



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 8, 2017
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
John Ferraro Council Chamber
200 North Spring Street
Los Angeles, CA 900102

Public Hearing: May 2, 2017
Appeal Status: Vesting Zone Change and Height District Change is appealable only by the applicant to City Council if disapproved in whole or in part. Density Bonus on-menu incentive is appealable to City Council by abutting owners. Density Bonus off-menu incentive (waiver) is not further appealable. Site Plan Review is appealable to City Council.

Expiration Date: July 3, 2017

Multiple Approval: Yes

PROJECT LOCATION: **18401 West Nordhoff Street**
(18401 and 18417-18419 West Nordhoff Street)

PROPOSED PROJECT: The demolition of existing structures and the construction, use, and maintenance of a new five (5) story mixed-use building consisting of a total of 146 residential dwelling units and 2,000 square feet of ground floor commercial area. The project will set aside 15 percent (17 dwelling units) of the base density for Very Low Income Households, qualifying for a 35 percent density bonus increase. The project will include one-level of subterranean parking and will provide a total of 232 automobile parking spaces on the ground floor and in the subterranean level.

REQUESTED ACTION:

- 1) Pursuant to LAMC Section 12.32-F and Q, a Vesting Zone Change from the RA Zone to the R3 Zone for the portion of the Project Site located at 18401 West Nordhoff Street and from CR and P Zones to C2 Zone for the portion of the Project Site located at 18417 and 18419 West Nordhoff Street.
- 2) Pursuant to LAMC Section 12.32-F, a Height District Change from Height District 1-L to Height District 1-VL for the proposed C2 Zone parcel;
- 3) Pursuant to LAMC Section 12.32-R,2(f), a Building Line Removal of the 25-foot building line, established pursuant to Ordinance 99,671, on the northern side of Nordhoff Street for the portion of the Project Site located at 18401 West Nordhoff Street;
- 4) Pursuant to LAMC Section 12.22-A,25, a 35 percent Density Bonus with 15 percent (17 dwelling units) reserved for Very Low Income Households, to permit the construction of a mixed-use building with 146 dwelling units and 2,000 square feet of ground floor commercial space, utilizing Parking Option 1 and requesting three (3) On-Menu Incentives and four (4) Modifications to Development Standards (Off-Menu Incentives) :

Case No.: CPC-2016-4190-VZC-HD-BL-DB-SPR
CEQA No.: ENV-2016-4191-MND
Incidental Cases: VTT-74504
Related Cases: N/A
Council No.: 12 - Englander
Plan Area: Northridge
Specific Plan: N/A
Certified NC: Northridge East
Existing Zone: P-1VL, CR-1L, and RA-1
Applicant: Robert Lopata, Nordhoff Darby, LLC
Representative: Katherine Casey, Craig Lawson & Co., LLC

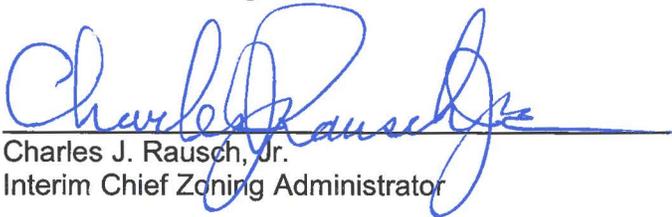
- a. Pursuant to LAMC Section 12.22-A,25(f)(4)(i), a 35 percent increase in the allowable Floor Area Ratio (FAR);
 - b. Pursuant to LAMC Section 12.22-A,25(f)(7), to permit the density calculation to be based on the area of any land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted by the underlying zone;
 - c. Pursuant to LAMC Section 12.22-A,25(f)(8), averaging of the FAR, Density, Parking, Open Space, and permitting Vehicular Access between the proposed R3-1 and C2-1VL Zones;
 - d. Pursuant to LAMC Section 12.22-A,25(g)(3)(ii), to permit an 11-foot increase in height for a maximum height of 56 feet in lieu of the permitted 45 feet in the proposed R3-1 and C2-1VL Zones and a maximum of five (5) stories in lieu of the permitted three (3) stories in the C2-1VL Zone;
 - e. Pursuant to LAMC Section 12.22-A,25(g)(3)(ii), to permit a reduced rear yard of 15 feet in lieu of the required 17 feet in the proposed C2-1VL Zone;
 - f. Pursuant to LAMC Section 12.22-A,25(g)(3)(ii), to permit a reduced front yard of 12 feet in lieu of the required 15 feet in the proposed R3-1VL Zone;
 - g. Pursuant to LAMC Section 12.22-A,25(g)(3)(ii), to permit access to the Project Site off of Darby Avenue (adjacent property) in lieu of a street, or alley, or a private street, or easement approved in accordance with the provisions of Article 8 of the LAMC as required pursuant to LAMC Section 12.21-A,4(h); and
- 5) Pursuant to LAMC Section 16.05, Site Plan Review for a project which creates 50 or more dwelling units.

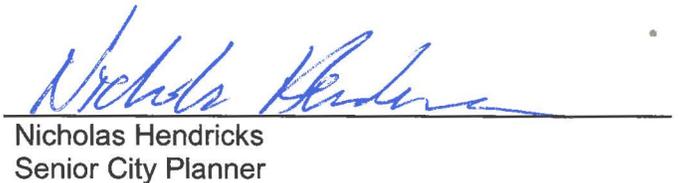
RECOMMENDED ACTIONS:

- 1) **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-4191-MND (“Mitigated Negative Declaration”), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration, and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
- 2) **Approve and Recommend** that the City Council Adopt a **Vesting Zone Change** and **Height District Change** from P-1VL and CR-1L to (T)(Q)C2-1VL for the Western Parcel located at 18417-18419 West Nordhoff Street and a **Vesting Zone Change** from RA-1 to (T)(Q)R3-1 for the Eastern Parcel located at 18401 Western Nordhoff Street.
- 3) **Approve and Recommend** that the City Council adopt a **Building Line Removal** of a 25-foot building line, established pursuant to Ordinance 99,671, on the northern side of Nordhoff Street for the Eastern Parcel of the Project Site located at 18401 West Nordhoff Street;
- 4) **Approve** a 35 percent density bonus with a set aside of 15 percent (17 dwelling units) of the base density for Very-Low Income Households; and three (3) On-Menu Incentives and four (4) Modifications to Development Standards (Off-Menu Incentives):
 - a. to permit a 35 percent increase in the allowable Floor Area Ratio (FAR);
 - b. to permit the density calculation to be based on the area of any land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted by the underlying zone;
 - c. to permit the averaging of the FAR, Density, Parking, Open Space, and permitting Vehicular Access between the (T)(Q)C2-1VL and (T)(Q)R3-1 Zones;

