26 2007**

→ CASE NO.: VTT 68147-DB-1A

Location: 130 (130-148) South Sepulveda Boulevard

Council District: 5

Plan Area: Westwood

CEQA: ENV-2006-9385-MND

Zone: [Q]R3-1

Applicant: Sepulveda-Bronwood, L.P., Steve Lyons Living Trust

Appellant: Mr. Kamran Nazarian

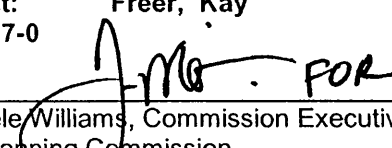
At its meeting on May 24, 2007, the following action was taken by the City Planning Commission:

1. **Granted** the appeal in part.
2. **Sustained** the decision by the Advisory Agency in approving, pursuant to Section 17.03 of the Los Angeles Municipal Code (LAMC), Vesting Tentative Tract No. 68147-DB a one-lot subdivision for the construction of a new 59-unit residential condominium with 54 market rate units and 5 very-low income units (43 units by right and 16 density bonus units), with 140 parking spaces (including 27 guest spaces) on a 34,402 square-foot site in the [Q]R3 Zone; and, to permit the following incentives under Senate Bill SB-1818: a building height increase to 53.9 feet (in lieu of 45 feet) and to 39.76 feet (in lieu of 33 feet) adjacent to the R1-1 zoned properties; and a decrease in the required open space from approximately 11,800 square feet to 9,440 square feet; and yard designations as indicated on the tentative tract map.
3. **Adopted** Advisory Agency's modified conditions (attached).
4. **Adopted** ENV 2006-9385-MND.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Roschen
Seconded: Usher
Ayes: Cardoso, Hughes, Kezios, Montañez, Woo
Absent: Freer, Kay
Vote: 7-0


Gabriele Williams, Commission Executive Assistant II
City Planning Commission

Effective Date/Appeals: This action of the City Planning Commission **will be final within 10 days from the mailing date on this determination** unless an appeal is filed within that time to the City Council.

All appeals shall be filed on forms provided at the Planning Department's public Counters at 201 North Figueroa Street, Third Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Room 251, Van Nuys. Forms are also available on-line at www.lacity.org/pln.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

FINAL DATE TO APPEAL: **JUL 06 2007**

Attachments: Advisory Agency's modified conditions.

c: Notification
Richard Gervais, Planning

CONDITIONS OF APPROVAL AS MODIFIED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF MAY 24, 2007.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a 2-foot wide and variable width strip of land be dedicated along Sepulveda Boulevard adjoining the subdivision to complete a 52-foot wide and variable width half right-of-way dedication in accordance with Major Highway Standards, including a 20-foot radius property line return at the intersection with Bronwood Avenue all satisfactory to the City Engineer.
2. That a 2-foot wide strip of land be dedicated along Bronwood Avenue adjoining the subdivision to complete a 22-foot wide half right-of-way dedication.
3. That Board of Public Works approval be obtained, prior to the recordation of the final map, the removal of any tree in the existing or proposed right-of-way area associated with improvement requirements outlined herein. The Bureau of Street Services, Urban Forestry Division, is the lead agency for obtaining Board of Public Works approval for removal of such trees.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

4. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated December 14, 2006, Log No. 56224 and attached to the case file for Tract Map No. 68147.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

5. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

NOTES:

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. Any vested approvals for parking layouts, open space, required yards or building height, shall be "to the satisfaction of the Department of Building and Safety at the time of Plan Check."

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact John Pourhassan at 213 482-6880, to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

6. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation (LADOT) to assure:
 - a. A minimum of 40-foot reservoir space be provided between any security gate(s) and the property line.
 - b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
 - c. This project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan requirements. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final LADOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to LADOT's West LA/Coastal Development Review Section located at 7166 West Manchester Avenue, Los Angeles. (MM)
7. Subject to the approval of each measure by LADOT, the Applicant will fund the installation of the following traffic calming measures in an amount not to exceed twenty-one thousand dollars (\$21,000):
 - a. Installation of a 4-way stop sign at the intersection of Bronwood and Thurston Avenues.
 - b. Installation of a 4-way stop sign at southern intersection of Thurston and Homedale Avenues.
 - c. Installation of a northbound right-turn only sign on Thurston Avenue at Sepulveda Boulevard and Q-markers in the median on Sunset Boulevard.
 - d. Installation of 2-4 speed tables/speed humps on Thurston Avenue and Bronwood Avenue.
 - e. Installation of a southbound stop sign on Glenroy Avenue at Dalkeith Avenue.

