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Decision Date: April 25, 2006

Appeal Period Ends: May 5, 2006

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Tom Stemnock (R)
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Studio City, CA 91604

Re: Vesting Tentative Tract No. 63625
19501 Nordhoff Street
Related Case: ZA-2005-7584-ZV-SPR
Council District: 12
Existing Zone: [T][Q]C2-1 Zone
Community Plan: Chatsworth-Porter Ranch
ENV No.: ENV-2002-1230-EIR
Fish and Game: Exempt

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code, the Advisory Agency approved Vesting Tentative Tract No. 63625 composed of three ground spaces lot and 20 airspace lots, located at 19501 Nordhoff Street for a maximum **820-unit condominium and 55,000 square feet of commercial space** as shown on map stamp-dated February 2, 2006 in the Chatsworth-Porter Ranch Community Plan. This unit density is based on the [T][Q]C2-1 Zone. (The subdivider is hereby advised that the Municipal Code may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Advisory Agency or a City Planner call (213) 978-1414. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a variable width strip of land be dedicated for pubic sidewalk easement purposes along Corbin Avenue adjoining the subdivision to allow for construction of 10-foot wide sidewalk all satisfactory to the City Engineer.

2. That a 2-foot wide strip of land be dedicated along Nordhoff Street adjoining the subdivision to complete a 52-foot wide half street dedication in accordance with Major Highway Standards, including a 20-foot radius property line returns at the intersection with Corbin Avenue all satisfactory to the City Engineer.

3. That all public street improvements under City Plan Case No. 2004-6191 and City Plan Case No. 2002-7295 be completed prior to the recordation of this tract satisfactory to the City Engineer.

4. That all the proposed tract map boundary lines be properly established in accordance with Section 17.07.D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer.

5. That a set of drawings be submitted to the City Engineer showing the following (for airspace subdivision only):

   a. Plan view at different elevations.

   b. Isometric views.

   c. Elevation views.

   d. Section cuts at all locations where air space lot boundaries change.

6. That a Covenant and Agreement be recorded stating that private ingress and egress easements will be provided between all the air space and horizontal lots for access to public streets satisfactory to the City Engineer.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

7. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

8. 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. Provide a copy of [T][Q] condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.

b. Provide a copy of Affidavit OB AFF-12672. Show compliance with all the conditions/requirements of the above affidavit as applicable. Termination of above affidavit may be required. Obtain approval from the Department, on the termination form, prior to recording.

c. Provide a copy of ZA case ZA-2005-7584-ZV-SPR. Show compliance with all the conditions/ requirements of the ZA case as applicable.

d. Show all street dedications as required by the Bureau of Engineering. "Area" requirements shall be re-checked as per net lot area after street dedication.

e. Parking is required for the existing structures to remain. Show locating of all parking spaces and access driveways. Provide copies of permits and final inspection cards to verify required parking spaces for the building on Ground Lot 1.

f. Submit a revised map that dimensions each air space lot with a finite width, length, and upper and lower elevations. The final map shall be based upon a site plan which accurately describes the location of such lots.

g. Record a Covenant and Agreement to treat the buildings and structures located in an air space subdivision as if they were within a single lot. Each air space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

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

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Del Reyes at (213) 482-6882 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

9. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:

   a. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3. (MM)

FIRE DEPARTMENT

10. 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. Submit plot plans for Fire Department approval and review prior to recordation of Tract Map action.

   b. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

   c. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

   d. Submit plot plans indicating access road and turning area for Fire Department approval.

   e. Standard cut-corners will be used on all turns.

   f. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

   g. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lanes shall be greater than 700 feet in length or secondary access shall be required.

   h. 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.

i. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

k. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

l. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

m. Private roadways for general access use shall have a minimum width of 20 feet.

n. Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

o. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

p. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

q. All structures should be fully sprinklered.

r. Adequate public and private fire hydrants shall be required.

s. Access for Fire Department apparatus and personnel to and into all structures shall be required.

t. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

u. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

v. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

w. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department.

x. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

y. All parking restrictions for fire lanes shall be posted an/or painted prior to any Temporary Certificate of Occupancy being issued.

z. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

aa. Electric gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

bb. 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.

cc. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

DEPARTMENT OF WATER AND POWER

11. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to

the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (c).)

BUREAU OF STREET LIGHTING

12. Street light improvements shall be made to the satisfaction of the Bureau of Street Lighting and/or the following street lighting improvements shall be required. (This condition shall be deemed cleared at the time the City Engineer clears Condition S-3. (c).)

INFORMATION TECHNOLOGY AGENCY

13. 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 Los Angeles Municipal Code Section 17.05N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 N. Main Street, 12th Floor, Los Angeles, CA 90012, (213) 922-8379.

DEPARTMENT OF RECREATION AND PARKS

14. That the Quimby fee be based on the C2 Zone. (MM)

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

15. Prior to the recordation of the final map, the subdivider 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 820 dwelling units and 55,000 square feet of retail space.

    b. Provide a minimum of 2 covered off-street parking spaces per dwelling unit, plus 1/4 guest parking spaces per dwelling. Provide 292 parking spaces for the retail and commercial uses.

       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.

In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (200 No. Spring Street, Room 750).

c. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.

d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

e. That the subdivider 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.

f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

16. That prior to the issuance of the building permit or the recordation of the final map, a copy of ZA-2005-7584-ZV-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that ZA-2005-7584-ZV-SPR is not approved, the subdivider shall submit a tract modification.

17. That the subdivider shall record and execute a Covenant and Agreement to comply with [Q] Condition(s) per Ordinance No. 176,189 and Ordinance No. 176,190.

18. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions: (MM)

a. Streets to be used are limited to: west on Nordhoff Street, right on Corbin Avenue, Right on Plummer Street, left on Tampa Avenue, north to the 118 freeway westbound. The final destination has not been determined, but it is estimated to be either Sunshine Canyon Landfill or Calabasas Landfill.

b. Hours of operation shall be from 7:00 a.m. to 5:00 p.m.

c. Days of the week shall be Monday thru Saturday, 100 trips per day for 134 hauling days.

d. Trucks shall be restricted to 18-wheel dump trucks or smaller (estimated 22 cubic yards per truck.)

e. The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).

f. Streets shall be cleaned of spilled materials at the termination of each work day.

g. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

h. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

i. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

j. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

k. All trucks are to be watered at the job site to prevent excessive blowing dirt.

l. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.

m. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.

n. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.

o. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

p. One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."

q. The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.

r. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at 213.485.3711 before the change takes place.

s. The permittee shall notify the Street Use Inspection Division, 213.485.3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

t. A surety bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Valley District Engineering Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401. Further information regarding the bond may be obtained by calling 818.374.5090.

19. The applicant is permitted to allow the recording of final map units in accordance with an approved phasing plan of development.

20. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following: all phases of the project shall be designed in accordance with the Master Plan Development Standards and Guidelines, dated March 31, 2006 guidelines as approved by the Ad Hoc Design Review Board and that the guidelines be included in the CC&Rs and be recorded. (MM)

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

21. That prior to recordation of the final map the subdivider 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 a Mitigation Monitoring Program that will incorporate all mitigation measures required by the Final Master EIR No. 2002-1230-EIR and requiring the subdivider to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No. 9, 10, 14, 18, 20, 21, and 22 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. The Covenant and Agreement will binding the subdivider and all successors to complete all

mitigation measures listed in the mitigation monitoring plan, and shown in this letter of determination.

22. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider 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.

- Locate the sign in a conspicuous place on the subject site or structure (if developed) so that it can be easily read by the public. The sign must be sturdily attached to a wooden post if it will be free-standing.

- 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.

- 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.

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. Prior to recordation of the final map, the subdivider 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 12.22A, 10 and 11 and Section 17.05 O of the Code shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. That prior to recordation of the final map, the subdivider 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 Section 12.39A. 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. Prior to the recordation of the final map, the subdivider 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 to be established by the Advisory Agency in accordance with Section 17.12 of the Los Angeles Municipal Code 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 grading or building permits before the recordation of the final map.

In the event the subdivider 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 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 Municipal Code.

(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.

(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 ((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:

1. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, drainage facilities may be required satisfactory to the City Engineer.

2. Improve Shirley Avenue and Prairie Street adjoining the tract by the construction of 5-foot concrete sidewalks and landscaping of parkways including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

3. Improve Nordhoff Street being dedicated and adjoining the tract by the construction of a 12-foot wide full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

4. Improve Corbin Avenue being dedicated and adjoining the subdivision by the construction of the following:

   A. A concrete curb, a concrete gutter, and a 10-foot full-width concrete sidewalk with tree wells.

B. Suitable surfacing to join the existing pavement and to complete a 35-foot to 40-foot variable width half roadway.

C. Any necessary removal and reconstruction of existing improvements.

D. The necessary transitions to join the existing improvements.

5. Construct any necessary on-site mainline sewers 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.

Any removal of the existing street trees shall require Board of Public Works approval.

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 Section 17.05N of the Los Angeles Municipal Code.

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, per Section 12.39-A of the LAMC.

The subdivider 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.

FINDINGS OF FACT (CEQA)

On August 18, 2004, the City of Los Angeles adopted a change of zone ordinance, General Plan Amendment and certified a Master EIR (EIR No 2002-1230; State Clearing House No. 2002051125) in conformance with Section 15362 of the California Environmental Quality Act (CEQA) Guidelines for a 35.5-acre site or "super-block" bounded by Nordhoff Street on the south, Corbin Avenue on the west, Shirley Avenue on the east, and Prairie Street on the north. The Master EIR (MEIR) analyzed four potential development scenarios for the 35-acre project site, an Add Area and associated development scenarios designated by the City of Los Angeles Planning Department, and project alternatives, including but not limited to, an All Residential Alternative. The MEIR was prepared to analyze the potential environmental effects that could result from the construction and operation of the four potential development scenarios, Add Area and associated development scenarios, and project alternatives. The MEIR identified mitigation measures, monitoring measures and alternatives which would mitigate the negative environmental effects of the project.

The subject property is a 27.13-acre, irregular shaped parcel located on the easterly portion of the 35.5-acre "super-block" analyzed under the MEIR (EIR No. 2002-1230). The subject property is located at 19501 Nordhoff Street in the Chatsworth-Porter Ranch Community Plan area. The project site was recently designated Community Commercial on the adopted Community Plan and is zoned [T][Q]C2-1 pursuant to Ordinance No. 176,189.

The project site is currently vacant. A Lowe's retail home improvement store (approved under CPC 2004-6191-CU) fronting on Nordhoff Street is currently under construction and is located on the westerly 11 acres of the total ownership. Tentative Tract No. 063625 is approved as a part of this action to subdivide the ownership into three lots. Lot 1 will be 11 acres at the northeast corner of Corbin Avenue and Nordhoff Street for the Lowe's store and Lots 2 and 3 will be the remaining 16 acres fronting on Nordhoff Street and adjoining Shirley Avenue for the proposed mixed-use project. A senior residential care facility and condominium project are also proposed to be located on the northwest corner of the 35.5-acre super-block under a separate application and environmental analysis (Case No ZA 2005-8912-ZV).

The mixed-use development consists of two phases: Phase I is 320 residential condominium units of approximately 540,000 sq. ft., approximately 28,000 gross leasable sq. ft. of retail, approximately 12,000 gross leasable sq. ft. of restaurant, approximately 15,000 gross leasable sq. ft. of spa, and an approximately 15,000 sq. ft. community building. Phase II is 500 residential condominium units of approximately 931,507 sq. ft.

Parking for the project meets or exceeds L.A.M.C. requirements. Parking is provided at 2.25 spaces per condominium unit. For the retail use, parking is provided at a rate of 4

spaces per 1,000 square feet. For the restaurant use, parking is provided at a rate of 10 spaces per 1,000 square feet. Parking is provided at 4 spaces per 1,000 square feet for the spa. Parking is primarily located in structures at ground level and two levels below ground, with limited surface parking along the interior driveways.

The proposed retail and residential project is consistent with the development scenarios analyzed in the MEIR with respect to the proposed land uses. However, the project proposes a different mix and quantity of the land uses than identified in the MEIR. Additionally, the project must be analyzed in context with the previously approved Lowe's home improvement store currently under construction on a portion of the tract map. Development of the proposed retail and residential project, even when analyzed in concert with the previously approved Lowe's home improvement store, was determined to result in a less than significant impact to environmental issues, consistent with the findings of the MEIR. Impacts anticipated as a result of the project are expected to be less than or consistent with the environmental impacts identified in the MEIR.

The MEIR Report and Initial Study for the subject project, pursuant to and in accordance with Section 21081 of the State of California Public Resources Code, identifies potentially significant impacts from the project including:

- Aesthetics, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services – Fire, Libraries, and Schools; Recreation, Transportation/Traffic, and Utilities and Service Systems;

However, changes or alterations which will mitigate or avoid significant environmental effects have been identified in the MEIR and the Initial Study for the subject project. Feasible mitigation measures and a monitoring program have been identified for those impacts. Other identified potential impacts not mitigated by these measures are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plan Management Specific Plan, Xeriscape Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

The MEIR and Initial Study for the project identify two impacts not mitigated to a less than significant level for the project:

- Air Quality impacts during the operational phase, and
- Police protection services

Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the project's significant and unavoidable impacts, the City hereby Finds that the benefits outweigh and override the significant unavoidable impacts.