- d. to permit an 11-foot increase in height for a maximum height of 56 feet in lieu of the permitted 45 feet in the (T)(Q)C2-1VL and (T)(Q)R3-1 Zones and a maximum of five (5) stories in lieu of the permitted three (3) stories in the (T)(Q)C2-1VL Zone;
 - e. to permit a reduced rear yard of 15 feet in lieu of the required 17 feet in the (T)(Q)C2-1VL Zone;
 - f. to permit a reduced front yard of 12 feet in lieu of the required 15 feet in the proposed (T)(Q)R3-1VL Zone;
 - g. to permit access to the Project Site off of Darby Avenue (adjacent property) in lieu of a street, or alley, or a private street, or easement approved in accordance with the provisions of Article 8 of the LAMC as required pursuant to LAMC Section 12.21-A,4(h);
- 5) **Approve the Site Plan Review** for a project which creates 50 or more dwelling units;
 - 6) **Adopt** the attached Conditions of Approval; and
 - 7) **Adopt** the attached Findings;
 - 8) **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and

VINCENT P. BERTONI, AICP
Director of Planning


Charles J. Rausch, Jr.
Interim Chief Zoning Administrator


Nicholas Hendricks
Senior City Planner


May Sirinopwongsagon, Hearing Officer
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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PROJECT ANALYSIS

Project Summary

The Project proposes to merge the project site, which consists of two (2) parcels, into one (1) master ground lot and to construct a new five-story, 56-foot tall mixed-use building. The building would consist of 146 residential dwelling units, with 17 dwelling units set aside for Very-Low Income Households and 2,000 square feet of ground floor commercial space. The project proposes to provide a minimum of 232 parking spaces within the ground floor level and a subterranean parking level. Ten of the parking spaces are proposed as guest parking spaces.

In conjunction with the request zone change and other related entitlements, incidental Case No. VTT-74504 was approved by the Advisory Agency on May 15, 2017 for the merger of two parcels and the resubdivision into one (1) master ground lot and a maximum of four (4) airspace lots. The map has been conditioned to comply with the incidental zone change and would require the modification of the map should CPC-2016-4190-VZC-HD-BL-DB-SPR not be approved for the requested zone change from P-1VL and CR-1L to C2-1VL and from RA-1 to R3-1.

Background

The project application was submitted to the Department of City Planning on November 3, 2016 with a request for a Vesting Zone Change, Height District Change, Building Line Removal, Density Bonus, and Site Plan Review. An incidental Vesting Tentative Tract Map was also submitted on November 3, 2016. The applications were reviewed and deemed complete for processing on November 28, 2016. As clarified in the Department of City Planning Memo dated December 13, 2016, the project is exempt from Measure JJJ because the application, which included a Vesting Zone Change and Vesting Tentative Tract Map, were deemed complete prior to December 13, 2016.

Subject Property

The project site is comprised of two parcels, with a total of 58,112 square feet of lot area, and is located on the northern side of Nordhoff Street within the Northridge Community Plan. The Western Parcel (18417-18419 West Nordhoff Street) has a land use designation of Community Commercial, which lists the CR, C2, C4, and RAS3 Zones as corresponding zones. The Western Parcel is currently zoned CR-1L and P-1VL and the Applicant has requested a vesting zone and height district change to C2-1VL for the entirety of the Western Parcel. The Eastern Parcel (18401 West Nordhoff Street) has a land use designation of Medium Residential, which lists the R3 Zone as a corresponding zone. The Eastern Parcel is currently zoned RA-1 and the Applicant has requested a vesting zone change to R3-1. Additionally, there is a 25-foot building line on the Eastern Parcel along Nordhoff Street, which the Applicant has requested to remove in conjunction with the zone change. The project site is located approximately 400 feet to the east of Reseda Boulevard. This portion of Reseda Boulevard has been designated as one of the first 15 great streets as part of the Mayor's Great Street's Initiative. The site is not located within a specific plan or community design overlay area.

The Western Parcel is developed with a 7,758 square-foot medical office building and the Eastern Parcel is developed with a single-family dwelling. The Project would remove the existing structures and developed the site with a five-story, 56-foot tall mixed-use building. The building would consist of 146 residential dwelling units, and 2,000 square feet of ground floor commercial on the Western Parcel. The Applicant has proposed to set aside 15 percent (17 units) for Very-Low Income Households, qualifying for a 35 percent density bonus and up to three (3) On-Menu

Incentives. Additionally, the Applicant has requested four (4) Off-Menu Incentives. The requested incentives are outlined and further discussed under Issues.

The project proposes to provide a driveway on the eastern side of the project site to access the parking. While the driveway will be located on the subject property, it would require ingress and egress to be taken from the adjacent property, which is known as Darby Avenue. While portions of Darby Avenue are dedicated and improved as a Local Street, the portion that is adjacent to the project site is privately own property and is part of the California State of University of Northridge (CSUN) campus. The easement and accessibility from this portion of Darby Avenue is further discussed under Issues.

As proposed, the Project will consist of 56 one-bedroom units, 81 two-bedroom units, and 9 three-bedroom units. The project proposes to provide the required 17,300 square feet of open space, which would consist of indoor common open space on the ground floor along Nordhoff Street and outdoor recreational areas on the podium level. A multi-purpose room is proposed on the Western Parcel to provide an additional recreational area for the tenants. Additional outdoor common open space will be provided within the rear yard and a terrace located on the fifth floor. Balconies will be provided for 34 units, providing a total of 1,700 square feet of private open space.

Sustainability

The project proposes to provide 20 percent of the required parking as wired for future installation of EV Chargers and five percent with EV Chargers installed. After the public hearing, the representative indicated that the applicant would provide the installation of 4,750 square feet of solar panels, or 15 percent of the total roof area.

Surrounding Properties

The adjacent property to the east is zoned PF and is developed with the CSUN campus. The westerly 70 feet of the campus that abuts the project site was improved as a right-of-way pursuant to an easement from 1973 between CSUN and the City. The properties to the north have a land use designation of Medium Residential, are zoned R3-1 and (Q)R3-1, and are developed with multi-family residential buildings. The properties to the west and south have a land use designation of Community Commercial and are generally zoned PF-1XL, P-1VL, (Q)C1-1VL, and C2-1VL. The properties are developed with various commercial uses, which include general retail and restaurant uses. The property located at the southwest corner of Nordhoff Street and Darby Avenue is developed with the Northridge Library. To the southeast of the site, the properties have a land use designation of Low II Residential, and are zoned R1-1. These properties are developed with single-family dwellings.

Streets and Circulation

Nordhoff Street is a designated Boulevard II, dedicated to a width of 100 feet at the project's street frontage and is improved with curb, gutter, and sidewalk.

Darby Avenue is a 70-foot wide easement on the adjoining property that is improved with right-of-way, curb, gutter, and landscaping.

Relevant Cases

ON-SITE:

Ordinance No. 99,671: Established a 25-foot building line along the northern side of Nordhoff Street for the parcel located at 18401 West Nordhoff Street.