- f. Installation of a red curb on Sepulveda Boulevard adjacent to and to the immediate south of the Project site.
- g. The re-striping of Sepulveda Boulevard adjacent to the Project site to allow for a middle turn pocket.
- h. Installation of "No Turn" signs (during AM peak hours) at the (a) southbound intersection of Sepulveda Boulevard and Bronwood Avenue and (b) the southbound intersection of Sepulveda Boulevard and Homedale Avenue.

Each of the above traffic calming measures is subject to approval by LADOT. The Applicant shall not be required to fund measures that are not approved by LADOT. Further, these conditions shall be deemed satisfied when the Applicant has delivered a letter of credit to LADOT in favor of the City of Los Angeles for a term of three years and in the amount of twenty-one thousand dollars (\$21,000). In no event shall the Applicant be required to fund traffic calming measures in excess of twenty-one thousand dollars (\$21,000). Any funds not expended on the above referenced traffic calming measures shall be returned to the Applicant after said three year term.

FIRE DEPARTMENT

- 8. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following: (MM)
 - a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
 - b. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems shall be required throughout any structure to be built, in accordance with the LAMC, Section 57.09.07.
 - c. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - d. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.
 - e. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

BUREAU OF STREET LIGHTING

9. Prior to recordation of the final map or issuance of the Certificate of Occupancy, the Applicant shall cause owner to give written consent to the Bureau of Street Lighting for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

INFORMATION TECHNOLOGY AGENCY

10. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12th Floor, Los Angeles, CA 90012, 213 922-8363.

DEPARTMENT OF RECREATION AND PARKS

11. That the Quimby fee be based on the R3 Zone. (MM)

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

12. Prior to the recordation of the final map, the Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed development to a maximum of 59 dwelling units, of which five dwelling units shall be set aside for (very low income) in accordance with (LAMC Section 12.22-A.25 or 12.24-U.26 and or SB-1818).
 - b. Provide a minimum of two covered off-street parking spaces and ½ guest parking space for each market rate unit (54-units) and one covered parking space with no guest parking spaces for the very low income units (5-units). All guest spaces shall be readily accessible, conveniently located, specifically reserved for guest parking, posted and maintained satisfactory to the Department of Building and Safety.

If guest parking spaces are gated, a voice response system shall be installed at the gate. Directions to guest parking spaces shall be clearly posted. Tandem parking spaces shall not be used for guest parking.

That prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, shall be submitted for review and approval by the Department of City Planning (200 North Spring Street, Room 750).

- c. That prior to issuance of a certificate of occupancy, a minimum 6-foot high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yard.
- d. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project. (MM)
- e. That prior to obtaining a certificate of occupancy, a solar access report shall be submitted to the satisfaction of the Advisory Agency
- f. That the applicant consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
- g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. (MM)
- h. All security lighting shall be shielded lighting and pointed away from adjacent properties to reduce any potential illumination affecting adjacent properties.
- i. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
- j. Photographic Documentation
 - 1) Subject to permission and the provision of easy access provided by the owners of immediately adjacent properties the Applicant will cause the foundations of those properties to be photographed prior to the commencement of construction.

However in no case shall the Applicant be required to complete any type of removal of structures or clearance of plants, trees or soil to accomplish such documentation.
 - 2) The Applicant will make reasonable efforts to repair external or internal cracks on immediately adjacent properties arising out of the construction activities on the Project site.
- k. All roof structures shall be screened by a parapet that runs the entire perimeter of the building and are to be set back well within the property lines.