Having reviewed and considered the foregoing information, as well as any and all information in the administrative record, the Advisory Agency hereby makes Findings pursuant to and in accordance with Section 21081 of the Public Resources Code as follows:

PROJECT BACKGROUND AND ENVIRONMENTAL IMPACT REPORT PROCESS

The City is the local Lead Agency for the project, with the Los Angeles Department of City Planning ("City Planning") administering the state-mandated environmental review process for the approval of the project. On August 18, 2004 the City adopted an MEIR (EIR No. 2002-1230; State Clearing House No. 2002051125), and on April 7, 2006 the City prepared an Initial Study and Checklist and found that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in the earlier MEIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier MEIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Documents constituting the record of proceedings on which approval of the project and certification of the MEIR have been based are available at the City of Los Angeles Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, California 90012.

PROJECT FINDINGS INTRODUCTION

The Findings made by the Advisory Agency, pursuant to Section 21081 of CEQA, and Section 15091 of the State CEQA Guidelines, on the project are presented below. All significant impacts of the project identified in the MEIR and Initial Study are included herein and are organized according to the area of potential impact. The Findings in this document are for the project and are supported by information and analysis from the MEIR and Initial Study. Where applicable, these Findings note the section and page number of the MEIR that contain the substantiation for each Finding.

The California Environmental Quality Act (CEQA) and State CEQA Guidelines provide that no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless for each significant impact, the public agency makes one or more of the following findings, as appropriate in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091:

i. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR;

ii. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or

iii. Specific economic, legal, social, technological and/or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

A narrative of supporting facts follows the appropriate Finding. For many of the impacts, one or more of the Findings above has been made. Finding (i) appears because, although the Lead City is the CEQA Agency, it has jurisdiction over only a portion of the project and thus has limitations on its power to require or enforce certain mitigation. Whenever Finding (ii) occurs, agencies with jurisdiction to make any necessary changes or alterations have been specified. It is these agencies, within their respective scopes of authority, that would have the ultimate responsibilities to adopt, implement, and enforce the mitigation discussed within each type of potential impact that could result from project implementation. However, under adopted California statutory legislation, the CEQA Lead Agency has the responsibility to ensure that mitigation measures contained in the MEIR are effectively implemented. Whenever Finding (iii) was made, the Advisory Agency has determined that there will be, even after mitigation, an unavoidable significant level of impact due to the project, and sufficient mitigation is not feasible to reduce the impact to a level of insignificance. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by Section 15092 and 15093 of the CEQA Guidelines.

FINDINGS OF FACT

After reviewing the MEIR, Initial Study, and the public record on the project, pursuant to Section 15091 of the State CEQA Guidelines the Advisory Agency hereby makes the Findings set forth below in this document, regarding the significant effects of the project. The analysis and conclusions of the MEIR and Initial Study, including but not limited to the responses to comments, are incorporated herein by this reference, and are hereby adopted as findings. Both the MEIR and Initial Study dated April 7, 2006 reflect the independent judgment of the City of Los Angeles.

Cumulative Impacts

Except as expressly provided to the contrary below, all effects of the project on the environment are hereby found to be less than significant. Cumulative impacts of the project in conjunction with other past, present and foreseeable future projects have been addressed where applicable and will not be significant after mitigation.

POTENTIAL ENVIRONMENTAL EFFECTS FOUND TO BE LESS THAN SIGNIFICANT PRIOR TO MITIGATION

The Planning Department determined that the project would not have the potential to cause significant impacts prior to mitigation in the areas of Agricultural Resources, Cultural Resources, Land Use and Planning, Mineral Resources, and Population and Housing. The rationale for the conclusion that any potential impacts would be less than significant prior to mitigation is summarized below.

Agricultural Resources

MEIR Analysis - No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency are located on the project site. None of the development scenarios would result in other changes to the existing environment that would result in the indirect conversion of farmland. The development scenarios analyzed in the MEIR would not conflict with existing agricultural zoning or a Williamson Act contract. Therefore, the range of development analyzed in the MEIR would not result in a significant impact to agricultural resources.

Project Analysis - The entire area analyzed under the MEIR including the project site, has been developed for over 30 years and no agricultural resources exist on the site. Consistent with the findings of the MEIR, the project will result in a less than significant impact to agricultural resources.

Project Mitigation Measures - None.

Cultural Resources

MEIR Analysis - The project site is fully developed and there are no known or identified cultural resources on the project site. Construction of the proposed development scenarios is not anticipated to disturb any human remains including those interred outside of formal cemeteries. Therefore, the development scenarios analyzed in the MEIR would not result in a substantial adverse change to the significance of a historical, archaeological, or paleontological resource.

Project Analysis - The project site has been developed for over 30 years and there are no known or identified cultural resources on site or in the immediate area. As a result, the project is not expected to impact any historical, archaeological, or paleontological resources in the area. Therefore, the project will result in a less than significant impact to cultural resources, consistent with the findings of the MEIR.

Project Mitigation Measures - None.

Land Use and Planning

MEIR Analysis - All of the anticipated commercial and residential uses in the proposed development scenarios are allowable under the C2-1 zoning designation. Based on the size of the project site and type of proposed development, the maximum yield of floor area on the project site is approximately 1,668,000 square feet, or an FAR of 1.08:1, which does not exceed the allowable C2-1 FAR of 1.5:1. The proposed six-story height is allowed within the C2-1 zone.

Project Analysis - The project conforms to the allowable floor area ratio of 1.5:1 pursuant to Ordinance No. 176,189 for the entire site. At a floor area ratio of 1.5:1, the total available floor area for the entire 1,122,007 square-foot parcel (Parcel B, PMLA 7191) including the Lowe's home improvement center and the proposed mixed-use project allows 1,683,011 square feet of floor area. The Lowe's building currently under construction contains 141,504 square feet of floor area, leaving a remaining available floor area of 1,541,507 square feet. If the entire ownership were to remain as one parcel (Parcel B, PMLA 7191), the proposed mixed-use project would fully conform with the letter of the Q Condition. However, for sale and financing purposes, the large single parcel is to be subdivided into two parcels, one for the Lowe's home improvement center and one for the mixed-use project.

The remaining available 1,541,507 square feet of floor area results in a floor area ratio of 2.413:1 for the proposed mixed-use project site, instead of the permitted floor area ratio of 1.5:1. However, this increased floor area ratio for the mixed-use lot is balanced by the very low floor area ratio of 0.293 to be maintained on the Lowe's parcel. This lower floor area ratio would be guaranteed to not be exceeded by a recorded Covenant and Agreement with the City of Los Angeles, which would run with the land and be binding on any and all future owners, heirs or assigns. Overall, the two parcels will conform to the intent of Q Condition No. 2 by limiting the overall floor area ratio for the total property to 1.5:1.

The project conforms to the maximum height limitation of 75 feet, as allowed by Ordinance No. 176,189, and only portions of the project within the interior of the site reach the 75-foot height limit. However, because the two-level interior penthouse units have a mezzanine with a floor area of greater than 33 percent of the lower level floor area, the mezzanine is considered to be an additional story by the Department of Building and Safety. The applicant is granted a variance to permit 7 stories for those portions of the buildings which contain the penthouse units.

Therefore, the project will have less than significant impacts on zoning and will be consistent with those discussed in the MEIR, Chapter IV.G (pages 212-236).

Project Mitigation Measures - None.

Land Use Compatibility

MEIR Analysis - A land use compatibility analysis concluded that the development scenarios analyzed would not be considered to conflict with the existing commercial type land uses located to the south and east of the project site. The properties zoned and designated for Light Industrial uses to the west and north of the project site consists of uses that, with the exception of the tennis center and skate park, are fully contained within their respective buildings. These uses do not generate potentially objectionable noise, odors, or smoke. As a result, although these properties are zoned for industrial uses, due to the office nature of activities on the properties, they are considered to be compatible with adjacent, commercially zoned uses. Thus, a significant impact to land use compatibility at the project site is not anticipated from off-site uses. Therefore, the range of development scenarios analyzed in the MEIR would not create a significant impact to land use compatibility.

Project Analysis - The mixed-use project including retail and residential uses is consistent with the land uses identified in the development scenarios of MEIR. As discussed in Chapter IV.G of the MEIR, the project will have a less than significant impact due to land use compatibility. Any impacts will be consistent with those discussed in pages 212-236 of the MEIR.

Project Mitigation Measures - None.

General Plan Elements

MEIR Analysis - The range of development scenarios analyzed in the MEIR will not conflict with any applicable land use plans, policies, or regulations including Community Plans and Regional Plans. Further, development will not conflict with applicable habitat conservation plans or natural community conservation plans.

Project Analysis - CPC 2002-7295-ZC-BL-GPA-MPR effectuated a change in zoning to C2-1 and Community Plan designation to Community Commercial. Therefore, the proposed retail and residential project will have a less than significant impact on the Chatsworth-Porter Ranch Community Plan. Impacts will be consistent with those discussed in the MEIR, Chapter IV.G (pages 212-236).

Project Mitigation Measures - None.

Mineral Resources

MEIR Analysis - There are no known or identified mineral resources located at the project site. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact to mineral resources.

Project Analysis - Due to the lack of mineral resources at the project site, the project will result in a less than significant impact to mineral resources and will be consistent with the findings of the MEIR.

Project Mitigation Measures - None.

Population and Housing

MEIR Analysis - The population increase within the Chatsworth - Porter Ranch Community Plan Area that would result from the development scenarios analyzed in the MEIR will not exceed the Los Angeles Citywide General Plan Framework EIR population projection for the Plan area. Therefore, the range of development options analyzed in the MEIR will not result in a significant impact to population as a result of a population increase.

The increase in housing units within the Chatsworth - Porter Ranch Community Plan Area as a result of the development scenarios analyzed in the MEIR will not exceed the Los Angeles Citywide General Plan Framework EIR housing projection for the Plan Area. Therefore, the development scenarios analyzed in the MEIR were found to result in a less than significant impact to housing in the area.

Project Analysis - The project includes construction of approximately 70,000 square feet of retail uses and approximately 820 condominium units. This development could result in the generation of approximately 1,978 residents at the project site due to the residential component.1 The Lowe's home improvement store under construction on a portion of the requested tract map will not generate a permanent population at the site.

As described in Section I, Pages 253-260 of the MEIR, development scenarios analyzed anticipated a maximum resident population generation of approximately 1,547 people, which was determined to result in a less than significant impact to the population of the Community Plan Area. Based on the analysis of the MEIR, the 2000 Census population of the Chatsworth - Porter Ranch Community Plan Area was 84,734 residents and the projected 2010 population was 102,360 residents. With the increase of approximately 1,978 residents (approximately 431 residents greater than assumed in the MEIR analysis), the project would increase population in the Community Plan Area to 86,712 residents which would be less than the 102,360 residents anticipated in 2010. As a result, the project will result in a less than significant impact to population in the area which is consistent with the findings of the MEIR.

The development scenarios analyzed in the MEIR anticipated a maximum increase in housing of approximately 724 dwelling units (including approximately 300 condominium

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[1] Assumes the following generation rate: 1.5 residents per 1-bedroom dwelling unit; 2.5 residents per 2-bedroom dwelling unit; 3.5 residents per 3-bedroom and 4-bedroom dwelling unit. Assumes approximately 310 one-bedroom dwelling units, approximately 272 2-bedroom dwelling units, approximately 226 3-bedroom dwelling units, and approximately 12 4-bedroom dwelling units.

units and 424 senior living units), which was determined to result in a less than significant impact to housing within the Community Plan Area. Based on the analysis of the MEIR, the City of Los Angeles Citywide General Plan Framework EIR assumed a total of 31,065 housing units in the Community Plan Area in 2000 and projected approximately 37,290 housing units by 2010. With the increase of approximately 820 dwelling units under the project (approximately 96 housing units and approximately 520 condominium units greater than assumed in the MEIR analysis), the project would increase housing in the Community Plan Area to 31,885 units which would be less than the 37,290 units anticipated in 2010. As a result, the project will result in a less than significant impact to housing in the area which is consistent with the findings of the MEIR.

As described in Section J, Pages 261-264 of the MEIR, development scenarios analyzed anticipated the creation of a maximum of 3,879 retail jobs at the overall subject site. The retail portion of the project is anticipated to result in the generation of approximately 175 jobs at the project site which does not exceed the maximum of 3,879 employees at the overall site. Therefore, the project will result in a less than significant impact to employment in the area and is consistent with the findings of the MEIR.

The 141,504 square foot Lowe's home improvement store under construction on a portion of the tract map is anticipated to result in a maximum of 354 employees. Therefore, when considered in concert with one another, the retail projects proposed at the overall site will not exceed the analysis provided in the MEIR and will result in a less than significant impact to employment.

Project Mitigation Measures - None.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS DETERMINED TO BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL

The Planning Department has determined that the project would have the potential to cause environmental effects that can be reduced to a less than significant level through the implementation of mitigation measures in the areas of Aesthetics; Biological Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; Public Services – Fire, Libraries, and Schools; Recreation; Transportation/Traffic; and Utilities and Service Systems. Potential environmental effects and appropriate mitigation measures for each of these areas are summarized below. For cross-reference purposes, the numbers associated with these mitigation measures correspond to the numbered mitigations listed in the Final MEIR. The numbered mitigation measures listed under each impact are not always consecutive.

Aesthetics

MEIR Analysis - The visual character of the project area is of a major commercial corridor. The range of development scenarios analyzed in the MEIR proposes to continue the current commercial nature of the area with development of either retail or office buildings. Therefore, the range of development analyzed in the MEIR will not substantially degrade the existing visual character of the project area and surroundings.

There are no natural features, significant views, scenic vistas, or significant scenic resources identified by the Community Plan in the project area. The range of development scenarios analyzed in the MEIR will not insert a prominent feature that would alter the existing visual character of the area. The range of development analyzed in the MEIR will not eliminate or substantially alter any natural features in the area.

The range of development scenarios analyzed in the MEIR will not create or substantially change light or glare projecting into or out of the project area that would adversely affect day or nighttime views.