OFF-SITE:

There are no relevant cases on the surrounding properties

Public Hearing

A joint public hearing on this matter with the Advisory Agency and Hearing Officer was held at Van Nuys Municipal Building on Tuesday May 2, 2017 (see Public Hearing and Communications, Page P-1).

Issues**Zoning and Incentives**

The project site consists of two parcels, which have different land use designations and zones. The Western Parcel has a land use designation of Community Commercial and is zoned CR-1L and P-1VL. The Applicant has requested a vesting zone change from the CR and P Zones to the C2 Zone. The zone change would create a uniform zone over the entire site, while also removing the P Zone, which is an archaic planning tool. The recommended C2 Zone would be consistent with the land use designation and the zoning of surrounding commercially zoned properties. Additionally, the Applicant has requested a height district change from Height District 1-L to Height District 1-VL, which would be in compliance with Footnote No. 4 of the Community Plan. The footnote indicates that commercially designated properties be limited to the 1-VL height designation. The Eastern Parcel has a land use designation of Medium Residential and is zoned RA-1. The Applicant has requested a vesting zone change to R3-1, which would permit the development of the site with multi-family densities, consistent with the land use designation.

As part of the project, the Applicant has proposed to merge the two parcels into one master ground lot, as approved by the Advisory Agency. Incidental Case No. VTT-74504 was approved on May 15, 2017 for a maximum of one master ground lot and four airspace lots.

In order to develop the site with one building, in an efficient and uniform manner, the Applicant has requested three On-Menu Incentives and four Off-Menu Waivers (Incentives).

The three On-Menu Incentives include:

- 1) A 35 percent increase in the FAR for the entire site, resulting in a maximum of 156,016 square feet of floor area in lieu of 115,568 square feet;
- 2) Density to be calculated prior to dedication, resulting in three additional units and one additional unit to be set aside for Very-Low Income Households;
- 3) Averaging of the floor area, density, parking, and access over the entire site due to the two zones.

The four Off-Menu Incentives include:

- 1) An increase in the height and number of stories from 45 feet to 56 feet and 3 stories to 5 stories. The increase in the number of stories is only applicable to the Western Parcel;
- 2) A reduced front yard setback of 12 feet in lieu of the required 15 feet, after the removal of the 25-foot building line for the Eastern Parcel;
- 3) A reduced rear yard setback of 15 feet in lieu of the required 17 feet for the Western Parcel;
- 4) To permit the access driveway to be provided from Darby Avenue (adjacent property) in lieu of a street, alley, private street, or private easement.

To the north of the project site, approximately 12 feet of Darby Avenue is dedicated and improved as a Local Street. As part of the approved tract map and recommended conditions of the zone change, the Applicant will provide a 12-foot wide public sidewalk easement along the eastern property line. The easement would be improved with a sidewalk which will provide pedestrian connectivity between Nordhoff Street and Darby Avenue to the north of the project site.

Professional Volunteer's Program

The project was reviewed by the Professional Volunteer's Program (PVP) on February 7, 2017. Comments regarding the project were primarily related to the layout of the ground floor along Nordhoff Street. Comments included the following:

- 1) Commercial spaces fronting on the central courtyard instead of Nordhoff Street
- 2) Commercial space on the western parcel instead of the eastern parcel
- 3) Blank walls along Nordhoff Street due to the proposed location of the restrooms
- 4) Impractical pedestrian access from the parking area to the commercial spaces or lobby area

At PVP, Planning Staff indicated that due to the existing land use designations, zones, and requested entitlements the commercial component could not be relocated to the corner of Nordhoff Street and Darby Avenue. In order to provide activation on the corner, the Project has been designed to provide an outdoor and indoor recreational area on the ground floor. In response to comments from PVP, the southwestern portion of the ground floor plan was reconfigured. The restrooms, which were initially located along the southern elevation, were moved to an interior space and the commercial space was extended further west. The extension of the commercial space allowed for greater transparency, elimination of blank walls, and provided an additional area for outdoor seating along Nordhoff Street. The reconfiguration of the area led to a reconfigured of pedestrian pathway to access the different uses along Nordhoff Street.

Traffic and Parking

Prior to and after the public hearing, comments were received from two local residents regarding the increase traffic in the area and the existing traffic issues. The residents stated that the project was too dense for the site and would further increase the traffic issues in the area. A traffic analysis was prepared for the proposed project and in a memorandum dated November 8, 2016, the Department of Transportation determined that none of the seven studied intersections would be significantly impacted by project-related traffic.

In meeting with the community and with the Northridge East Neighborhood Council Land Use Committee, it was expressed that there was a concern regarding the lack of parking in the area. In response to comments and concerns from the community, the Applicant has reconfigured the proposed parking layout to accommodate 10 additional parking spaces within the proposed building envelope to be utilized as guest parking spaces.

Conclusion

Based on the public hearing, information submitted to the record, and the surrounding uses and zones, staff recommends that the City Planning Commission approve and recommend the adoption of the vesting zone change and height district change to (T)(Q)C2-1VL and (T)(Q)R3-1, the removal of the 25-foot building line, a 35 percent density bonus, requested On- and Off-Menu Incentives, and Site Plan Review for the proposed 146 residential dwelling units and 2,000 square feet of commercial space. Additionally, staff recommends that the City Planning Commission find,

based on its independent judgement, after consideration of the entire administrative record, that the project was environmentally assessed under ENV-2016-4191-MND for the above referenced project.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. Responsibilities/Guarantees.

- a. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- b. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

2. Dedication(s).

- a. Nordhoff Street - That a 5-foot wide strip of land be dedicated along Nordhoff Street adjoining the tract to complete a 55-foot wide half right-of-way in accordance with Boulevard II of LA Mobility Plan Standards.
- b. Darby Avenue - That a 12-foot wide public sidewalk easement and additional 10-foot by 10-foot or 15-foot radius property return easement at the intersection with Darby Avenue, including public utilities, public street lights and fire hydrant easements be provided along Darby Avenue adjoining the tract.

3. Improvement(s).

- a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, reconstruction of the existing catch basin at the vicinity of Darby Avenue and Nordhoff Street will be necessary satisfactory to the Valley District Engineering.
- b. Improve Darby Street adjoining the subdivision by the construction of the followings:
 - (1) A concrete curb, a concrete gutter, and a 10-foot full width concrete sidewalk with tree wells.
 - (2) Suitable surfacing to join the existing pavements and to complete a 64-foot to 76-foot variable width roadway. Necessary permits shall be obtained from the State of California agency in charge of Darby Street not within the City of Los Angeles jurisdiction.
 - (3) Any necessary removal and reconstruction of existing improvements.