13. That the Applicant shall record and execute a Covenant and Agreement to comply with [Q] Condition(s) per Ordinance No. 163,197 as modified by the density bonus and development incentives granted by this tentative tract map determination pursuant to SB-1818.
14. That prior to the issuance of a building permit, grading permit and the recordation of the final tract map, the Applicant shall record and execute a Covenant and Agreement to comply with the Westwood Design Review Board, the Westwood Community Multi-Family and the West Los Angeles Transportation and Improvement Mitigation Specific Plans as modified by the density bonus and development incentives granted by this tentative tract map determination pursuant to SB-1818.
15. **Note to City Zoning Engineer and Plan Check.** Pursuant to SB-1818, the Advisory Agency has approved the following variations (density bonus and development incentives) from the LAMC and applicable specific plans as they apply to this subdivision and the proposed development on the site:
 - a. A density bonus for a maximum density of 59 units (43 units base density and 16 density bonus units) including an 11% percent set aside (5 units) for very low income persons.
 - b. A 21% increase in height for a maximum building height of 39.76 feet in lieu of 33 feet adjacent to the R1 Zone and 53.9 feet in lieu of 45 feet on the balance of the site.
 - c. A 20% decrease in the required open space for the project to approximately 9,440 square feet in lieu of 11,800 square feet.
 - d. Bronwood Avenue is designated as the front yard, Sepulveda Boulevard as a side yard, and the other sides of the property are designated as shown on the vesting tentative tract map (the most northerly leg of the alley starting from Bronwood Avenue to be designated as a side yard, and the remaining two legs of the alley to be designated as rear yards).
16. Very Low Income Condominium Units to be Utilized as for Sale Units
Prior to the recordation of the final map, the Applicant shall execute and record a covenant and agreement (Planning Form CP-6770) satisfactory to the Department of City Planning and the Housing Department, binding the applicant or any subsequent property owner, heirs or assigns to:
 - a. Designate and maintain five condominiums dwelling units as very low income for sale dwelling units by the Housing Department, as defined in LAMC Section 12.22-A.25(e)(3).
 - b. Prior to the issuance of any Certificate of Occupancy, the Applicant shall execute and record a Covenant and Agreement in a manner approved by the Housing Department and the Department of Building and Safety,

guaranteeing that the designated very low income dwelling units shall be reserved for occupancy by eligible households for at least 30 years from the issuance of a Certificate of Occupancy for the very low income dwelling units. A copy of the recorded Covenant and Agreement approved by the Housing Department shall be placed in the tract file.

- c. The Housing Department, or its successor or assignee, shall be responsible for the monitoring and enforcement of these very low income dwelling units requirements.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

17. That prior to recordation of the final map, the Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770 M) in a manner satisfactory to the Planning Department requiring the Applicant to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition Nos. 6c, 7, 10, 11d, 11g, 17 and 18 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
18. Prior to the recordation of the final map, the Applicant will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the Applicant and all successors to the following:
 - MM-1 If any archaeological materials are encountered during the course of the project development, construction shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center.
 - MM-2 If any paleontological materials are encountered during the course of the project development, construction shall be halted. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum.

- MM-3 If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of L.A. Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.
- MM-4 The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.
- MM-5 The project shall comply with the Uniform Building Code Chapter 18 Division 1, Section 1804.5 Liquefaction Potential and Soil Strength Loss which requires the preparation of a geotechnical report. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration.
- MM-6 Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- MM-7 Prior to the issuance of the demolition permit, the Applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos and lead-based paint abatement consultant(s) that no ACM and/or LBP are present in the building. If ACM and/or LBP are found to be present, it shall be abated in compliance with the South Coast Air Quality Management District Rule 1403 as well as all other state and federal rules and regulations.
- MM-8 Project applicants are required to implement storm water 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 is required.
- MM-9 Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- MM-10 All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping. Legibility of stencils and signs must be maintained.
- MM-11 Materials with the potential to contaminate storm water shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- MM-12 The owner(s) of the property will 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 Storm water Mitigation Plan and or per manufacturer's instructions.
- MM-13 Incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 North Los Angeles Street, Room 818, Los Angeles, 213 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.
- MM-14 Payment of school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
19. Construction Mitigation Conditions - Prior to the issuance of a grading or building permit, or the recordation of the final map, the Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- CM-1 That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**

- a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.
 - b. Regardless of who posts the site, it is always the responsibility of the Applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
 - c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.
- CM-2 All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- CM-3 The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-4 All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-5 All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-6 All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- CM-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- CM-8 The project shall comply with the City of Los Angeles Noise Ordinance Nos. 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.
- CM-9 Construction and demolition shall be restricted to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday.