Project Analysis - The project is consistent with the range of development scenarios analyzed in the MEIR in Chapter IV.A on pages 90-109. Based on the proposed height and design, the project will not degrade or alter the existing visual character of the project area and surroundings and will not eliminate or substantially alter any natural features in the area. The project, including retail and residential uses, as well as the previously approved Lowe's home improvement store already under construction on a portion of the tract map, will be consistent with the commercial and office uses in the area and will not create new or make worse any aesthetic impacts identified by the MEIR. Although the project includes a variance to permit a seven-story building, the overall height of the project will remain at 75 feet which is consistent both with the approved zoning and the analysis provided in the MEIR. Therefore, the project will result in a less than significant aesthetic impact due to building height.

The project will not create or substantially change light or glare projecting into or out of the project area that would adversely affect day or nighttime view. Impacts anticipated with the project will be less than significant and will be consistent with those discussed in the MEIR.

Project Mitigation Measures

1. A master landscape plan for the entire site shall be prepared by a licensed landscape architect and submitted to the LADCP for review and approval prior to the issuance of any building permit for a structure. A detailed landscape and irrigation plan shall be prepared for each individual building.

2. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new or reconstructed surface parking spaces.

3. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1, and 91.1707-E.

4. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up heights of at least 9-feet, excluding windows and signs.

5. Screening of rooftop equipment, to preclude visibility of mechanical equipment from nearby residential areas and the street, shall be incorporated into the building design of each structure.

6. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties.

23. This project shall plant, on a 1:1 ratio, 24" box specimen trees as mitigation "replacements" for the approved removals. Therefore, this project shall plant 99-24" box specimen trees as mitigation "replacements".

23A. The trees noted in No. 23 above shall be planted in the "landscape" areas of this project. See the project's Landscape [Architectural] plans for the approximate locations and type of these mitigation trees.

Finding

Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Aesthetics. The design guidelines developed by the Ad Hoc Design Review Board have been made a condition of project approval.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Aesthetics through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Biological Resources

MEIR Analysis - Due to the existing urban development on and around the project site, the mostly impervious nature of the project site, and the length of time that these conditions have existed, there are no known or identified biological resources, including endangered or threatened species, at the project site. Therefore, the range of development scenarios analyzed in the MEIR will not result in habitat modification, directly or indirectly, of identified candidate, sensitive, or special status species.

The City of Los Angeles Citywide General Plan Framework EIR does not identify the project area as a Biological Resource Area, an area known for providing habitat for threatened or endangered species. Further, the project area is not located within an existing or proposed Significant Ecological Area (SEA) known for providing habitat and movement corridors for both endangered and non-endangered species. There are no riparian habitat nor protected wetlands identified in the project area. Therefore, the range of development analyzed in the MEIR will not conflict with adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Additionally, proposed development scenarios will not interfere substantially with the movement of fish or wildlife species.

Project Analysis - The project site has been developed for over 30 years and no known or identified biological resources exist on the site. Therefore, the project will result in a less than significant impact to identified candidate, sensitive or special status species as identified by the MEIR.

Based on a tree report prepared by Trees, Etc. (dated 10/13/05), there are no oak trees located on the project site. Therefore, the project will not conflict with any local plans or preservation policies protecting biological resources and will result in a less than significant impact, consistent with the MEIR.

Project Mitigation Measures

23. This project shall plant, on a 1:1 ratio, 24" box specimen trees as mitigation "replacements" for the approved removals. Therefore, this project shall plant 99-24" box specimen trees as mitigation "replacements".

23A. The trees noted in No. 23 above shall be planted in the "landscape" areas of this project. See the project's Landscape [Architectural] plans for the approximate locations and type of these mitigation trees.

Finding

Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Biological Resources.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Biological Resources through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Geology and Soils

MEIR Analysis: - The project site is not located within an established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. Based on available geologic data, active or potentially active faults with the potential for surface fault ruptures are not known to be located directly beneath or projecting toward the project area. The project area could be subjected to strong ground shaking in the event of an earthquake; however, this hazard is common in Southern California and can be mitigated to a less than significant level.

Although the most recent depth to groundwater beneath the project area is estimated between approximately 41 to 66 feet, water levels could reach the historic high of 35 to 40 feet in the future. Based on historic groundwater levels in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development scenarios. With the incorporation of mitigation measures, this potential will be reduced to a less than significant level.

According to the California Division of Mines and Geology, the southern portion of the project site is located within an area identified as having a potential for liquefaction. The northern portion of the project site is not located within an area identified as having a potential for liquefaction.

According to the City and County of Los Angeles Safety Element, the project site is not within an area identified as having a potential for slope instability. The project area is not located within an area of potential inundation by earthquake induced dam failure, a coastal area, or an area prone to flooding. Therefore, the range of development scenarios analyzed in the MEIR will not result in a significant impact to the project area due to tsunamis, seiches, and flooding.

The project site is not within an area of known subsidence associated with fluid withdrawal, (groundwater or petroleum), peat oxidation, or hydrocompaction.

Project Analysis - According to the California Division of Mines and Geology, the southern portion of the project site is located within an area identified as having a potential for liquefaction, which includes a portion of the project. The northern portion of the project site is not located within an area identified as having a potential for liquefaction. As a result, a site specific liquefaction analysis was completed for the project. This analysis shows that potential liquefaction induced differentials for the project can be accommodated by standard foundation designs. With the incorporation of the measures outlined in the Delta Group geotechnical report, the project will result in a less than significant impact due to liquefaction.

As discussed in Chapter IV.D (pages 156-176) of the MEIR, the project site is not located within an established Alquist-Priolo Earthquake Fault Zone. Significant impacts due to tsunamis, seiches, and flooding are not expected to occur in the project area. The project area is not expected to be affected by fluid withdrawal, peat oxidation, or hydrocompaction. Impacts anticipated with the project will be less than significant and will be consistent with those discussed in the MEIR.

Project Mitigation Measures

Seismic

24. The design and construction of the project at the project site shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Liquefaction

25. Potential impacts from liquefaction may arise on the southern portion of the project site which is located within a designated liquefaction zone. Building design shall comply with the Uniform Building Code Chapter 18, Division 1, Section 1804.5 Liquefaction Potential and Soil Strength Loss, requirements for the preparation of a building specific geotechnical report assessing potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity, and discussion of mitigation measures that may include building design consideration. Building design considerations may 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.

Subsidence

26. Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the Department of Building and Safety for approval.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Geology and Soils.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Geology and Soils through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Hazards and Hazardous Materials

MEIR Analysis - Due to the historically industrial nature of the project area, the use, storage, and disposal of hazardous materials have been identified at the project site. Contaminated soils and groundwater are not known to exist on the project site from previously reported accidents and were not identified during various Phase I investigations conducted on the project site.

A regulatory agency database search identified hazardous substance and/or hazardous waste sites within the ASTM specified distances of the project site. However, all cases identified are either closed or under remediation and are unlikely to affect the project site.2 With proper site investigation of the project site with respect to possible soil contamination prior to demolition and adherence to code requirements, the development scenarios analyzed for the project site will result in a less than significant impact to soil contamination.

The range of development scenarios analyzed in the MEIR will not result in a significant hazard to the public or the environment due to the routine transport, use, or disposal or hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

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[2] Studies provided by American Environmental Specialist, Co. include Phase I Environmental Site Assessment - Litton Guidance and Control Facility, October 7, 1996; Phase I Environmental Site Assessment Update - Litton Guidance and Control Facility, April 9, 1999; Phase I Environmental Assessment - Southeast Corner of Prairie Street and Corbin Avenue, October 7, 1996; and Phase I Environmental Assessment Update - Proposed New Parcel Southeast Corner of Prairie Street and Corbin Avenue, March 10, 1999.

The project area is not located with an airport land use plan or near an air strip. Therefore, development scenarios analyzed in the MEIR would not result in a safety hazard for people residing or working in the area due to the proximity to an air strip.

The project area is not located within one-quarter mile of an existing or proposed school facility. Therefore, the development scenarios analyzed in the MEIR will not result in a significant impact to school facilities or emergency response plans due to hazardous materials. Development scenarios analyzed in the MEIR will not result in the impairment of an adopted emergency response plan or an emergency evacuation plan.

Project Analysis - Due to the retail and residential nature of the project, the routine use, maintenance or storage of hazardous materials is not expected under the project. Therefore, the project, in addition to the previously approved Lowe's home improvement store that is currently under construction on a portion of the requested tract map, will result in a less than significant impact to hazardous materials. Furthermore, no schools are located within one-quarter mile of the project. The project is not within two miles of a public airport, public use airport, or in the vicinity of a private airstrip. No wildlands are adjacent to the project site.

Therefore, with the incorporation of mitigation measures proposed in the MEIR, the project would result in a less than significant impact to hazardous materials, which is consistent with the findings of the MEIR.

Project Mitigation Measures

28. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the LAFD stating that the agency has been permitted the facility's use, storage, and creation of hazardous substances.

28a. If during construction of the project, soil contamination is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, a registered geologist should be contacted to examine the contaminated materials and prepare a report on the findings of a soil analysis. This report should identify which government agency will provide regulatory oversight.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Hazards and Hazardous Materials.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Hazards and Hazardous Materials through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Hydrology and Water Quality

MEIR Analysis - The proposed development scenarios will result in an increase in the amount of impervious surface on the project site due to the removal of a small stand of trees located on the project site. However, due to the fully-developed and impervious nature of the rest of the project area, the removal of this small piece of undeveloped land will only increase the downstream flow by approximately 0.4 percent of the existing capacity.

The range of development scenarios analyzed in the MEIR will not substantially change the existing drainage pattern of the site or project area such that flooding or substantial erosion would result. Additionally, development will not violate any water quality standards or waste discharge requirements. The range of development scenarios analyzed in the MEIR would not result in a substantial depletion of groundwater supplies or recharge such that there would be a net deficit in aquifer volume.

The project area is currently located within Flood Zone X (No Shading) which is defined as being outside both the 100- and 500-year flood plains. Therefore, the range of development scenarios analyzed in the MEIR will not place housing or other structures within a 100-year flood zone.

Due to the location of the project area inland, the potential for risk of loss, injury, or death involving flooding, inundation by seiche, tsunami, or mudflow is considered low. Therefore, the development scenarios analyzed in the MEIR will result in a less than significant impact to hydrology.

The development scenarios analyzed will not result in a significant impact to hydrology in the area based on alteration of the movement or quantity of surface water sufficient to produce a substantial change in the current or direction of water flow.

Project Analysis - Based on the discussion in the MEIR Chapter IV.F (pages 198-211), the project will not significantly impact hydrology in the area based on alteration of the movement or quantity of surface water. The project in addition to the Lowe's home improvement store currently under construction on a portion of the tract map, will not substantially change existing drainage patterns or substantially deplete groundwater supplies or recharge. Therefore, the project will result in a less than significant impact to hydrology, and any impacts will be consistent with those discussed in the MEIR.

Project Mitigation Measures

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan.

31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table.

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determine if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way.

33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.

35. Reduce and recycle wastes, including oil and grease.

36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Hydrology and Water Quality.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Hydrology and Water Quality through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Noise

MEIR Analysis

Construction Phase Impacts - Construction of the range of development scenarios analyzed in the MEIR will result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby sensitive receptors. However, the incremental increase in noise levels is less than the significance threshold of a five-decibel increase over the existing ambient noise level. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact to construction noise levels at sensitive receptors.

Operational Phase Impacts - The predominant operational noise source for the development scenarios is vehicular traffic. Based on a traffic study prepared for the range of development scenarios, the range of development scenarios analyzed in the MEIR will result in less than significant operational noise impacts at sensitive receptors.

Project Analysis - As discussed in the MEIR, Chapter IV.H (pages 237-252), the project will result in a less than significant impact to noise levels at sensitive receptors in both the Construction and Operational Phases of the project.

A traffic generation estimate was prepared for the proposed retail and residential development in conjunction with the adjacent Lowe's home improvement store. This estimation indicates that trips generated by the entire site will be less than that under the development scenarios analyzed in the MEIR. Since the range of development scenarios analyzed in the MEIR resulted in less than significant impact to noise levels at

sensitive receptors, the incremental increase in the noise level under the project would not be perceptible by the general public and would not exceed the significance threshold determined by the Land Use Compatibility for Community Noise Environment for an increase in noise level. Therefore, the project would not be considered to result in any new or greater impacts than analyzed by the MEIR.

The project is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, impacts to noise would be less than significant and would be consistent with the findings of the MEIR.

Project Mitigation Measures

38. The project shall comply with the City of Los Angeles Municipal Code Chapter XI - Noise regulations.

39. Locate any haul routes as far from the noise sensitive land uses as possible to the extent feasible.

40. The staging of construction equipment shall be conducted as far from noise sensitive land uses as possible to the extent feasible.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Noise.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the area of Noise through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Public Services – Fire, Libraries, and Schools

Fire

MEIR Analysis - A hydraulic analysis was performed on the existing water distribution system, in the vicinity of the proposed development, to simulate additional demands at critical locations in the system. The existing water distribution system is capable of handling a variable amount of additional flow, as determined by the Los Angeles Water Distribution Engineer.

Based on response distance criteria, fire protection for the development scenarios would be considered inadequate. However, with incorporation of mitigation measures proposed under the MEIR, any potential impacts due to response time will be mitigated to a less than significant level.

The LAFD has indicated that intersections operating with a Level of Service (LOS) of E or F could have a significant adverse impact on fire protection services. The range of development scenarios analyzed in the MEIR will not increase the number of intersections operating at a LOS of E or F. Therefore, with the incorporation of mitigation measures proposed under the MEIR, all fire protection services impacts will be mitigated to a less than significant level.