- (4) The necessary transitions to join the existing improvements.
- c. Improve Nordhoff Street being dedicated and adjoining the tract by the construction of an additional concrete sidewalk within the newly dedicated area to complete a full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
4. Bureau of Street Services, Urban Forestry Division. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.
5. Bureau of Street Lighting: Construct new street lights: two (2) on Darby Avenue. If street widening per BOE improvement conditions, relocate and upgrade street light, one (1) on Nordhoff Street.
6. Department of Transportation.
 - a. A driveway width of W=30 feet is required for residential sites with more than 25 parking spaces.
 - b. A minimum of 40-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation.
 - c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the 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 6262 Van Nuys Blvd. Room 320, Van Nuys, CA 91401.
7. Fire Department. Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.
8. Department of Recreation and Parks. Per LAMC Section 12.33, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. The portion of Lot 136 of Tract 2334 (APN: 2764-013-011), beginning 400 feet east of Reseda Boulevard, on the northerly side of Nordhoff Street with a depth of 280 feet and width of 103 feet, as shown on the attached Zoning Map, zoned (T)(Q)C2-1-VL:

Development of the site shall be limited to the C2 Zone, except when developed in substantial conformance with the Conditions of Approval, site plan, floor plans, elevations, and renderings labeled Exhibit "A" of CPC-2016-4190-VZC-BL-DB-SPR.

2. The portion of Lot 136 of Tract 2334 (APN: 2764-013-012), beginning 505 feet east of Reseda Boulevard, on the northerly side of Nordhoff Street with a depth of 280 feet and width of 104.40 feet, as shown on the attached Zoning Map, zoned (T)(Q)R3-1:

Development of the site shall be limited to the R3 Zone, except when developed in substantial conformance with the Conditions of Approval, site plan, floor plans, elevations, and renderings labeled Exhibit "A" of CPC-2016-4190-VZC-BL-DB-SPR.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," dated May 23, 2017 and attached to the subject case file.
2. **Residential Density.** The project shall be limited to a maximum density of 146 dwelling units, consisting of seventeen (17) dwelling units set aside for Very-Low Income Households within the (T)(Q)C2-1VL and (T)(Q)R3-1 Zone.
3. **Affordable Units.**
 - a. A minimum of seventeen (17) dwelling units, that is 15 percent of the base dwelling units permitted in the (T)(Q)C2-1VL and (T)(Q)R3-1 Zone, shall be reserved as Very-Low Income units, as defined by the State Density Bonus Law 65915 (C)(2).
 - b. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make seventeen (17) units available to Very-Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Incentives/Waivers.**
 - a. **Floor Area Ratio (FAR).** A 35 percent increase in the maximum allowable FAR from 1.5:1 for the (T)(Q)C2-1VL portion of the site and 3:1 for the (T)(Q)R3-1 portion of the site may be permitted, for a total FAR of 2.97:1 over the entire site.
 - b. **Density.** The base density may be calculated from the pre-dedication lot area.
 - c. **Averaging.** The project may average the FAR, density, open space, parking, and vehicular access between the (T)(Q)C2-1VL and (T)(Q)R3-1 Zones.
 - d. **Height and Stories.** The project may have a maximum of five stories and height of 56 feet in lieu of the maximum permitted three stories and height of 45 feet.

e. **Setbacks.**

- i. The Eastern Parcel (18401 West Nordhoff Street) may observe a reduced front yard setback of 12 feet from the post-dedication lot line above the ground floor in the (T)(Q)R3-1 Zone.
- ii. The Western Parcel (18417-18419 West Nordhoff Street) may observe a reduced rear yard setback of 15 feet above the ground floor in the (T)(Q)C2-1VL Zone.

f. **Access.** The driveway may be located and accessed from Darby Avenue (adjacent property), provided that:

- i. Prior to the issuance of the building permit or the recordation of the final map, whichever is first, the applicant shall provide evidence of the right for ingress and egress purposes from Darby Avenue (adjacent property).
- ii. In the event that rights for ingress and egress purposes from Darby Avenue (adjacent property) cannot be obtained, a revised site plan indicating access to be provided off of Nordhoff Street shall be submitted to the Department of City Planning.

6. **Open Space.** The project shall provide open space in accordance with LAMC Section 12.21-G. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining approval from the Department of City Planning.

7. **Landscaping.** Any trees that are required pursuant to LAMC Section 12.21-G and are planted on any rooftop or podium shall be planted in a minimum three (3) foot planter.

8. **Air Quality.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11 for the dwelling units with windows having a line of sight to Nordhoff Street. The air filtration system shall be installed to the satisfaction of the Department of Building and Safety.

During operation, the Applicant or its successor shall verify that all air filters are properly maintained through inspection, self-certification, survey, or other equally effective measure. In addition, the Applicant or its successor shall be responsible for the replacement of all air filters at intervals to be established by the heating, ventilation and air conditioning (HVAC) system manufacturer. The Applicant or its successor shall retain, and make available to the City upon request, maintenance records related to the inspection and replacement of all air filters for at least 5 years after the recorded inspection date. The Applicant or its successor shall also ensure that long term funding for air filter maintenance and replacement is available.

9. **Sustainability.**

- a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- b. Prior to the issuance of the Certificate of Occupancy, the applicant shall install 4,750 square feet of solar panels. The solar panels may be installed within two designated

areas, as indicated on the roof plan stamped Exhibit A. The designated areas may be revised; however, the total area shall not be less than 4,750 square feet.

10. Parking.

- a. Residential automobile parking shall be provided consistent with LAMC Section 12.22-A,25(d)1 (Parking Option 1). Reductions in the required automobile parking shall be consistent with the requirements of bicycle replacement pursuant to LAMC Section 12.21-A,4.
- b. The project shall provide unbundled parking leases for residential units. Residential tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units or to opt out of leasing parking spaces. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22-A,25(d).
- c. Adjustment of Parking. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
- d. Guest Parking. A minimum of ten (10) guest parking spaces shall be provided. All guest parking 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.

- e. Electric Vehicle Parking. The project shall include at least twenty percent (20%) of the total Code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready, five (5) percent of the total Code-required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
- f. Bicycle Parking. Residential and Commercial bicycle parking shall be provided consistent with LAMC 12.21-A,16.

11. **Construction.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.
12. **Noise.** All exterior windows having a line of sight of a Boulevard (Major or Secondary Highway) shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto. Or, the applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

B. Environmental Conditions:

13. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or the atmosphere above.
14. **Biological Resources (Habitat Modification: Nesting Native Birds, Non-Hillside or Urban Areas).** The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
 - a) Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - b) If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - i) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - ii) If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
 - iii) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of

the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- iv) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
15. "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of the city street tree to be retained or as recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.
16. Archaeological Resource Inadvertent Discovery During the course of any ground disturbance activities, the applicant, or their agent, shall retain a qualified archaeologist and Native American monitor(s) to observe the initial site grading to a depth of three feet. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:
- a) The applicant, or their agent, shall obtain the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
 - b) The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;
 - c) A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
 - d) In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
 - e) In the event that subsurface resources are encountered during the course of ground

disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.