- CM-10 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which create high noise levels.
- CM-11 The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-12 The project sponsor must comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- CM-13 Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
- CM-14 Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- CM-15 All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- CM-16 Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- CM-17 Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- CM-18 Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- CM-19 Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- CM-20 Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.
- CM-21 Appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as sand bags and inlet and outlet structures, as specified by Section 91.7013 of the City of Los Angeles Uniform Building Code. This could include planting fast-growing annual and perennial grasses in areas where construction is not immediately planned, which would shield and bind the soil.

- CM-22 The storage area shall be paved and sufficiently impervious to contain leaks and spills.
- CM-23 The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- CM-24 Noise and groundborne vibration 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- and vibration-sensitive land uses.
- CM-25 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.
- CM-26 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- CM-27 All residential exterior windows within the project shall be constructed with double-pane glass. All exterior wall construction shall provide a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. As an alternative, the project Applicant may submit evidence, along with the application for a building permit, of an alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
- CM-28 All haul route hours shall be limited to off-peak hours as determined by LADOT.
- CM-29 The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- CM-30 The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- CM-31 During construction activities, the Applicant and all employees shall park their personal vehicles on the project site.
- CM-32 LADBS shall stagger haul trucks based upon a specific area's capacity, as determined by LADOT, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.

- CM-33 Trucks having no current hauling activity shall not idle but be turned off.
- CM-34 The Applicant shall be limited to no more than two trucks at any given time on the staging area of the site.
- CM-35 In order to preserve adequate access for emergency vehicles, all construction material shall be stored on-site and not on the street during hauling operations.
- CM-36 The LADOT shall recommend to the Expedited Subdivision Unit the appropriate size of trucks allowed for hauling, best route of travel, and the appropriate number of flag people.
- CM-37 No parking shall be permitted on street during Red Flag Days in compliance with "Los Angeles Fire Department Red Flag No Parking" program.
- CM-38 The Applicant shall meet with City staff early in the project design stages to review parkland/recreational facility options to be included within the proposed project.

DEPARTMENT OF CITY PLANNING-STANDARD CONDOMINIUM CONDITIONS

- C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:
 - 1. That prior to recordation of the final map, the Applicant shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
 - 2. All other conditions applying to Model Dwellings under Section 12.22-A, 10 and 11 and Section 17.05-0 of LAMC shall be fully complied with satisfactory to the Department of Building and Safety.
- C-2. That prior to recordation of the final map, the Applicant shall record an "Agreement for Development of Units for Lease or Sale ("15% Ordinance")" covenant, to benefit the Housing Authority, for certification of the development in accordance with LAMC Section 12.39-A. Arrangements shall be made with the Department of Building and Safety, Zoning Section - Subdivisions (213 482-0000) to approve the covenant format, prior to recording the covenant.

- C-3. That prior to the recordation of the final map, the Applicant shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee is to be established by the Advisory Agency in accordance with LAMC Section 17.12 and to be paid and deposited in the trust accounts of the Park and Recreation Fund.
- C-4. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any certificate of occupancy or before the recordation of the final map.

In the event the Applicant decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

- C-5. In order to expedite the development, the Applicant may apply for a building permit for an apartment building. However, prior to the issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
 - (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
 - (e) That drainage matters be taken care of satisfactory to the City Engineer.
 - (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
 - (g) That any required slope easements be dedicated by the final map.
 - (h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceed 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting as follows:

New light(s) required: Three (3) on Sepulveda Boulevard. If street widening is required relocate and upgrade one (1) on Bronwood Avenue.
- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree planting's shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division at 213 485-5675 upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.

- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, may be required.
 - b. Remove and reconstruct the existing catch basins along Sepulveda Boulevard and Bronwood Avenue adjoining the subdivision in connection with street widening required herein.
 - c. Improve Sepulveda Boulevard being dedicated and adjoining the tract by the reconstruction of the existing concrete curb and gutter to eliminate the angle point and property line and landscaping of the parkway including any improvements satisfactory to the City Engineer.
 - d. Improve Bronwood Avenue being dedicated and adjoining the subdivision by the construction of the following:
 - (1) A concrete curb and gutter and suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.
 - (2) Any necessary removal and reconstruction of existing improvements.
 - (3) The necessary transitions to join the existing improvements.
 - e. Improve the alley adjoining the subdivision by the construction of a 2-foot concrete longitudinal gutter and suitable surfacing to complete a 20-foot alley, including the alley intersection at Sepulveda Boulevard, together with any necessary removal and reconstruction of existing improvements all satisfactory to the City Engineer.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05-N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

No building permit will be issued until the subdivider has secured a certification from the Housing Authority that the development complies with the requirements for low-and moderate-income housing in conformance with LAMC Section 12.39-A.

The Applicant volunteered conditions to mitigate project impacts and to provide additional benefits to the community contained in a letter provided by Manatt-Phelps-Phillips dated March 9, 2007. The City Planning Commission made those conditions part of this approval by their action at the public hearing on May 24, 2007, and are contained herein.

The Applicant should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

Indemnification. The Applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the Applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS OF FACT (CEQA)

The Department of City Planning issued Mitigated Negative Declaration ENV-2006-9385-MND on December 28, 2006. The Department found that negative impacts could occur from the project's implementation due to:

- Cultural Resources (archaeological, paleontological, human remains);
- Geology and Soils (construction, seismic, liquefaction);
- Hazards and Hazardous Materials (asbestos);

Hydrology and Water Quality (storm water);
 Noise (construction, operational); and
 Public Services (police and fire, schools and parks).

The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2006-9385-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No(s.) 6c, 7, 10, 11d, 11g, 17 and 18 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatory subject to existing City ordinances (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Storm water Ordinance, etc.), which are specifically intended to mitigate such potential impacts on all projects.

The Initial Study prepared for the project identifies no potential adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, and risk of upset are concerned. Furthermore, the project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife.

In accordance with Section 21081.6 of the Public Resources Code (AB-3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 16.

The custodian of the documents or other material which constitute the record of proceedings upon which the Advisory Agency's decision is based is the City of Los Angeles, Planning Department located at 200 North Spring Street, Room 750, Los Angeles, CA 90012.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 68147-DB, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) **THE PROPOSED MAP WILL BE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The adopted Westwood Community Plan designates the subject property for Medium Residential land use with the corresponding zone of R3. The property is located in the Westwood Community Design Review Board, Westwood Community Multi-Family and West Los Angeles Transportation Improvement and Mitigation Specific Plans. The property contains approximately 30,688 net square feet after required dedication and is presently zoned [Q]R3-1. Further,

the approval of the density bonus and development incentives pursuant to SB-1818 (State of California Government Code Section 65915), make the proposed development of 59 residential condominiums allowable under the current adopted zone and the land use designation.

- (b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The project is located near two major streets, Sepulveda Boulevard and Sunset Boulevard. Sepulveda Boulevard is designated as a Major Highway and is dedicated to a width of 83 feet adjacent to the project site. Bronwood Avenue adjoining the property to the west is designated as a Local Street and is dedicated to a width of 40 feet adjacent to the project site. The alley adjoining the property to the east and northeast is dedicated to a width of 20 feet.

The project meets and implements the following objectives and policies of the Westwood Community Plan:

- Objective 1-1 To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
- Policy 1-1.2 Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.
- Policy 1-1.3 Provide for adequate multi-family residential development.
- Objective 1-2 To coordinate residential density with infrastructure and to reduce vehicular trips and pass-through traffic in single family neighborhoods by developing new multiple family housing in proximity to services and facilities.
- Policy 1-2.1 Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.
- Objective 1-4 To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.
- Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing, including student housing within one mile of the UCLA campus.

The project is located in the Westwood Design Review Board, the Westwood Community Multi-Family and the West Los Angeles Transportation Improvement and Mitigation Specific Plans. Multi-family use is permitted at the project site and the project is located near other similar multi-family residential buildings. Further, with the approval of the density bonus and development incentives pursuant to SB-1818, the project is consistent with the requirements of these Specific Plans.