Project Analysis - As discussed in the MEIR (Chapter IV.K, pages 272-285), fire protection at the project site is considered inadequate based on response distance criteria. However, with the incorporation of mitigation measures proposed under the MEIR, the project will result in a less than significant impact to fire services and will be consistent with the findings of the MEIR.

Project Mitigation Measures

41. Adequate off-site public and on-site private fire hydrants may be required, their number and location to be determined after the LAFD reviews the plot plan.

42. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the LAFD.

43. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

44. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.

45. Private development shall conform to the standard street dimensions shown on DPW Standard Plan D-22549.

46. Standard cut-corners will be used on all turns.

47. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

48. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

49. 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.

50. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

51. Where aboveground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley or designated fire lane to the main entrance or exit of individual units.

52. Where access for a given development requires accommodation of LAFD apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

53. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

54. Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet.

55. Access for LAFD apparatus and personnel to and into all structures shall be required.

56. The LAFD may require additional vehicular access where buildings exceed 28 feet in height.

57. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

57b. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

57c. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

57d. Private street shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

57e. 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.

57f. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

57g. Submit plot plans for Fire Department approval of access and fire hydrants.

Libraries

MEIR Analysis - Los Angeles Public libraries that currently serve the project area include the Northridge Branch, the Chatsworth Branch, and the Porter Ranch Branch. The MEIR analysis identified that the Northridge and Chatsworth branch libraries were undergoing renovation or construction during preparation of the analysis but identified that the Porter Ranch branch library, operating at that time well under its capacity of 100,000 residents, could serve any population increase in the area. The development scenarios analyzed in the MEIR were determined to result in a less than significant impact to library services.

Project Analysis - The project includes construction of approximately 820 condominium units and 70,000 square feet of retail uses. This development could result in the generation of approximately 1,978 residents and 175 employees at the project site.3 The Lowe's home improvement store under construction on a portion of the tract map would not generate a permanent population at the site but could generate approximately 354 employees. For a worst case scenario analysis, the more temporary employed population at the project site is included.

As described in Section K, Pages 277-279 of the MEIR, population within the library service area and/or Community Plan Area was 84,734 residents (at the 2000 Census). With a worst case population increase at the project site of 2,507 people, population utilizing library services in the area could increase to approximately 87,241 people. This would be less than the 100,000 person operating capacity of the Porter Ranch Branch library alone. Furthermore, since the MEIR analysis was completed, both the Northridge and Chatsworth branch libraries have opened. Therefore, service capacity in the project area has increased and would be capable of serving the potential population increase at

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[3] Assumes the following generation rate: 1.5 residents per 1-bedroom dwelling unit; 2.5 residents per 2-bedroom dwelling unit; 3.5 residents per 3-bedroom and 4-bedroom dwelling unit. Assumes approximately 310 one-bedroom dwelling units, approximately 272 2-bedroom dwelling units, approximately 226 3-bedroom dwelling units, and approximately 12 4-bedroom dwelling units. Assumes employee generation rate of 2.5 employees per 1,000 square feet of retail uses.

the project site. Therefore, the project will result in a less than significant impact to library services which is consistent with the findings of the MEIR.

Project Mitigation Measures - None.

Schools

MEIR Analysis - Schools serving the project area include Calahan Elementary School, Nobel Middle School, and Cleveland High School. School service needs are related to the size of the residential population, the geographic area served, and community characteristics.

Project Analysis: - The project includes construction of approximately 70,000 square feet of retail space (gross building area) and approximately 820 condominium units. This residential development could result in the generation of approximately 25 elementary schools students, approximately 17 middle school students, and approximately 17 high school students. Due to the retail nature, the adjacent Lowe's home improvement store is not anticipated to result in the generation of school-aged children.

According to the LAUSD website, Calahan Elementary School has a 2005-2006 enrollment of 465 students and an operating capacity of 500 students that will adequately accommodate the increase of approximately 25 elementary students. The LAUSD website indicates a 2005-2006 enrollment of 1,528 students at Nobel Middle School and an operating capacity of 2,238 that will adequately accommodate the increase of approximately 17 middle school students. According to LAUSD website and staff, Cleveland High School has a 2005-2006 enrollment of 4,019 students and an operating capacity of 3, 831 that is exceeded by the current enrollment. This is consistent with the analysis provided in the MEIR. The addition of 17 students generated by the project could result in a significant impact to schools. However, as identified by the MEIR, with incorporation of the proposed mitigation measure potential impacts to schools will be reduced to a less than significant level which is consistent with the finding of the MEIR.

Project Mitigation Measures

63. The developer will pay school fees as required by the City of Los Angeles.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the areas of Fire, Libraries, and Schools.

Facts in Support of the Finding

Potential significant effects will be reduced to a level of insignificance in the areas of Fire, Libraries, and Schools through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Recreation

MEIR Analysis -The operation and management of public recreational facilities in the project area is provided by the City of Los Angeles Department of Recreation and Parks. The Department of Recreation and Parks currently operates approximately 123 recreation centers, 52 pools, 28 senior citizen centers, 12 museums and historic sites, 13 golf courses, 18 child care centers, and seven camps. The Department of Recreation and Parks uses a ratio of 4.0 acres of parkland per 1,000 residents as a measure of the adequacy of parkland in a given area. Approximately 15,686 acres of parkland are currently administered for the City's 3,694,820 residents, a ratio of approximately 4.25 acres of parkland per 1,000 residents. Within the Community Plan Area, a ratio of approximately 32.5 acres per 1,000 residents is provided.

No parkland or active recreational facilities are located on the project site. The development scenarios analyzed in the MEIR will not result in the creation or removal of parkland or active recreational facilities. However, with the potential increase in population at the site, the demand on existing recreational facilities could be increased. With the proposed increase in population and the incorporation of the proposed mitigation measure, development scenarios analyzed under the MEIR would result in a less than significant to recreational facilities.

Project Analysis - There is no open space or parkland located on the project site, as discussed in the MEIR (Chapter VII, page 501). The project includes construction of approximately 820 condominium units and approximately 70,000 square feet of retail use (gross building area). This development could result in the generation of approximately 1,978 permanent residents in the project area. The Lowe's home improvement store under construction on a portion of the tract map would not generate a permanent population at the site.

With the increase of approximately 1,978 residents (approximately 431 residents greater than assumed in the MEIR analysis), the project would increase population in the Community Plan Area to 86,712 residents. As described in Section L, Pages 286-294 of the MEIR, approximately 2,755 acres of parkland are currently provided to residents of the Community Plan Area. This equates to a ratio of 31.8 acres of parkland per 1,000 residents, far greater than the City's ratio of 4.0 acres per 1,000 residents. Therefore, with incorporation of the proposed mitigation measure, the project will result in a less than significant impact to recreational facilities in the project area which is consistent with the findings of the MEIR.

Project Mitigation Measures

64. Per Section 17.12-A of the City of Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for the construction of apartment buildings.

Finding

Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Recreation.

Facts in Support of the Finding

Potentially significant effects will be reduced to a level of insignificance in the area of Recreation through the implementation of the mitigation measure required by Condition No. 19 of the Conditions of Approval.

Transportation/Traffic

MEIR Analysis -The range of development scenarios analyzed in the MEIR for the project site is expected to generate a maximum of 1,190 PM peak hour trips, with a maximum of 574 inbound trips and a maximum of 961 outbound trips, not necessarily generated by the same development scenario.

Thirty-nine study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. A maximum of seventeen of the study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of growth in ambient traffic and traffic due to related projects. Twenty-two study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related projects traffic during peak hours. According to LADOT impact criteria, the range of development scenarios analyzed in the MEIR would create a significant impact to a maximum of twenty-four study intersections, as a result of the worst case development scenario of full project buildout at both the project site and Add Area as designated by the Planning Department. Incremental but not significant impacts are noted at the remaining study intersections due to the analyzed development scenarios.

Congestion Management Plan Traffic Impact Assessment

The CMP TIA guidelines require that intersection monitoring locations must be examined if the project will add 50 or more trips during either the AM or PM weekday peak periods. The project will not add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections and therefore, no further review of potential impacts

to intersection monitoring locations which are part of the CMP highway system is required.

Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours at CMP mainline freeway monitoring locations and therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

Parking associated with commercial and retail development at the project site will adhere to the City of Los Angeles Municipal Code. Therefore, the proposed development scenarios will result in a less than significant impact to parking.

The range of development scenarios analyzed in the MEIR will result in significant transportation impacts at a maximum of twenty-four of the thirty-nine study intersections. Due to differing levels of development between potential development scenarios, differing traffic distribution between potential development scenarios, and the level of development at the time of implementation of a specific mitigation measure, the need for a specific improvement may differ. However, the identified improvement at each intersection will not be different from one development scenario to another.

With the incorporation of mitigation measures, the development scenarios analyzed in the MEIR will result in a less than significant impact to traffic and the existing transportation system.

Project Analysis - The retail and residential project is anticipated to generate approximately 557 PM peak hour trips consisting of approximately 325 inbound and approximately 232 outbound trips. Since total PM peak hour generation and inbound and outbound distributions are consistent with the assessment in the MEIR, impacts of the project are considered consistent with those identified in the MEIR.

The previously approved Lowe's home improvement store under construction on a portion of the tract map is anticipated to generate approximately 325 PM peak hour trips with 153 inbound trips and 172 outbound trips. When the project is analyzed in the context of the Lowe's construction, approximately 882 PM peak hour trips, including 478 inbound trips and 404 outbound trips, are anticipated at the overall site. This peak trip generation is lower than the development scenarios analyzed in the MEIR. Therefore, the project will result in a less than significant impact to traffic.

The proposed retail and residential project will provide parking as follows: 2.5 spaces per condominium unit, 4 spaces per 1,000 square feet of retail uses, 10 spaces per 1,000 square feet of restaurant uses, 4 spaces per 1,000 square feet of spa uses. Phase I provides approximately 1,012 parking spaces and Phase II provides

approximately 1,125 parking spaces located in structures at ground level and two levels below ground, with limited surface parking along the interior driveways. Therefore, the project will result in a less than significant impact to parking.

Project Mitigation Measures

65. Under the MEIR, a total payment of $500,000 to fund local transportation improvement programs was required. The proposed retail and residential project is estimated to generate approximately 55.8% of the total trips at the site studied under the MEIR. Therefore, a project-related payment of $279,000 is required for mitigation of the project.

68. Under the MEIR, funding and sequencing of traffic mitigation at off-site intersection (specifically, the funding of ATSAC/ATCS traffic signal equipment) based on the total number of PM peak hour trips generated at the site was required. Projects constructed at the site already and proposed for the site are forecast to generate approximately 999 combined PM peak hour trips. Therefore, based on the sequencing, the following off-site traffic improvements would be "triggered" by the proposed development program:

    - Shirley Avenue/Plummer Street - Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.
    - Tampa Avenue/Nordhoff Street – Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.

Finding

Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Transportation /Traffic.

Facts in Support of the Finding

Potentially significant effects will be reduced to a level of insignificance in the area of Transportation/Traffic through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

Utilities and Service Systems

Electricity

MEIR Analysis - Development scenarios analyzed for the project site could create an additional electricity demand of approximately 14,429,137 kWh, an increase of approximately 10,266,514 kWh annually. However, the Department of Water and Power

has acknowledged that this increase will not adversely affect the electricity distribution system and disruption of existing customers would not occur. The development scenarios identified in the MEIR would not result in the need for new or major modifications to the generation or distribution systems and would therefore result in a less than significant impact to electricity services in the area.

Project Analysis - The proposed residential and retail project is anticipated to increase electricity demand at the project site by approximately 5,562,230 kWh annually which is within the increase estimated under the MEIR. The Lowe's home improvement store under construction on a portion of the tract map would increase electricity demand at the subject site by approximately 1,917,379 kWh annually for a total at the project site of 7,479,609 kWh. This increase does not exceed the demand of the development scenarios analyzed in the MEIR. According to LADWP, this level of demand would not adversely impact the existing electricity distribution system. Further, the proposed increase will not result in the need for new or major modifications to generation or distribution systems. Therefore, the project will result in a less than significant impact to the electrical utility in the project area, and any impacts will be consistent with those discussed in the MEIR.

Project Mitigation Measures

69. Prior to the issuance of a building permit, the applicant shall consult with the DWP regarding such energy saving programs as *Green Power for a Green L.A. Program, Trees for a Green LA, Efficiency Solutions, Solar Energy, Electric Transportation, Commercial Energy Efficiency Measures.*

70. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

- Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

- Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

- A variable air-volume systems which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat.

- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

- Sequentially staged operation of air conditioning equipment in accordance with building demands; and

- The isolation of air conditioning to any selected floor or floors.

- Consider the applicability of the used of thermal energy storage to handle cooling loads.

71. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

72. Recycle lighting system heat for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

73. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems.

74. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting conditioned air.

75. A performance check of the installed space conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed.

76. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

77. Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations.

78. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

79. Install heat-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.

80. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per Watt of electricity consumed, wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

81. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

82. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

83. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

84. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

Natural Gas

MEIR Analysis - Development scenarios analyzed for the project site could create an additional natural gas demand of approximately 4,284,327 cubic feet monthly (cfm), an increase of approximately 3,615,242 cubic feet monthly. The Gas Company has indicated that they have adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated. Existing facilities are adequate to serve the development scenarios analyzed in the MEIR. Development alternatives identified in the MEIR will not result in the need for new or major modifications to generation or distribution systems and estimated natural gas demand will be accommodated by The Gas Company. Therefore, development scenarios analyzed in the MEIR will result in a less than significant impact to natural gas provision in the area.