- f) Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).
- g) Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- h) A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit or any ground disturbance activities listed above.

17. Paleontological Resource Inadvertent Discovery. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- a) The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

18. Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen construction activity from view at the local street level and to deter unauthorized entry into the construction area.

19. Public Services (Police – Facility Security). The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department

prior to the issuance of building permits.

C. Administrative Conditions

20. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
23. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
25. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
26. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
27. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
28. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside,

- void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The project site is located within the Northridge Community Plan, which was adopted by the City Council on February 24, 1998. The project site is a rectangular shaped site, consisting of two parcels and approximately 58,112 square feet of lot area. The Community Plan designates the Western Parcel (18417-18419 West Nordhoff Street) of the site with a land use designation of Community Commercial, which lists the following corresponding zones: CR, C2, C4, and RAS3. Additionally, the Community Plan includes a footnote which indicates that commercially designated properties be limited to Height District 1-VL. The Western Parcel is currently zoned CR-1L and P-1VL and the Applicant has requested a Vesting Zone Change and Height District Change from CR-1L and P-1VL to C2-1VL. As recommended, the vesting zone change and height district change to (T)(Q)C2-1VL would establish a unified zone over the Western Parcel which would be consistent with the existing land use designation and would allow for the development of the portion of the site zoned P-1VL with a use other than surface parking. The recommended C2 Zone would permit commercial uses which are compatible with the residential uses which would have otherwise been restricted in the CR Zone, such as small cafes or restaurants. The Community Plan designates the Eastern Parcel (18401 West Nordhoff Street) of the site with a land use designation of Medium Residential, which lists the R3 as the corresponding zone. The Applicant has requested a Vesting Zone Change from the existing RA-1 Zone to R3-1. As recommended, the vesting zone change to (T)(Q)R3-1 would allow the development of the Eastern Parcel with multi-family residential development, as designated for by the Community Plan.

2. General Plan Text. The Northridge Community Plan text includes the following relevant provision:

Objective 1-2: To locate new housing appropriately in a manner which reduces vehicular trips and which increases accessibility to services and facilities.

Objective 1-5: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Objective 2-2: To enhance the community identity in distinctive commercial districts.

Policy 2-2.2: Require that mixed-use projects be designed with commercial uses on the ground floor and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

The project site is located approximately 400 feet west of Reseda Boulevard, which is a commercial developed corridor. Additionally, this portion of the Reseda Boulevard between Plummer Street and Parthenia Street has been designated as one of the first 15 great streets in the City as part of the Mayor's Great Streets Initiative. The property to the east is developed with the California State University of Northridge (CSUN) campus. The Project proposes to develop the site with a five-story, mixed-use building consisting of 146 dwelling units and 2,000 square feet of ground floor commercial space. Of the 146 dwelling units, 17 will be set aside for Very-Low Income households; additionally, the development would

consist of a variety of unit types to accommodate different types of households. The project proposes to provide a variety of unit types, which would include the following: 56 one-bedroom, 81 two-bedrooms, and 9 three-bedroom units. The recommended zone and height district changes would allow the development of the underutilized site with neighborhood serving commercial uses, as well as place additional housing within close proximity to commercial services, amenities, as well as an educational facility, consistent with Objective 1-2 and 1-5 and Policy 5.1 of the Community Plan.

The proposed mixed-use building would replace an existing medical office building and provide 2,000 square feet of ground floor commercial space at the southwest corner of the project site. As designed, the commercial tenant spaces will provide transparency and outdoor seating along Nordhoff Street and within a central courtyard. As proposed, the mixed-use building would be an extension of and would enhance the existing commercial corridor, while providing a pedestrian friendly transition to the CSUN campus and single-family neighborhood located to the east. As proposed, the project would be consistent with Objective 2-2 and Policy 2-2.2.

3. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

GOAL 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

GOAL 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population.

The existing zoning of the project site, as described in Finding No. 1, would restrict the ability to develop the project site with a mixed-use building that would meet the goals and objectives the Framework Element. The P Zone, which is an archaic planning tool, would limit the development of the rear of the Western Parcel to a surface parking lot and the CR zone would allow limited commercial uses. Although designated for multi-family densities, the RA Zone would limit the development of the Eastern Parcel to a single-family dwelling. The recommended zone and height district change to (T)(Q)C2-1VL would create a unified zone over the Western Parcel and the (T)(Q)R3-1 Zone would allow the development of multi-family densities on the Eastern Parcel. As recommended, the zone and height district change would be consistent with the land use designations of the two parcels.

In conjunction with the recommended zone and height district change, the Applicant has requested a 35 percent density bonus and incentives from development regulations to permit the construction of a five-story, mixed-use building. The proposed project would

develop the underutilized and underdeveloped site with 146 new dwelling units, 17 of which will be set aside for Very-Low Income households and would accommodate different household types with the variety of unit types. As proposed, the request entitlements would permit the development of a project which would be consistent with the aforementioned Goals and Objectives of the Framework Element.

4. **Housing Element.** The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

GOAL 1: Housing Production and Preservation.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City's households.

GOAL 2: Safe, Livable, and Sustainable Neighborhoods

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Policy 2.3.3: Promote and facilitate the reduction of energy consumption in new and existing housing.

The project site's location would place housing within proximity to an established commercial corridor and a higher education campus. The recommended zone and height district change, in conjunction with the other requested entitlements, would permit the development of 146 new rental units, which would include affordable units. The project would provide new housing opportunities within close proximity to services, amenities, and employment opportunities, consistent with Objective 1.1 and Policy 1.1.3.

The project would be consistent with Goal 2 and aforementioned objectives and policies by installing 4,750 square feet of solar panels and providing 20 percent of the required parking space installed with wiring for future EV chargers. Of the 20 percent, 5 percent of the parking spaces would be installed with EV chargers. Additionally, the project would comply with existing Green Building codes, which were adopted to help facilitate the reduction of energy consumption. As the project proposes to construct residential dwelling units along a designated Boulevard II, the project has been condition to provide air filtration systems and construction of sound proof windows to reduce noise from the street. As such, the project is consistent with aforementioned goals, objectives, and policies of the Housing Element.

5. **The Mobility Element.** The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. The project proposes to merge the

two parcels and to resubdivide the site into one master ground lot and four (4) airspace lots. In conjunction with the proposed zone change and subdivision, the project would be required to comply with dedication and improvement requirements along Nordhoff Street and provide a 12-foot public sidewalk easement for access along the eastern property line. The Mobility Element contains the following policy:

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of the Code-required parking spaces shall be capable of supporting future electric vehicle supply equipment (EVSE) and of those 20% EV Ready parking spaces, 5% of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. Additionally, the project would be required to comply with the requirements of the Bureau of Engineering, Department of Transportation, and the Bureau of Street Lighting.

6. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Entitlement Findings

7. Vesting Zone Change Findings.

- a. **Pursuant to Section 12.32-C and Q of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Public Necessity, Convenience, and General Welfare

The project site is located within the Northridge Community Plan, which identifies the following issues as it relates to the residential development in the plan area: Scarcity of affordable and senior housing, Lack of open space in apartment projects, Deterioration of the streetscape, and Location of University-related housing. In regards to commercial development, the Community Plan identifies the following issues: Need to support and maintain the existing central business district along Reseda Boulevard as the community's focal point, Unsightliness of new construction due to the lack of landscaping, architectural character and scale, and Inadequate transition between commercial and residential uses.

The project site is located approximately 400 feet east of Reseda Boulevard, which is designated as one of the City's Great Streets as part of the Mayor's Great Street's Initiative. The site is located adjacent to an existing shopping center at the northeast corner of Reseda Boulevard and Nordhoff Street. To the east of the project site is the CSUN campus. The recommended zone change to (T)(Q)C2-1VL for the Western Parcel and (T)(Q)R3-1 for the Eastern Parcel would permit the development of the project site with a new five-story, mixed-use building which would include 146 dwelling units, with 17 affordable units, and 2,000 square feet of commercial space. Although the

project is not directly related to CSUN, it would provide additional housing opportunities for students and staff of the university.

Although the project site is located on a designated Boulevard, Nordhoff Street is not an established commercial corridor like Reseda Boulevard. The proposed 2,000 square feet of commercial space would allow for the development of neighborhood serving commercial uses that are compatible with the existing commercial uses along Reseda Boulevard and would provide a transition to the residential community with less intensive commercial uses.

As proposed, the project will dedicate five feet along Nordhoff Street and will provide improvements that would provide a full-width concrete sidewalk with tree wells within the right-of-way. The project would enhance the existing streetscape with the improvements within the public right-of-way, as well as providing outdoor seating areas, a central courtyard, and landscaping within the project site along Nordhoff Street. Additionally, a 12-foot wide public sidewalk easement will be provided and improved along the easterly property line to provide connectivity between Nordhoff Street and along Darby Avenue to the north of the project site.

The recommended vesting zone change and height district change to (T)(Q)C2-1VL and (T)(Q)R3-1 would provide an opportunity to develop the site with a project that would address a number of issues identified by the Community Plan. As recommended, the project would be consistent with the public necessity, public convenience, and general welfare of the community.

Good Zoning Practice

The Western Parcel of the project site is designated for Community Commercial land uses and is zoned CR-1L and P-1VL. The rear portion of the site, which is zoned P-1VL may only be developed with a surface parking lot, while the CR Zone would permit a mixed-use development, the commercial uses would be limited and would not permit uses such as a small café or restaurant. The recommended zone and height district change to (T)(Q)C2-1VL would establish a unified zone over the entire site, while allowing for compatible commercial uses with the adjacent, commercially zoned properties and would be an amenity to future tenants. The Eastern Parcel of the project side has a land use designation of Medium Residential, but is zoned RA-1. The RA Zone is a low density single-family zone, which would not permit the development of the Eastern Parcel with higher density multi-family housing that is consistent with the land use designation and surrounding properties to the north. The recommended zone and height district change to (T)(Q)C2-1VL and (T)(Q)R3-1 would allow the development of the project site with commercial and multi-family densities consistent with the land use designations and the development of the surrounding areas. As described above, the recommended zone change would create new housing opportunities that would benefit the community and would be consistent with the General and Community Plans as discussed in Finding No. 1 and 2.

- b. Pursuant to Section 12.32-G and Q of the Municipal Code “T” and “Q” Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” conditions that limit the scale and scope of future

development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

8. Building Line Removal Findings.

- a. Pursuant to Section 12.32-R of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The requested building line removal is in conformance with the public necessity, convenience, general welfare and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future dedication and improvement. In addition, building lines are no longer utilized as a mechanism to establish a minimum, uniform alignment and setback along the street.

Ordinance 99,671, effective in 1952, established a 25-foot building line along the northern portion of Nordhoff Street. The building line has largely been maintained along both sides of Nordhoff Street where properties have not been re-developed. As proposed, the project would dedicate a 5-foot wide strip of land along Nordhoff Street to improve the sidewalk to meet the standards of the Mobility Element. The project would provide a 15-foot setback on the ground floor on the Eastern Parcel, as required by the recommended (T)(Q)R3-1 Zone. The Applicant has requested an incentive, in conjunction with the density bonus request, to permit a reduced front yard of 12 feet above the ground floor to accommodate the configuration of various unit types and outdoor space. As the adjacent commercially zoned properties, and the recommended (T)(Q)C2-1VL zone for the Western Parcel, would not require a front yard setback, the removal of the building line and requested incentive for reduced front yard setback would be consistent with the public necessity, convenience, general welfare, and good zoning practice.

- b. The building line removal or change is in connection with a proposed zone change and is necessary to give proper effect to the zoning proposed in the proceeding; or to provide for the systematic execution of the General Plan; or to obtain a minimum uniform alignment from the street at which buildings, structures or improvements may be built or maintained; or to preserve the commonly accepted characteristics of residential districts; or to protect and implement the “Mobility Element of the General Plan”; or to provide sufficient open spaces for public and private transportation; to facilitate adequate street improvements; or to prevent the spread of major fires and to facilitate the fighting of fires; or to promote the public peace, health, safety, comfort, convenience, interest and general welfare.**

In 1952, Ordinance 99,671 established a 25-foot building line for the eastern parcel located at 18401 West Nordhoff Street along Nordhoff Street. At that time, building lines were utilized as a mechanism to establish a minimum, uniform alignment and setback along the street. Additionally, it insured adequate area was reserved for the future dedication and improvement of the public right-of-way for compliance with the General Plan. In compliance with the Mobility Element of the General Plan, the Project has been conditioned to require that a five-foot strip of land be dedicated along Nordhoff Street to complete a 55-foot wide half right-of-way. With the recommended zone change, the project would be required to observe a 15-foot setback from the new property line of the

Eastern Parcel. Maintaining the 25-foot building would require that the project observe a setback which is five feet greater than would be required by the Zoning Code. As proposed, the project would observe a 15-foot front yard setback on the ground floor and has requested an incentive to permit a 12-foot front yard above the ground floor. The reduced setback above the ground floor would not obstruct the ability to dedicate or further improve Nordhoff Street in conformance with the Mobility Element. Therefore, the building line removal in connection with a proposed zone change is necessary to give proper effect to the proposed zoning and execution of the General Plan.