The City Planning Commission finds that it is approving the requested height increase as an incentive due to the transitional height requirements pertaining to this particular project site.

Pursuant to the Advisory Agency Parking Policy AA 2000-1, two and ½ covered parking spaces are required for the 54 market rate units (for a total of 135 spaces). Further, with the approval of the density bonus and development incentives pursuant to SB-1818, one covered parking space is required for the very low income units (for a total of five spaces). The proposed project will provide a total of 140 parking spaces within two subterranean parking levels. As such, the proposed parking meets the City's parking requirements.

The project will provide much-needed new home ownership opportunities for the Community Plan area. The former tenants were provided with relocation assistance pursuant to applicable provisions of the LAMC.

The site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas).

Therefore, as conditioned and subject to the approvals above, the proposed tract map is consistent with the intent and purpose of the applicable General and Specific Plans.

(c) **THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.**

The site is currently developed with three apartment buildings containing a total of 31 units. The project will replace these older buildings on this under-improved property with the 59 unit condominium development. The project is an infill development in an otherwise mixed-density residential neighborhood.

Portions of the project site are not level. However, the site is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

This tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits.

- (d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

WHAT ABOUT SINGLE HOMES?

The topography of the area surrounding the project site is dominated by a moderately steep hill rising westerly from Sepulveda Boulevard, which is located directly west of and adjacent to the project site. A retaining wall on the west boundary of Sepulveda Boulevard separates the street from the I-405 Freeway. The apartment building located directly northwest of the project site is built into the hillside and varies in height from two-to three stories. The proposed project is similar to the surrounding area with a design that places buildings into the hill.

There is a two-story residence built into the hillside north of the project site on the corner of Bronwood Avenue and the alley. Single-family dwellings are located further north and northeast of the project site on Bronwood Avenue and Thurston Avenue. The majority of the single-family dwellings are built into the hillside and are one-story on the street level and two-stories on the sloping side of the hill.

The site currently developed with a total of 31 units, and the proposed project would provide 59 condominium units including five (5) Very Low Income units. Further, with the approval of the density bonus and development incentives pursuant to SB-1818. The project will comply with applicable LAMC and specific plan requirements for parking, yards, and open space. As conditioned, the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Initial Study prepared for the project identifies no potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, and risk of upset are concerned. Furthermore, the project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife.

THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the

*① MOVE STACK FROM CHIMNEY,
② SEWER SYSTEM WITHIN DEDD'S PERMITS
③ HEATER EXHAUST*

existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

No such easements are known to exist. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1).

- (i) In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the Applicant shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tract Map No. 68147-DB.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Subdivision staff at 213 978-1362.

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Department of City Planning
Los Angeles

266835

PLAN & LAND USE \$64.00
ONE STOP CITY PL \$1.00
DEVELOPMT SURCHG \$4.00
OPERATING SURCHG \$4.00

Total Due: \$73.00
Check: \$73.00

y Planning Request

analyze your request and accord the same full and impartial consideration to your application,
he services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant KAMRAN NAZARIAN			
Representative			
Project Address 130-148 S. SEPULVEDA BLVD LA.			
Telephone Number 310-571-1818			
Case Number and Description	Task	SubTask	Ordinance Fee
UTT-66147-DB-2A			\$ 64
			\$
			\$
			\$
			\$
		Sub Total Fees Paid	\$ 64
OSS Surcharge - 2%			\$ 1
Development Surcharge - 6%			\$ 4
Operating Surcharge - 7%			\$ 4
Expediting Fee			\$
Bad Check Fee			\$
Miscellaneous/Photocopy			\$
			\$
		TOTAL FEES PAID	\$ 73

() Cash
☒ Check # **2765**
() Money Order #

Council District **5**
Plan Area **Westwood**

LA Department of Building and Safety
LA 06 36 121106 07/05/07 03:59PM

Processed by **652**
Print & sign

PLAN & LAND USE \$64.00
ONE STOP CITY PL \$1.00
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Total Due: \$73.00
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