Project Analysis - The proposed residential and retail project is anticipated to increase natural gas demand at the project site by approximately 3,492,430 cfm which is within the increase estimated under the MEIR. The Lowe's home improvement store under construction on a portion of the tract map would increase natural gas demand at the subject site by approximately 410,362 cfm for a total at the project site of 3,902,792 cfm. This increase does not exceed the demand of the development scenarios analyzed in the MEIR. According to The Gas Company, this level of demand would not adversely impact the existing natural gas system. Further, the proposed increase will not result in the need for new or major modifications to generation or distribution systems.

Therefore, the project will result in a less than significant impact to the natural gas utility in the project area, and any impacts will be consistent with those discussed in the MEIR.

Project Mitigation Measures - None.

Water

MEIR Analysis - Domestic water service for the project site is anticipated to be provided by the Los Angeles Department of Water and Power (LADWP), the agency that currently provides water service to the area. Development scenarios analyzed in the MEIR anticipated a maximum water demand at the project site of 265,806 gallons per day or 298 acre-feet annually. A water supply assessment conducted by the LADWP indicates that this projected growth in water demand from the development scenarios analyzed in the MEIR falls within the expected water demand growth of the City. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant water supply impact.

Project Analysis - The proposed retail and residential project will result in a projected water demand of 138,900 gallons per day. The Lowe's home improvement store under construction on a portion of the tract map will result in a projected 15,565 gallons per day of water which would result in a total water demand at the project site of 154,465 gallons per day. Therefore, the project when considered in concert with the Lowe's store, would result in a less than significant impact to water demand in the project area. With incorporation of the mitigation measures proposed in the MEIR, water demand at the site could be further reduced which is consistent with the findings of the MEIR.

Project Mitigation Measures

85. Install efficient irrigation systems which minimize runoff and evaporation, avoid unnecessary watering, and maximize water reaching the plant roots.

86. Landscape plans shall emphasize low water consumption grasses wherever possible.

87. Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste.

88. Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers, and faucets.

89. Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption.

90. Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush.

Wastewater/Sewers

MEIR Analysis - The project area is currently served by the Tillman Water Reclamation Plant. Development scenarios analyzed in the MEIR could generate a maximum of 244,325 gallons per day (gpd) of wastewater, an increase of approximately 180,980 gpd. Based on an operating capacity of 80,000,000 gpd and a daily collection of 40,382,924 gpd in 1990, an increase of approximately 244,325 gpd would not exceed capacity of the Tillman WRP. Therefore, the range of development scenarios analyzed at the project site will not require expansion or development of new facilities and will not result in a significant impact to regional sewage treatment plants.

According to the City of Los Angeles - Bureau of Engineering, the sewer systems in Nordhoff Street and Corbin Avenue, both contiguous to the project site, are anticipated to provide sufficient capacity to adequately convey all tributary flow resulting from the project site. Therefore, development scenarios analyzed at the project site will result in a less than significant impact to local sewers in the area. However, if development upstream of or within the Add Area does occur, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency. Therefore, the range of development scenarios analyzed in the MEIR will not result in a significant impact to local sewers.

Project Analysis - The proposed retail and residential project will result in generation of approximately 130,000 gallons of wastewater per day (gpd). The Lowe's home improvement store under construction on a portion of the tract map will generate approximately 14,150 gpd of wastewater. When analyzed together, projects proposed at the project site could result in approximately 144,150 gpd of wastewater. Based on the capacity of the Tillman WRP analyzed in the MEIR, the anticipated increase based on the project will result in a less than significant impact to wastewater generation and sewer facilities in the project area. This less than significant impact is consistent with the findings of the MEIR.

Project Mitigation Measures

91. Although a significant impact is not expected on local sewer lines as a result of the development scenarios analyzed, as development is proposed for the Add Area, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency prior to project approval.

Solid Waste

MEIR Analysis - Currently, solid waste generated within the City of Los Angeles is disposed of within the City and County of Los Angeles. Refuse generated by commercial, industrial, and multi-family land uses (over four dwelling units) in the City of Los Angeles is collected by private contractors. The City of Los Angeles Bureau of Sanitation collects household refuse for residential development of up to four multi-family units.

Landfills operated by the City of Los Angeles accept only waste produced by residential uses and do not accept privately collected waste. Currently, private collectors operating throughout the City dispose of refuse at approximately six landfills in Los Angeles County. Development scenarios analyzed in the MEIR indicate a maximum solid waste generation of approximately 7,486 pounds daily which was determined to result in a less than significant impact to solid waste services in the area.

Project Analysis - The proposed retail and residential project will result in the generation of approximately 3,630 pounds of solid waste daily. The Lowe's home improvement store under construction on a portion of the tract map will result in the generation of approximately 708 pounds of solid waste daily. When analyzed together, these projects will result in a daily generation of approximately 4,338 pounds of solid waste. This generation is within the maximum amount anticipated under the development scenarios analyzed in the MEIR. Therefore, the project will result in a less than significant impact to solid waste in the project area which is consistent with the findings of the MEIR.

Project Mitigation Measures

92. The project applicant shall salvage and recycle construction and demolition materials to the maximum extent feasible. Documentation of a recycling program will be provided to the City of Los Angeles DPW.

93. Prior to the issuance of the certificate of occupancy for building permits issued for new building construction at the project site, the applicant shall institute an on-site recycling/conservation program to reduce the volume of solid waste going to landfills in compliance with the City of Los Angeles goal of a 50 percent reduction in the amount of waste going to landfills.

Finding

Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the MEIR and Initial Study in the area of Utilities and Service Systems.

Facts in Support of the Finding

Potentially significant effects will be reduced to a level of insignificance in the area of Utilities and Service Systems through the implementation of the mitigation measures required by Condition No. 19 of the Conditions of Approval.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL; HOWEVER, CONSISTENT WITH THE MEIR

The Planning Department determined that in the areas of Air Quality and Police protection services the project would have the potential to cause significant environmental effects which cannot be reduced to a less than significant level. However, these impacts are consistent with the impacts identified in the MEIR and are discussed as follows.

Air Quality

MEIR Analysis

Construction Phase Impacts - Estimated daily construction emissions for development scenarios analyzed in the MEIR are anticipated to exceed the SCAQMD threshold for ROG during the finishing phase and PM10 during the Grading/Excavation Phase. The development scenarios analyzed could result in significant impacts to air quality during construction activities. However, the implementation of the proposed mitigation measures, including SCAQMD Rule 403, will reduce any construction air quality impacts to a less than significant level.

Operational Phase Impacts - Long-term project emissions would be generated by both stationary and mobile sources in the project area. The development scenarios analyzed in the MEIR are anticipated to exceed thresholds of significance established by the SCAQMD for ROG, NOx, and CO. After implementation of mitigation measures proposed in the MEIR, daily operational emissions would still exceed SCAQMD thresholds of significance for CO, ROG, and NOx. Therefore, the range of development scenarios analyzed in the MEIR would result in a significant and unavoidable impact to air quality during the operational phase due to exceedance of thresholds of significance established for ROG, NOx, and CO.

Consistency with the Air Quality Management Plan - The air quality analysis conducted for development scenarios analyzed in the MEIR indicates that the range of development would not exacerbate existing violations of the State CO concentration standard and would therefore comply with Consistency Criterion 1 of the AQMP. The range of development scenarios analyzed in the MEIR do not exceed growth projections in the General Plan and are therefore considered consistent with Consistency Criterion

2 of the AQMP. Therefore, the development scenarios analyzed in the MEIR are considered consistent with the AQMP.

Project Analysis

Construction Phase Impacts - The project could result in significant impacts to air quality during construction activities as analyzed in the MEIR in Chapter IV.B (pages 110-148). However, with the implementation of the mitigation measures in the adopted MEIR, including SCAQMD Rule 403, any construction air quality impacts will be reduced to a less than significant level.

Operational Phase Impacts - Based on a traffic assessment for the project (as well as the adjacent Lowe's project), the estimated number of vehicle trips are less than any of the development scenarios assessed in the MEIR. Because the number of project-related vehicle trips under the proposed development is less than those identified under the development scenarios analyzed in the MEIR, any air quality exceedance would be consistent with the anticipated significant impact identified in the MEIR. Further, the stated one- and eight-hour carbon monoxide (CO) standards by which local impacts are measured would not be greater than analyzed in the MEIR.

Per the MEIR, incorporation of the adopted mitigation measures will reduce significant impacts to air quality to the extent possible. However, the project could result in a significant, unavoidable operational air quality impact consistent with that identified in the MEIR.

The proposed development is considered consistent with the AQMP, as discussed in the MEIR.

Project Mitigation Measures

Construction

7. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content during all earth-moving activities.

8. All unpaved roads, parking, and staging areas shall be watered at least once every two hours of active operations.

9. Site access points shall be swept/washed within thirty minutes of visible dirt deposition.

10. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.

11. All trucks hauling soil, sand, and other loose materials shall covered.

12. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards.

13. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.

14. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.

17. Haul truck routes shall be planned to avoid residential areas, schools, and parks.

18. The project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent.

19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source.

20. Any person in the South Coast Air Basin shall:

    (A) Prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or

    (B) Take at least one of the actions listed from SCQAMD Rule 403 and:

        (i) Prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and

        (ii) Remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

28a. If during construction of the project, soil contamination is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, a registered geologist should be contacted to examine the contaminated materials and prepare a report on the findings of a soil analysis. This report should identify which government agency will provide regulatory oversight.

Operational

20. Any person in the South Coast Air Basin shall:

(A) Prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or

(B) Take at least one of the actions listed from SCQAMD Rule 403 and:

(i) Prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and

(ii) Remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation.

22. The project shall include bicycle parking facilities, such as bicycle lockers and racks.

28. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the LAFD stating that the agency has been permitted the facility's use, storage, and creation of hazardous substances

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan.

31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table.

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determined if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way.

33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.

35. Reduce and recycle wastes, including oil and grease.

36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed.

65. Under the MEIR, a total payment of $500,000 to fund local transportation improvement programs was required. The proposed retail and residential project is estimated to generate approximately 55.8% of the total trips at the site studied

under the MEIR. Therefore, a project-related payment of $279,000 is required for mitigation of the project.

68. Under the MEIR, funding and sequencing of traffic mitigation at off-site intersection (specifically, the funding of ATSAC/ATCS traffic signal equipment) based on the total number of PM peak hour trips generated at the site was required. Projects constructed at the site already and proposed for the site are forecast to generate approximately 999 combined PM peak hour trips. Therefore, based on the sequencing, the following off-site traffic improvements would be "triggered" by the proposed development program:

- Shirley Avenue/Plummer Street - Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.

- Tampa Avenue/Nordhoff Street – Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.

69. Prior to the issuance of a building permit, the applicant shall consult with the DWP regarding such energy saving programs as *Green Power for a Green L.A. Program, Trees for a Green LA, Efficiency Solutions, Solar Energy, Electric Transportation, Commercial Energy Efficiency Measures.*

70. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

- Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

- Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

- A variable air-volume systems which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat.

- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

- Sequentially staged operation of air conditioning equipment in accordance with building demands; and

- The isolation of air conditioning to any selected floor or floors.

- Consider the applicability of the used of thermal energy storage to handle cooling loads.

71. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

72. Recycle lighting system heat for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

73. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems.

74. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting conditioned air.

75. A performance check of the installed space conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed.

76. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

77. Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations.

78. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

79. Install heat-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.

80. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per Watt of electricity consumed, wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

81. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

82. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

83. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

84. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

Finding

Changes or alterations have been required in, or incorporated into, the project which will substantially lessen but not completely avoid the significant environmental effects on Air Quality identified in the MEIR and Initial Study.

Facts in Support of the Finding

Implementation of the mitigation measures required by Condition No. 19 will substantially reduce but not completely mitigate the significant effects on Air Quality.

Public Services

Police

MEIR Analysis - The range of development scenarios analyzed in the MEIR has the potential to increase population at the project site by approximately 1,547 residents and approximately 4,074 employees. Based on LAPD staffing requirements, this increase could require the need for approximately seven additional officers. Due to existing understaffed conditions in the Devonshire Area, a potential increase in required officers may result in a significant impact on police services in the project area due to increased staffing needs and delayed response times.

The LAPD has indicated that intersections operating at a LOS of E or F could have a significant adverse impact on police protection services. The range of development scenarios analyzed in the MEIR will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the development scenarios analyzed in the MEIR will not result in a significant impact on police services due to intersection conditions.

Project Analysis - The project includes construction of approximately 820 condominium units and approximately 70,000 square feet of retail space (gross building area). This development has the potential to increase population at the project site by approximately 1,978 residents and approximately 175 employees.4 When considered in concert with the 141,504 Lowe's home improvement store on a portion of the tract map, the number of employees at the project site could increase by approximately 354 employees for a total of approximately 1,978 residents and 529 employees on the project site. This population could require the need for a total of approximately three additional officers.5 This increased need for officers is less than the seven officers identified in the MEIR. With the incorporation of mitigation measures proposed under the MEIR any potential impacts to police services will be reduced to the greatest extent possible. However, the project could result in a significant impact to police services in the area due to current understaffed conditions. This impact is consistent with the analysis provided in the MEIR and the project would not generate any new or more severe impacts to police services.

As discussed in the MEIR, the project would be consistent with MEIR in having a less than significant impact on police services due to intersection conditions which is consistent with the findings of the MEIR.