9. Density Bonus/Affordable Housing Incentives Compliance Findings.

a. Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

i. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

The project proposes to develop the project site with 146 residential dwelling units within a five-story, mixed-use building located generally at the northwest corner of Nordhoff Street and Darby Avenue. The project site has approximately 207 feet of frontage along the northern side of Nordhoff Street. The southern façade of the building, which faces Nordhoff Street, maintains breaks in planes, as well as utilizes different materials to articulate the façade of the building. The portion of the building located on the Western Parcel is proposed to observe an approximately seven-foot setback at the ground level and a two-foot setback above the ground floor. The portion of the building located on the Eastern Parcel is proposed to observe a 15-foot setback on the ground floor and a 12-foot setback above the ground floor. Additionally, the project proposes to provide an outdoor seating area and a central courtyard, further providing a break between the two sides of the building. As indicated on Page No. A-14 of stamped Exhibit A, the southern elevation will utilize materials such as metal panels, fiber cement panels, and cement plaster to provide articulations through changes of materials and varying colors. Although the eastern façade faces an improved right-of-way, that portion of Darby Avenue is part of adjacent property and is not considered a street. However, the elevation has been articulated through the use of varying materials, as shown on Page No. A-14 of the stamped Exhibit A.

ii. All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.

As previously described in Finding i above, the project site fronts along the northern side of Nordhoff Street. The project provides store fronts and an outdoor dining area on the ground floor of the Western Parcel of the site. The ground floor of the Eastern Parcel of the site, which would be located in the recommended (T)(Q)R3-1 Zone, has been designed to accommodate common open areas, with floor to ceiling windows. Entrances to the residential services and amenities would be accessible from Nordhoff Street, or from the 12-foot easement along the eastern property line. As shown on Page Nos. A-4 – A-8 of the stamped Exhibit A, the project provides windows, balconies, and other architectural features along the street facing elevation, as well as along the eastern property line.

- iii. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).**

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- iv. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.**

The project site is a 1.33 acre site with approximately 207 feet of frontage along the northern side of Nordhoff Street. Nordhoff Street is a designated Boulevard II and is dedicated to a width of 100 feet at the project's street frontage. The site is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

- b. Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

- i. The incentives does not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22-A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Commission will always arrive at the conclusion that the density bonus on-menu incentives do result in identifiable and actual cost reductions, and are required to provide for, affordable housing costs because the incentives by their nature increase the scale of the project.

The requested off-menu incentives, which is a request for an increase in the height and number of stories, reduced setbacks, and access are not expressed in the Menu of Incentives Per LAMC Section 12.22-A,25(f) and, as such, are subject to LAMC Section 12.22-A,25(g)(3).

The requested incentives, an increase in the allowable Floor Area Ratio (FAR) for a maximum of 35 percent increase, density calculations prior to dedication, averaging of the FAR, density, and access, increase height and stories, reduced yards, and access from the adjacent property in lieu of a public or private street would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated

to residential uses is increased. These incentives support the applicant's decision to set aside 17 dwelling units for Very Low Income households for 55 years.

On-Menu Incentives

Floor Area Ratio Increase. The proposed project requests a 35 percent increase in the Floor Area Ratio (FAR) from the maximum permitted FAR of 1.5:1 in the recommended (T)(Q)C2-1VL Zone and the 3:1 FAR in the recommended (T)(Q)R3-1 Zone. The FAR incentive permits a percentage increase in the allowable FAR equal to the percentage increase of Density Bonus that the project is eligible for, not to exceed 35 percent. To qualify for a 35 percent density bonus, the Project would be required to set aside 11 percent of the base density for Very-Low Income Households. The Applicant has proposed to set aside 15 percent (17 dwelling units) of the base density for Very-Low Income Households. The density bonus would permit the applicant to construct the proposed 146 dwelling units. The recommended zone change would permit a maximum FAR of 115,568 square feet for the project site. The 35 percent increase would permit an additional 40,448 square feet of floor area, a total of 156,016 square feet, to accommodate the development of the additional dwelling units, with a variety of unit types, as well as, providing additional indoor open space for the future residential tenants.

Density Calculation. In conjunction with the requested entitlements of the subject case, the Applicant has requested an incidental tract map to permit the merger and resubdivision of the site into one master ground lot and four air space lots. As such, the maximum permitted base density is calculated post-dedication, pursuant to LAMC Section 12.37-G. This would result in a maximum base density of 105 dwelling units. Although there is an incidental tract map, the project is proposed as apartment dwelling units, as opposed to condominium units. The same code section, LAMC Section 12.37-G, would have permitted the density to be calculated from the pre-dedication lot area if the tract map was not filed in conjunction with the project. This would result in a maximum base density of 108 units. The pre-dedication base density would permit the development of three additional dwelling units and one additional unit to be set aside for Very-Low Income households.

Averaging of Floor Area Ratio, Density, Open Space, Parking, and Vehicular Access: The project site is comprised of two parcels, which are proposed to be merged, but are located within two different land use designations and recommended as two different zones. As recommended, the Western Parcel of the site would be zoned (T)(Q)C2-1VL and the Eastern Parcel of the site would be zoned (T)(Q)R3-1. The recommended zone change would be consistent with the respective land use designations as described in Finding No. 2. As proposed, the project would develop the site with one building, unifying the site over the two zones. However, the Zoning Code would require that the building not exceed the maximum permitted FAR and density in each of the zones. This would result in either reduced units or a larger building envelope within either portion of the site. Averaging the FAR and density between the zones would allow for the dwelling units to be of a sufficient size and the development of the Restricted Affordable Units within the proposed building envelope. Additionally, the Zoning Code restricts the ability to provide the required open space and accessory uses (parking) within a more restrictive zone. The averaging of open space, parking, and vehicular access between the two zones would allow for a practical design which best utilizes the site and provides easy access to the open space and parking for the proposed building.

Off-Menu Incentives

Height and Story Limit. Height District 1-VL restricts the height of buildings in the C2 Zone to a maximum of 45 feet and Height District 1 restricts the height of buildings in the R3 Zone to a maximum height of 45 feet. Additionally, mixed-use buildings within the C2 Zone are limited to three stories, where buildings which are 100 percent residential are not limited in the number of stories. The story limitation does not apply to the eastern portion of the site in the recommended (T)(Q)R3-1 Zone. The limitation on the height and number of stories for mixed-use buildings could limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. The building, as proposed, would have a maximum height of 56 feet and would have a total of five stories. The additional height and stories would allow for the development of a mixed-use building within close proximity to a commercial corridor and would ensure the ability to develop the site with the additional dwelling units and varying unit types.

Reduced Yards: Front and Rear. As proposed, the project would maintain the code required setbacks along the ground floor portion of the project site in the both the recommended C2 and R3 Zones. However, in conjunction with the requested building line removal along Nordhoff Street for the Eastern Parcel, the Applicant has requested to provide a 12-foot front yard setback above the ground floor for the eastern portion of the site. This would represent a 3-foot reduction from the required 15-foot setback of the recommended R3 Zone. Additionally, the Applicant has requested to provide a 15-foot rear yard setback, above the ground floor, in lieu of the required 17 feet for the portion of the building located in the recommended C2 Zone. The reduced setbacks would accommodate the Applicant's proposed unit type configuration, which include a variety of one-, two-, and three-bedroom units. Additionally, the reduced setbacks allow the Project to provide additional common open space within the interior of the site, which is proposed on the podium level of the building.