Project Mitigation Measures

Potential impacts identified in the MEIR are a result of existing understaffed conditions within the Devonshire Division of the LAPD. The applicant does not have control over staffing within the LAPD and therefore can attempt to mitigate existing and potential impacts only through physical design measures. Therefore, potential impacts will be mitigated to the greatest extent possible by the following measures:

58. A comprehensive security plan that includes uniformed security and video monitoring.

59. A graffiti removal plan.

60. The establishment of a Business Coalition/Neighborhood Watch program.

61. A comprehensive traffic control plan.

62. Incorporate into plans the design guidelines relative to security in semi-public and private spaces, which may include, but not be limited to, access control of

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[4] Assumes the following generation rate: 1.5 residents per 1-bedroom dwelling unit; 2.5 residents per 2-bedroom dwelling unit; 3.5 residents per 3-bedroom and 4-bedroom dwelling unit. Assumes approximately 310 one-bedroom dwelling units, approximately 272 2-bedroom dwelling units, approximately 226 3-bedroom dwelling units, and approximately 12 4-bedroom dwelling units. Assumes an employment generation rate of 2.5 employees per 1,000 square feet for retail uses.

[5] Based on the LAPD estimate of one officer per 758 citizens.

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.

62a. During the development stage of the project, Devonshire Area of the Los Angeles Police Department (LAPD) will provide extra patrol for the location when possible.

62b. The on-site project manager will maintain regular liaison with the Devonshire Area Senior Lead Office for the location during development.

62c. Upon completion and staffing, the on-site management will establish a liaison with the Senior Lead Officer.

62d. The on-site management and residents of the development will establish an Apartment/Condo Watch group for crime prevention.

62e. Quarterly Apartment Watch meetings will be conducted by the Senior Lead Officer at the site initially addressing emergency services available, communications with the LAPD, organizations and functions of the LAPD, senior crimes and identity theft.

Finding

Changes or alterations have been required in, or incorporated into, the project which will substantially lessen but not completely avoid the significant environmental effects on Police protection services identified in the MEIR and Initial Study.

Facts in Support of the Finding

Implementation of the mitigation measures required by Condition No. 19 will substantially reduce but not completely mitigate the significant effects on Police protection services.

FINDINGS REGARDING ALTERNATIVES TO THE PROPOSED PROJECT

An alternative to the proposed project that was considered but rejected was the construction of a new police station or area substation. One of two significant environmental impacts identified in the proposed project analysis was to police protection services. To reduce potential impacts to police protection services, an alternative that considered the construction of a new police Substation or Area Station in the project area was considered. In addition to trying to reduce potential project

impacts, the LAPD indicated that they were seeking to locate an additional station in the southwest portion of the San Fernando Valley.6 This alternative was proposed to the LAPD but was determined to be an impractical location for a new Area Station due to its close proximity to the existing Devonshire Area Station (about 3 miles).7 Construction of a new police Substation was also dismissed as impractical by the LAPD due to lack of staffing and equipment budgets.8

Five alternatives to the proposed project have been identified and considered:

A. No Project Alternative
B. All Residential Alternative
C. Reduced Project Alternative
D. Alternative Project Site Alternative
E. Environmentally Superior Alternative

These five alternatives are briefly described below.

A. No Project Alternative

Prior to construction of the Lowe's retail home improvement store (approved under CPC 2004-6191-CU), the project site was developed with approximately 310,000 square feet of office space, approximately 12,000 square feet of manufacturing space, and approximately 4,000 square feet of storage space. Under the No Project Alternative, it was assumed that no changes to the project site would occur and that existing development would remain on site with conditions unchanged. However, consistent with previously approved plans for the project site, a senior residential care facility approved on April 14, 2003 under Case No. ZA 2002-6851(ZV)(SPR) would be constructed as planned. It was also assumed that properties within the Add Area would not be redeveloped under the No Project Alternative, because the approximately 15 individual Add Area parcels were under separate ownerships and were not under the applicant's control.

The approximately 310,000 square feet of office space that previously existed on the site was occupied by Litton Guidance and Control Systems. Their lease on the property extended until 2005 at which time Litton Industries vacated the property. The applicant made numerous attempts to identify a user of the property with the same intended land use. However, due to current market forces within the San Fernando Valley, the applicant was unable to identify an industrial tenant for the project site. Therefore, the No Project Alternative would have resulted in vacation of the project site by the previous tenant and buildings would have been left unoccupied. Empty buildings can result in blight for a project area.

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6 Email between Maya Zaitzevsky, LADCP Environmental Review Section and Yvette Sanchez-Owens, LAPD, February 12, 2003.
7 Email between Maya Zaitzevsky, LADCP Environmental Review Section and Joanne Ma, LAPD, February 14, 2003.
8 Email between Maya Zaitzevsky, LADCP Environmental Review Section and Yvette Sanchez-Owens, LAPD, February 12, 2003.

B. All Residential Alternative

The All Residential Alternative would include replacement of the space previously occupied by Litton Industries and the Add Area with multifamily residential units. Under Case No. ZA 2002-6851(ZV)(SPR) a senior residential care facility was previously approved to be constructed on an approximately 8-acre parcel of the project site located at the southeastern corner of Corbin Avenue and Prairie Street.

In accordance with the existing [Q]C2-1 zoning (effective pursuant to Ordinance No. 176,189), the C2-1 Zone permits one dwelling unit per 400 square feet. Based on this allowance, the All Residential Alternative at the project site would include a maximum of 2,994 dwelling units in addition to the senior residential care facility previously approved under Case No. ZA 2002-6851(ZV)(SPR). The All Residential Alternative would include a maximum of 1,666 dwelling units on the Add Area properties. Overall, the All Residential Alternative would have allowed for the construction of approximately 4,660 dwelling units, 389 senior housing units, and 35 assisted living units. All service and utility providers for the All Residential Alternative would be similar to those of the proposed project.

Due to the previous industrial use of the project site and Add Area and the commercial use now existing on the site, an All Residential Alternative was determined to be a reasonable alternative use of the project site and Add Area.

C. Reduced Project Alternative

Under the Reduced Project Alternative, previous development at the project site and Add Area would have been replaced by a project approximately one-third the size of the proposed project. The Reduced Project Alternative would have included approximately 371,250 square feet of office space, approximately 132 condominium units, and a senior housing facility consisting of approximately 128 independent living units and 11 senior housing units.

The Reduced Project Alternative was based on the need to reduce air quality impacts anticipated from the proposed project. This Alternative assumed that, as with the proposed project, both the project site and Add Area would be redeveloped. Selection of a development scenario was based on reducing the proposed project to a size that would not exceed the SCAQMD thresholds for air quality. Based on an air quality analysis prepared for the proposed project, it was determined that to reduce the air quality impacts of the least significant development scenario below the established thresholds, the project must be reduced by approximately 67 percent. In effect, the Reduced Project Alternative is one-third the size of the proposed project. It is assumed under the Reduced Project Alternative that the senior residential facility approved under Case No. ZA 2002-6851(ZV)(SPR) would have been developed at a reduced size. All

service and utility providers for the Reduced Project Alternative would be similar to those of the proposed project.

D. Alternative Project Site Alternative

The Alternative Project Site Alternative includes analysis of a project similar in scope to the proposed project but located at an Alternative Project Site. As discussed in Section VII of the MEIR (pages 515-516), due to similarities between the Alternative Project Site and the project site/ Add Area and the feasibility of constructing a project similar in scope to the proposed project on the Alternative Project Site, the Alternative Project Site Alternative was determined appropriate for further analysis. The Alternative Project Site Alternative did not assume construction of the senior residential facility approved under Case No. ZA 2002-6851(ZV)(SPR). All potential impacts are assumed to be the worst-case scenario.

E. Environmentally Superior Alternative

CEQA Section 15126.6 requires the selection of an environmentally superior alternative to the proposed project. Although the No Project Alternative must be analyzed, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Generally, the environmentally superior alternative is that which is considered to result in the generation of the least significant environmental impacts. In this instance, the Reduced Project Alternative would be considered the environmentally superior alternative. The proposed project is anticipated to result in two significant impacts: operational air quality and police protection services. The Reduced Project Alternative would reduce to a less than significant level the operational air quality impact anticipated from the proposed project and would result in significant impact to only police protection services. Therefore, the Reduced Project Alternative would result in only one significant impact which is police protection services.

Finding

The Advisory Agency Finds that specific economic, legal, social, technological, or other considerations make infeasible the project alternatives identified in the MEIR.

Facts in Support of Finding

A. No Project Alternative – As discussed in pages 486-487 of Chapter VII of the MEIR, the No Project Alternative would have resulted in vacation of the project site by the previous tenant and the buildings left unoccupied, thereby resulting in a less than significant impact to air quality. As discussed on page 490 of the MEIR, the No Project Alternative would result in a less than significant impact to police protection services. However, the No Project Alternative would not allow

for the development of much needed multi-family housing in the City. The No Project Alternative would not provide retail and restaurant uses, a spa, and a community center that benefits residents of the project and the community as a whole. Additionally, the No Project Alternative would not allow for the development of a mixed-use project on land that is designated Community Commercial by the Community Plan.

B. All Residential Alternative – As discussed in Chapter VII of the MEIR (page 495), construction of the All Residential Alternative would not exceed air quality thresholds established by the SCAQMD after mitigation and would result in a less than significant impact to air quality during the construction phase. However, assuming a 7% increase in trip generation, the All Residential Alternative would exceed air quality thresholds established by the SCAQMD for CO, ROG, and Nox and would result in a significant impact to air quality during the operational phase. As further discussed on page 500 of the MEIR, the All Residential Alternative would increase the number of residents on the project site and Add Area by approximately 12,447. Due to the currently understaffed conditions within the LAPD, the addition of residents to the project site and Add Area with the All Residential Alternative would result in a significant impact to police protection services. Therefore, as with the proposed project, the All Residential Alternative would result in significant impacts to air quality and police services.

C. Reduced Project Alternative – As discussed in Chapter VII of the MEIR (page 507), construction and operation of the Reduced Project Alternative would not exceed air quality thresholds established by SCAQMD after mitigation and would result in less than significant impacts to air quality. However, as with the proposed project, due to the currently understaffed conditions of the Devonshire Division, the Reduced Project Alternative would result in a significant impact to police protection services as discussed on page 511 of the MEIR.

D. Alternative Project Site Alternative – As discussed on pages 517-518 of Chapter VII of the MEIR, construction of the Alternative Project Site Alternative would result in less than significant impacts to air quality during the construction phase. However, as with the proposed project, operational activities of the Alternative Project Site Alternative after mitigation would exceed air quality thresholds established by the SCAQMD and would result in a significant impact to air quality. Additionally, as with the proposed project, the Alternative Project Site Alternative would result in a significant impact to police protection services in the area as discussed on pages 521-522 of the MEIR.

E. Environmentally Superior Alternative - The Reduced Project Alternative would be considered the environmentally superior alternative, because it would result in only one significant impact which is police protection services. However, the Reduced Project Alternative would reduce the proposed project size by one-third

and would not provide the best and highest use of the land. Multi-family and senior housing is severely needed in the City of Los Angeles. While the proposed project provides 820 multi-family housing units, the Reduced Project Alternative would decrease the number of multi-family housing units to 132. Senior housing would also be reduced under the Reduced Project Alternative. Additionally, the Reduced Project Alternative would not provide project residents and the community as a whole with retail and restaurant uses, a spa, and a community building.

STATEMENT OF OVERRIDING CONSIDERATIONS

The MEIR has identified significant unavoidable impacts, which will result from implementation of the project. Section 15093(b) of the State CEQA Guidelines provides that when the decision of a public agency allows the occurrence of significant impacts which are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its actions based on the completed EIR and/or other information in the record. The State CEQA Guidelines requires that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of the project if it finds that significant environmental impacts have been identified in the EIR which cannot be mitigated to a less than significant level or eliminated.

Accordingly, the Deputy Advisory Agency adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from development of the mixed-use project. Having (i) adopted all feasible mitigation measures, (ii) rejected the alternatives to the project discussed above, (iii) recognized all significant unavoidable impacts, and (iv) balanced the benefits of the project against its significant and unavoidable effects, the Deputy Advisory Agency hereby finds that the benefits outweigh and override the significant unavoidable effects for the reasons stated below.

The MEIR identifies net unavoidable significant impacts resulting from the project after mitigation in the areas of Air Quality (operational) and Police protection services. However, the following overriding considerations of social, economic, legal, technological, or other benefits of the project outweigh its environmental cost and justify approval of the recommendation.

- The proposed mixed-use development will provide 820 much needed residential condominium units for the City's residents and also provides retail and restaurant uses, a spa, and a community center that will benefit residents of the project and the community as a whole.

- The proposed mixed-use development promotes the economic well being of the community by offering retail and restaurant uses and a spa on land that is

designated Community Commercial by the Chatsworth-Porter Ranch Community Plan.

- The project provides housing, jobs, and services in mutual proximity. The subject site includes and is proximal to various commercial, industrial, and light industrial uses that offer services and job opportunities to condominium residents.

- The project will be developed in compliance with the City of Los Angeles General Plan Framework Element and the Chatsworth-Porter Ranch Community Plan.

- The project is designed to be compatible with adjacent residential, commercial, and industrial land uses.

- The proposed mixed-use development is designed to convey a high visual quality and incorporates recreational and open space amenities for residents. The project offers attractively landscaped common areas including a pool, spa, courtyards, gardens, promenade seating, fitness center, community rooms, and outdoor fire pits.

- Design standards for the project are developed to conform with Ad Hoc Design Review Board requirements.

- The project site was vacated by the previous tenant, and the applicant was unable to identify an industrial tenant. However, implementation of the proposed mixed-use development on the project site will prevent the site from being empty, underutilized, and possibly blighted.

MITIGATION MONITORING PROGRAM

The Advisory Agency hereby adopts the Mitigation Monitoring Program for the project which is described in full in Chapter V of the Final MEIR and is incorporated herein by this reference.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Tentative Tract No. 65302, 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/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

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

The subject property is a 27.13-acre, irregular shaped parcel located on the easterly portion of the 35.5-acre "super-block" analyzed under the MEIR (EIR No. 2002-1230). The subject property is located at 19501 Nordhoff Street in the Chatsworth-Porter Ranch Community Plan area. The project site was recently designated Community Commercial on the adopted Community Plan and is zoned[T][Q]C2-1 pursuant to Ordinance No. 176,189.

The project site is currently vacant. A Lowe's retail home improvement store (approved under CPC 2004-6191-CU) fronting on Nordhoff Street is currently under construction and is located on the westerly 11 acres of the total ownership. Tentative Tract No. 063625 is approved as a part of this action to subdivide the ownership into three lots. Lot 1 will be 11 acres at the northeast corner of Corbin Avenue and Nordhoff Street for the Lowe's store and Lots 2 and 3 will be the remaining 16 acres fronting on Nordhoff Street and adjoining Shirley Avenue for the proposed mixed-use project. A senior residential care facility and condominium project are also proposed to be located on the northwest corner of the 35.5-acre super-block under a separate application and environmental analysis (Case No ZA 2005-8912-ZV-SPR).

The applicant is proposing to construct a mixed-use development consisting of 820 residential condominium units (1,471,507 square feet), 28,000 square feet of retail use, 12,000 square feet of restaurant use, a 15,000 square-foot spa, and a 15,000 square-foot community building. The residential condominium units will range between 700 to 2,600 square feet.

A mixed-use development is allowed by right under the C2 Zoning. However, the proposed mixed-use development is regulated by Ordinance No. 176,189 (effective October 6, 2004). Condition No. 6 of Ordinance No. 176,189 states as follows:

6. *Residential Height: The maximum height of any residential development shall not exceed 6-stories, 75 feet. However, utilizing the maximum height shall only be allowed on the interior portions of the eastern half of the lot.*

The proposed project conforms to the maximum height limitation of 75 feet, and only portions of the project within the interior of the site reach the 75-foot height limit, excluding mechanical and elevator roof projections, as well as non-

habitable architectural roof expressions. However, because the proposed two-level interior penthouse units have a mezzanine with a floor area of greater than 33 percent of the lower level floor area, the mezzanine is considered to be an additional story by the Department of Building and Safety. The applicant is therefore requesting a variance to permit 7 stories for those portions of the buildings which contain the penthouse units.

In addition, Condition No. 2 of Ordinance No. 176,189 states as follows:

> 2. *Floor Area Ratio: The site shall not exceed an FAR of 1.5:1 or the square footage identified in condition number 3 below, whichever is less. This shall be for all commercial and residential uses.*

Pursuant to Ordinance No. 176,189, the proposed project conforms to the allowable floor area ratio of 1.5:1 for the entire site. At a floor area ratio of 1.5:1, the total available floor area for the entire 1,122,007 square-foot parcel (Parcel B, PMLA 7191), including the Lowe's home improvement center and the proposed mixed-use project allows 1,683,011 square feet of floor area. The Lowe's building currently under construction contains 141,504 square feet of floor area, leaving a remaining available floor area of 1,541,507 square feet. If the entire ownership were to remain as one parcel (Parcel B, PMLA 7191), the proposed mixed-use project would fully conform with the letter of the Q Condition. However, for sale and financing purposes the large single parcel is proposed to be subdivided into two parcels, one for the Lowe's home improvement center and one for the proposed mixed-use project.

The remaining available 1,541,507 square feet of floor area results in a floor area ratio of 2.413:1 for the proposed mixed-use project site instead of the permitted floor area ratio of 1.5:1. However, this increased floor area ratio for the mixed-use lot is balanced by the very low floor area ratio of 0.293 to be maintained on the Lowe's parcel. This lower floor area ratio would be guaranteed to not be exceeded by a recorded Covenant and Agreement with the City of Los Angeles, which would run with the land and be binding on any and all future owners, heirs or assigns. Overall, the two parcels would conform to the intent of "Q" Condition No. 2 by limiting the overall floor area ratio for the total property to 1.5:1.

The proposed project does not comply with Commercial Corner Development regulations and conditions pursuant to L.A.M.C. Sections 12.24.W.27 and 12.22.A.23. The proposed development is part of a larger super-block including a Lowe's home improvement store fronting on Nordhoff Street. A senior residential care facility has been proposed on the southeast corner of Corbin Avenue and Prairie Street. The super-block has been extensively reviewed by the community, Council office, and Department of City Planning. Site-specific standards were established for the super-block which do not conform with

Commercial Corner Development regulations. The project is exempt from the Commercial Corner Development requirements because this is a Vesting Tentative Tract Map which was filed prior to the approval of the residential project on the corner of Prairie Street and Shirley Avenue.

The proposed mixed-use development complies with all other applicable provisions of the Los Angeles Municipal Code, Planning and Zoning Section.

The Citywide General Plan Framework Element of the City of Los Angeles General Plan approved by the City Council on December 11, 1996 sets forth a Citywide comprehensive long-range growth strategy. The Framework Elements states the following goals:

Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Housing, jobs, and services in mutual proximity.

The proposed mixed-use development offers multi-family housing opportunities for the City's residents and also provides retail and restaurant uses, a spa, and a community center that will benefit residents of the proposed project and the community as a whole.

The proposed project provides housing, jobs, and services in mutual proximity. The subject site includes and is proximal to various commercial, industrial, and light industrial uses that offer services and job opportunities to the condominium residents.

Furthermore, the Framework Element requires that multiple-family dwellings be designed to convey a high visual quality and incorporate recreational and open space amenities for residents. The proposed mixed use development provides attractively landscaped common areas, including a pool, spa, courtyards, gardens, promenade seating, and outdoor fire pits.

The proposed project is located within the area covered by the Chatsworth-Porter Ranch Community Plan as adopted by the City Council on September 4, 1993. An objective of the Community Plan is stated as follows:

3. *To make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*

The proposed mixed-use development provides the community with 820 residential condominium units, thereby offering sorely needed residential housing that includes and is proximal to commercial uses.

The Chatsworth-Porter Ranch Community Plan discusses Housing Standards and Criteria as follows:

> *Multiple-residential developments should be provided with adequate open space and usable recreation areas.*

As previously discussed, the proposed mixed-use development is designed with attractively landscaped common areas, including a pool, spa, courtyards, gardens, promenade seating, and outdoor fire pits.

Another objective of the Chatsworth-Porter Ranch Community Plan is:

> *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted principles and standards.*

The Land Use section of the Community Plan continues to state:

> *The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas in this Plan are adequate to meet the needs of the projected population to the year 2010...*

The proposed mixed-use development promotes the economic well-being of the community by offering retail and restaurant uses and a spa on land that is designated Community Commercial by the Community Plan.

Therefore, the project is consistent with the General Plan. The geographic area in which the project is located is not governed by any Specific Plan.

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

The applicant is proposing to construct a mixed-use development consisting of 820 residential condominium units (1,471,507 square feet), 28,000 square feet of retail use, 12,000 square feet of restaurant use, a 15,000 square-foot spa, and a 15,000 square-foot community building. The residential condominium units will range between 700 to 2,600 square feet.

Parking for the proposed project will meet or exceed L.A.M.C. requirements. Parking will be provided at 2.25 spaces per condominium unit. For the retail use, parking will be provided at a rate of 4 spaces per 1,000 square feet. For the restaurant use, parking will be provided at a rate of 10 per 1,000 square feet. Parking spaces will be provided at 4 per 1,000 square feet for the spa. Parking will primarily be located in structures at ground level and two levels below ground, with limited surface parking along the interior driveways.

Building heights will vary between 35 and 55 feet along the Nordhoff Street frontage, 21 and 55 feet along the Shirley Avenue frontage, 55 to 75 feet along Prairie Street, and 55 to 75 feet along interior driveways. The buildings are stepped up and back from the adjacent streets to a maximum height of 7 stories and 75 feet for the penthouse units in the interior portion of the site. As previously discussed, pursuant to Ordinance No. 176,189, the proposed project conforms to the maximum height limitation of 75 feet, and buildings are stepped up and back from the streets to a maximum height of 75 feet for the penthouse units in the interior portion of the site. However, because the proposed two-level interior penthouse units have a mezzanine with a floor area of greater than 33 percent of the lower level floor area, the mezzanine is considered to be an additional story by the Department of Building and Safety. The applicant is therefore requesting a variance to permit 7 stories for those portions of the buildings which contain the penthouse units.

In addition, the proposed project conforms to the allowable floor area ratio of 1.5:1 pursuant to Ordinance No. 176,189 for the entire 1,122,007 square-foot parcel (Parcel B, PMLA 7191), including the Lowe's home improvement center and the proposed mixed-use project.

Phase I of the proposed project is designed with tall storefront expressions that maximize visibility and extend interior activity out to the sidewalk. Patterning is utilized to add depth and interest to the storefront. Canopies define the outdoor pedestrian "room" along the street and create a permeable screen between public and private space.

Phase I of the mixed-use development include recreational amenities, such as a pool, spa, landscaped courtyards, promenade seating, outdoor fire pits, common open space areas, fitness center and community rooms. Phase I also include standards for setbacks, load areas, lighting, landscaping, and trash collections. Service/loading areas are located on the ground floor at the east and west side of the project site and are accessible from an access aisle and Shirley Avenue. Phase II design standards are currently being developed and will conform with all Ad Hoc Design Review Board requirements for the mixed-use development.

Furthermore, the applicant has attended all meetings that the Ad Hoc Design Review Board has convened since its formation in order to be fully knowledgeable of the other projects being considered by the Ad Hoc Design

Review Board and to gain an understanding of the Ad Hoc Design Review Board's concerns and goals regarding the entire super-block. On October 6, 2005, the applicant made its first formal presentation to the Ad Hoc Design Review Board for the subject project. The concerns and questions of the Ad Hoc Design Review Board were noted and will be addressed at the Ad Hoc Design Review Board's next meeting.

The Bureau of Engineering is requiring street dedications along Corbin Avenue and Nordhoff Street, as well as street improvements along Shirley Avenue, Prairie Street, Nordhoff Street, and Corbin Avenue. These dedication and improvements as well as the $500,000 payment to the Department of Transportation for mitigation measures in the project area will result in the site being physically suitable for the proposed development.

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

The site is one of the under-improved properties in the vicinity. The development of this tract is an infill of an otherwise mixed-use neighborhood.

The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone. The Department of Building and Safety, Grading Division, has requested additional information for the Ground Lot No. 1. The soils report for Ground Lot No. 1 was previously approved by the Department of Building and Safety Grading Division in connection with the nearly completed Lowe's store located on that lot. This tract has been approved contingent upon a satisfactory review of the soils report.

(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.

On August 18, 2004, the City adopted a change of zone ordinance, General Plan Amendment and certified a Master EIR (ENV2002-1230-EIR) in conformance with Section 15362 of the California Environmental Quality Act (CEQA) Guidelines for the project area. Section 15175 of the CEQA Guidelines indicates that a Master EIR is intended to identify potential mitigation measures early to streamline later environmental analysis.

In accordance with Section 15177 of the CEQA Guidelines, an Initial Study was prepared to determine if this subsequent project was described within the Master EIR and if any additional significant effects on the environment which were not previously examined within the Master EIR will occur. Based on the Initial Study,

no additional significant environmental effects will result from this project. No new additional mitigation measures are required, and the project is within the scope of the MEIR.

Therefore, pursuant to the Master EIR for the project area (ENV2002-1230-EIR), the proposed project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the project, and/or any additional findings as may be required by CEQA.

(f) 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 is currently being upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the 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)

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 subdivider 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 No. 63625.

S Gail Goldberg
Advisory Agency

Maya E. Zaitzevsky

MAYA ZAITZEVSKY
Deputy Advisory Agency

SGG:MZ

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza
201 N. Figueroa St,. 4th Floor
Los Angeles, CA 90012
213.482.7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Bl., Room 251
Van Nuys, CA 91401
818.374.5050

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.

If you have any questions, please call Subdivision staff at (213) 978-1414.

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment". In addition, Section 15097(a) of the CEQA Guidelines requires that, "In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program." The City of Los Angeles Department of City Planning has been designated as the Lead Agency for the proposed Project at the Project Site.

The mitigation measures identified in the Draft MEIR are identified in the following sections and are categorized by environmental impact section. For each impact section, mitigation measures proposed to reduce significant impacts to a less than significant level are identified as Office(O), Retail(C), and/or Residential(R) corresponding to the type of development that will trigger the mitigation measure. Furthermore, each mitigation measure in the Final MEIR and the Mitigation Monitoring Program is identified by the corresponding number designated in the Draft MEIR.

Under the corresponding environmental impact section, each mitigation measure is identified with the following additional information:

- Monitoring Phase: Phase during which mitigation shall be monitored, multiple phases possible
  - Pre-construction phase, including design phase
  - Construction phase
  - Occupancy
- Enforcement Agency: Agency to enforce the proposed mitigation measures
- Monitoring Agency: Agency which will monitor and report the initiation of mitigation and compliance with the required mitigation measures

A. AESTHETICS

1. A master landscape plan for the entire Site shall be prepared by a licensed landscape architect and submitted to the LADCP for review and approval prior to the issuance of any building permit for a structure. A detailed landscape and irrigation plan shall be prepared for each individual building. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

2. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new or reconstructed surface parking spaces. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

3. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1, and 91.1707-E. (O, C, R)

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

4. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up heights of at least 9-feet, excluding windows and signs. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of Building and Safety

5. Screening of rooftop equipment, to preclude visibility of mechanical equipment from nearby residential areas and the street, shall be incorporated into the building design of each structure. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Depaartment of Building and Safety

6. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties. (O, C, R)

Monitoring Phase: Occupancy
Enforcement Agency: Department of City Planning, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

B. AIR QUALITY

Construction

7. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content during all earth-moving activities. (O, C, R)

   Monitoring Phase: Construction
   Enforcement Agency: South Coast Air Quality Management District
   Monitoring Agency: Department of Building and Safety

8. All unpaved roads, parking, and staging areas shall be watered at least once every two hours of active operations. (O, C, R)

   Monitoring Phase: Construction
   Enforcement Agency: South Coast Air Quality Management District
   Monitoring Agency: Department of Building and Safety

9. Site access points shall be swept/washed within thirty minutes of visible dirt deposition. (O, C, R)

   Monitoring Phase: Construction
   Enforcement Agency: South Coast Air Quality Management District
   Monitoring Agency: Department of Building and Safety

10. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. (O, C, R)

    Monitoring Phase: Construction
    Enforcement Agency: South Coast Air Quality Management District
    Monitoring Agency: Department of Building and Safety

11. All trucks hauling soil, sand, and other loose materials shall be covered. (O, C, R)

    Monitoring Phase: Construction
    Enforcement Agency: South Coast Air Quality Management District
    Monitoring Agency: Department of Building and Safety

12. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards. (O, C, R)

    Monitoring Phase: Construction
    Enforcement Agency: South Coast Air Quality Management District

Monitoring Agency: Department of Building and Safety

13. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: South Coast Air Quality Management District
Monitoring Agency: Department of Building and Safety

14. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: South Coast Air Quality Management District
Monitoring Agency: Department of Building and Safety

15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.(O, C, R)

Monitoring Phase: Construction
Enforcement Agency: South Coast Air Quality Management District
Monitoring Agency: Department of Building and Safety

16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: South Coast Air Quality Management District
Monitoring Agency: Department of Building and Safety

17. Haul truck routes shall be planned to avoid residential areas, schools, and parks. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety, Department of Public Works - Bureau of Street Services
Monitoring Agency: Department of Building and Safety, Department of Public Works - Bureau of Street Services

18. The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: South Coast Air Quality Management District
Monitoring Agency: Department of Building and Safety

19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	Department of Building and Safety

20. Any person in the South Coast Air Basin shall:

(A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)

(B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)

(i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and

(ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

Monitoring Phase:	Construction
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	Department of Building and Safety

Operational

21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)

Monitoring Phase:	Construction, Occupancy
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	Department of Building and Safety

22. The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks. (O, C)

Monitoring Phase:	Construction, Occupancy
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	Department of Building and Safety

C. BIOLOGICAL RESOURCES

23. This project shall plant, on a 1:1 ratio, 24" box specimen trees as mitigation "replacements" for the approved removals. Therefore, this project shall plant 99-24" box specimen trees as mitigation "replacements". (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

23A. The trees noted in No. 23 above shall be planted in the "landscape" areas of this project. See the project's Landscape [Architectural] plans for the approximate locations and type of these mitigation trees. (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of Building and Safety

D. GEOLOGIC HAZARDS

24. The design and construction of the Project at the Project Site shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

25. Potential impacts from liquefaction may arise on the southern portion of the Project Site which is located within a designated liquefaction zone. Building design shall comply with the Uniform Building Code Chapter 18, Division 1, Section 1804.5 Liquefaction Potential and Soil Strength Loss, requirements for the preparation of a building specific geotechnical report assessing potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity, and discussion of mitigation measures that may include building design consideration. Building design considerations may 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. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

26. Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the Department of Building and Safety for approval. (O, C, R)

Monitoring Phase:	Pre-construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

E. HAZARDOUS MATERIALS

28. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the LAFD stating that the agency has been permitted the facility's use, storage, and creation of hazardous substances. (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

28a. If during construction of the project, soil contamination is encountered, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, a registered geologist should be contacted to examine the contaminated materials and prepare a report on the findings of a soil analysis. This report should identify which government agency will provide regulatory oversight.

F. HYDROLOGY

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the

owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table. (O, C, R)

Monitoring Phase: Pre-construction, Construction, Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determined if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. (C)

Monitoring Phase: Pre-construction, Construction, Occupancy
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer. (C)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

35. Reduce and recycle wastes, including oil and grease. (C)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed. (C)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

G. LAND USE

None required.

H. NOISE

38. The project shall comply with the City of Los Angeles Municipal Code Chapter XI - Noise regulations. (O, C, R)

Monitoring Phase:	Construction, Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

39. Locate any haul routes as far from the noise sensitive land uses as possible to the extent feasible. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety, Department of Public Works - Bureau of Street Services
Monitoring Agency:	Department of Building and Safety, Department of Public Works - Bureau of Street Services

40. The staging of construction equipment shall be conducted as far from noise sensitive land uses as possible to the extent feasible. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

I. POPULATION AND HOUSING

None required.

J. EMPLOYMENT

None required.

K. PUBLIC SERVICES

1. Fire

41. Adequate off-site public and on-site private fire hydrants may be required, their number and location to be determined after the LAFD reviews the plot plan. (O, C, R)

Monitoring Phase:	Pre-construction
Enforcement Agency:	City of Los Angeles Fire Department (LAFD)
Monitoring Agency:	LAFD

42. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the LAFD. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD
Monitoring Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety

43. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

44. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD
Monitoring Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety

45. Private development shall conform to the standard street dimensions shown on DPW Standard Plan D-22549. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

46. Standard cut-corners will be used on all turns. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

47. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

48. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

49. 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. (R)

Monitoring Phase:	Pre-construction, Construction

Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

50. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

51. Where aboveground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley or designated fire lane to the main entrance or exit of individual units. (R)

Monitoring Phase: Pre-construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

52. Where access for a given development requires accommodation of LAFD apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

53. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

54. Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

55. Access for LAFD apparatus and personnel to and into all structures shall be required. (O, C, R)

Monitoring Phase: Occupancy
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

56. The LAFD may require additional vehicular access where buildings exceed 28 feet in height. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

57. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

57b. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

57c. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: LAFD, Department of Building and Safety
Monitoring Agency: Department of Building and Safety

57d. Private streets shall be recorded as Private Streets, AND Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

Monitoring Phase:	Pre-construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

57e. 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.

Monitoring Phase:	Pre-construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

57f. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	LAFD, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

57g. Submit plot plans for Fire Department approval of access and fire hydrants.

Monitoring Phase:	Pre-construction
Enforcement Agency:	LAFD, Department of Public Works - Bureau of Engineering, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

2. Police

58. A comprehensive security plan that includes uniformed security and video monitoring; (O, C, R)

Monitoring Phase:	Occupancy
Enforcement Agency:	Los Angeles Police Department (LAPD)
Monitoring Agency:	LAPD

59. A graffiti removal plan; (O, C, R)

Monitoring Phase: Pre-construction, Occupancy
Enforcement Agency: LAPD
Monitoring Agency: LAPD, Department of Building and Safety

60. The establishment of a Business Coalition/Neighborhood Watch program; (O, C, R)

Monitoring Phase: Occupancy
Enforcement Agency: LAPD
Monitoring Agency: LAPD

61. A comprehensive traffic control plan; and (O, C)

Monitoring Phase: Pre-construction
Enforcement Agency: LAPD, Los Angeles Department of Transportation (LADOT)
Monitoring Agency: LADOT

62. Incorporate into plans the design guidelines relative to security in semi-public and private spaces, which may include, but not be limited to, access control of 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. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: LAPD
Monitoring Agency: LAPD

62a. During the development stage of the project, Devonshire Area of the Los Angeles Police Department (LAPD) will provide extra patrol for the location when possible. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: LAPD
Monitoring Agency: LAPD

62b. The on-site project manager will maintain regular liaison with the Devonshire Area Senior Lead Officer for the location during development. (O, C, R)

Monitoring Phase: Construction, Occupancy
Enforcement Agency: LAPD
Monitoring Agency: LAPD

62c. Upon completion and staffing, the on-site management will establish a liaison with the Senior Lead Officer. (O, C, R)

Monitoring Phase:	Occupancy
Enforcement Agency:	LAPD
Monitoring Agency:	LAPD

62d. The on-site management and residents of the development will establish an Apartment/Condo Watch group for crime prevention. (R)

Monitoring Phase:	Occupancy
Enforcement Agency:	LAPD
Monitoring Agency:	LAPD

62e. Quarterly Apartment Watch meetings will be conducted by the Senior Lead Officer at the site initially addressing emergency services available, communications with the LAPD, organizations and functions of the LAPD, senior crimes and identity theft. (R)

Monitoring Phase:	Occupancy
Enforcement Agency:	LAPD
Monitoring Agency:	LAPD

3. Libraries

None required

4. Schools

63. The developer will pay school fees as required by the City of Los Angeles. (O, C, R)

Monitoring Phase:	Pre-construction
Enforcement Agency:	Los Angeles Unified School District, Department of Building and Safety
Monitoring Agency:	Los Angeles Unified School District, Department of Building and Safety

L. RECREATION

64. Per Section 17.12-A of the City of Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for the construction of apartment buildings. (R)

Monitoring Phase: Pre-construction
Enforcement Agency: LA Department of Recreation and Parks
Monitoring Agency: LA Department of Recreation and Parks

M. TRAFFIC

65. Under the MEIR, a total payment of $500,000 to fund local transportation improvement programs was required. The proposed retail and residential project is estimated to generate approximately 55.8% of the total trips at the site studied under the MEIR. Therefore, a project-related payment of $279,000 is required for mitigation of the project. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Los Angeles Department of Transportation (LADOT)
Monitoring Agency: LADOT

68. Under the MEIR, funding and sequencing of traffic mitigation at off-site intersection (specifically, the funding of ATSAC/ATCS traffic signal equipment) based on the total number of PM peak hour trips generated at the site was required. Projects constructed at the site already and proposed for the site are forecast to generate approximately 999 combined PM peak hour trips. Therefore, based on the sequencing, the following off-site traffic improvements would be "triggered" by the proposed development program:

- Shirley Avenue/Plummer Street - Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.
- Tampa Avenue/Nordhoff Street – Provide 55.8% of the funding to LADOT for installation of ATSAC/ATCS at this intersection.

Monitoring Phase: Pre-construction
Enforcement Agency: Los Angeles Department of Transportation (LADOT)
Monitoring Agency: LADOT

N. UTILITIES AND SERVICES

1. Electricity

69. Prior to the issuance of a building permit, the applicant shall consult with the DWP regarding such energy saving programs as Green Power for a Green

L.A. Program, Trees for a Green LA, Efficiency Solutions, Solar Energy, Electric Transportation, Commercial Energy Efficiency Measures. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

70. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

- Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations. (O, C, R)

  Monitoring Phase: Construction
  Enforcement Agency: Department of Water and Power
  Monitoring Agency: Department of Water and Power

- Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following: (O, C)

  - A variable air-volume systems which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
  - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
  - Sequentially staged operation of air conditioning equipment in accordance with building demands; and
  - The isolation of air conditioning to any selected floor or floors.
  - Consider the applicability of the used of thermal energy storage to handle cooling loads.

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

71. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted. (O, C)

Monitoring Phase:	Pre-construction
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Building and Safety

72. Recycle lighting system heat for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather. (O, C)

Monitoring Phase:	Pre-construction
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Building and Safety

73. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems. (O, C)

Monitoring Phase:	Pre-construction, Occupancy
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Building and Safety

74. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting conditioned air. (O, C, R)

Monitoring Phase:	Pre-construction, Occupancy
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Building and Safety

75. A performance check of the installed space conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed. (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	Department of Water and Power
Monitoring Agency:	Department of Building and Safety

76. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency. (O, C)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

77. Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

78. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

79. Install heat-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

80. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per Watt of electricity consumed, wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces. (O, C)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

81. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load. (O, C)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

82. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption. (O, C)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

83. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

84. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. (O, C)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

2. Natural Gas

None required.

3. Water

85. Install efficient irrigation systems which minimize runoff and evaporation, avoid unnecessary watering, and maximize water reaching the plant roots. (O, C, R)

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

86. Landscape plans shall emphasize low water consumption grasses wherever possible. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

87. Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste. (O, C, R)

Monitoring Phase: Occupancy
Enforcement Agency: Department of Water and Power

Monitoring Agency: Department of Building and Safety

88. Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers, and faucets. (O, C, R)

Monitoring Phase: Pre-construction, Occupancy
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

89. Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption. (O, C, R)

Monitoring Phase: Pre-construction, Construction, Occupancy
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

90. Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush. (O, C, R)

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Building and Safety

4. Sewers

91. Although a significant impact is not expected on local sewer lines as a result of the development scenarios analyzed, as development is proposed for the Add Area, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency prior to project approval. (O, C, R)

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Public Works - Bureau of Engineering
Monitoring Agency: Department of Public Works - Bureau of Engineering

5. Solid Waste

92. The project applicant shall salvage and recycle construction and demolition materials to the maximum extent feasible. Documentation of a recycling program will be provided to the LADPW. (O, C, R)

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office

93. Prior to the issuance of the certificate of occupancy for building permits issued for new building construction at the Project Site or Add Area, the applicant shall institute an on-site recycling/conservation program to reduce the volume of solid waste going to landfills in compliance with the City of Los Angeles goal of a 50 percent reduction in the amount of waste going to landfills. (O, C, R)

Monitoring Phase:	Construction
Enforcement Agency:	Department of Public Works, Integrated Solid Waste Management Office
Monitoring Agency:	Department of Public Works, Integrated Solid Waste Management Office