Access from Darby Avenue (adjacent property), in lieu of a street, or alley, or a private street, or private easement. The Project proposes to provide a driveway for vehicular access on the eastern side of the project site. Access would be taken from what is known as Darby Avenue, adjacent to the eastern side of the project site. While portions of Darby Avenue surrounding the project site are designated as a Local Street, the portion of Darby Avenue that is adjacent to the project site is not. While it is improved and utilized like a public right-of-way, that portion of Darby Avenue is private property that is part of the CSUN campus. The requested incentive would permit the applicant to provide the driveway and access from the adjacent property, in lieu of a public or private street, private easement pursuant to Article 8 of the LAMC, or alley as required by LAMC Section 12.21-A,4(h). As proposed, the location of the driveway from Darby Avenue (adjacent property) would be consistent with the recommended location of driveways for sites located on a corner, where one street is a Boulevard and the other is lower designated street, such as a Local Street.

- ii. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general**

plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A “specific adverse impact” is defined as, “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22-A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the City’s Environmental Quality Act (CEQA) Guidelines and the City’s L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project involved the preparation of a Mitigated Negative Declaration (MND) (ENV-2016-4191-MND), and it was determined that the proposed Project may have an impact on the following environmental factors: Aesthetics, Biological Resources, Cultural Resources, Public Services, Tribal Cultural Resources, and Mandatory Findings of Significance. As analyzed in the MND, potential impacts would be less than significant with the implementation of the identified mitigation measures. The mitigation measures have been incorporated as Conditions of Approval herein (Conditions B. 13 through 19). Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

10. Site Plan Review Findings. In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative:

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

As discussed in Finding No. 1, the recommended zone and height district changes for the Western and Eastern Parcels would be consistent with the land use designations, as designated by the Community Plan. The recommended C2 Zone would permit a maximum density of 72 dwelling units, with a maximum height of 45 feet, three stories, and a 1.5:1 FAR. The recommended R3 Zone would permit a maximum of density of 36 dwelling units, with a maximum height of 45 feet and a 3:1 FAR. The Project proposes to set aside 15 percent (17 dwelling units) aside for Very-Low Income Households, qualifying for a maximum 35 percent density bonus pursuant to LAMC Section 12.22-A.25. In conjunction with the set aside, the applicant has requested incentives to permit an increase in FAR, height, number of stories, reduced setbacks, averaging of FAR, density, and access, as well as pre-dedication density calculations, and driveway access from the adjacent property. As discussed in Finding No. 2, the project would be in conformance with the goals, objectives, and policies of the Community Plan by improving an underutilized site with additional housing and unit typologies. The development would place 146 dwelling units within proximity to an established commercial corridor, as well as an established educational facility. The project would be required to provide dedication and improvements to the public rights-of-way, consistent with the Mobility Element of the General Plan. As such, the project is in substantial conformance with the General Plan and Community Plan. The project site is not located within a specific plan area.

- b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed ground floor of the building will consist of approximately 2,000 square feet of commercial space on the Western Parcel of the site, an outdoor courtyard area, and indoor common space along Nordhoff Street. The ground floor along the eastern property line, along Darby Avenue (adjacent property), will consist of dwelling units and the residential lobby. Floors two through five will consist of the residential dwelling units, as well as outdoor common open space which is proposed on the podium level of the building. The Project proposes to provide an approximately seven-foot front yard setback on the ground floor of the western portion of the building and a 15-foot front setback on the ground floor of the eastern portion of the building. Above the ground floor, the building will observe a two- and 12-foot setback, respectively. The Project proposes to provide a reduced rear yard setback of 15 feet on the western portion of the site, above the ground floor, and will maintain the Code required setback of 17 feet. The eastern portion of the building will maintain the Code required 15 feet in the (T)(Q)R3-1 Zone. Although the Project proposes reduced setbacks, the ground floor of the building will maintain the Code required setbacks and the reduced setbacks will only occur above the ground floor. The requested setbacks would be consistent with the setbacks permitted by Code for the adjacent properties in the C2 and PF Zones. Common trash collection areas are located on the ground floor, adjacent to the commercial space as well as adjacent to the residential lobby. Long term bicycle parking is provided within two separate areas on the ground floor and short term bicycle parking is provided along Nordhoff Street and the 12-foot easement. Lighting and landscaping has been conditioned to comply with the Zoning Code as it is applicable to the proposed project. The elevations along Nordhoff Street and Darby Avenue (adjacent property) have architectural cutouts and varying materials to provide breaks along the plane, the project will be compatible with existing and future development on adjacent and neighboring properties.

- c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project proposes to provide 146 dwelling units consisting of a variety of unit types which include: 56 one-bedroom units, 81 two-bedroom units, and 9 three-bedroom unit. Pursuant to LAMC section 12.21-G, the Project proposes to provide the required 17,300 square feet of open space. The project proposes to provide 1,300 square feet of private open space through private balconies and 15,936 square feet of common open space. The project includes an outdoor courtyard on the podium level of the project, which will include amenities such as a pool and seating areas. An additional outdoor terrace is proposed on the fifth level of the building. Landscaping will be provided through the courtyard areas and rear yards. Additional amenities include a fitness room and multi-purpose room. Additionally, the project proposes to provide a courtyard on the ground floor along Nordhoff Street to accommodate additional outdoor seating. As proposed, the project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

- 11. Environmental Finding.** A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2016-4191-MND), was prepared for

the proposed project in compliance with the California Environmental Quality Act (CEQA). On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgement and analysis. The records upon which this decision is based are with the Environmental Review Section of the City Planning Department in Room 750, 200 North Spring Street.

12. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held by the Deputy Advisory Agency and Hearing Officer at the Van Nuys Municipal Building on Tuesday, May 2, 2017 for Case Nos. VTT-74504 and CPC-2016-4190-VZC-HD-BL-DB-SPR.

The public hearing was attended by the applicant, the applicant's representative, project architect, and three members of the public.

Mr. Robert Lopata, the applicant, and Ms. Katherine Casey, applicant's representative, presented the project and gave an overview of the concept and public outreach which as conducted for the project. In meeting with the public, Ms. Casey indicated that feedback from the community indicated a concern regarding parking in the area. As a result, the parking area of the project was revised to accommodate ten additional parking spaces to be utilized as guest parking. Additionally, the ground floor of the southwestern portion of the site was reconfigured to address comments from PVP.

The project architect, Mr. Don Empakeris, walked through the project design and the changes which were made in response to PVP comments.

From the public, a representative from CSUN spoke in opposition to the project until the issue of the easement and conditions of the easements were fulfilled. As stated in a letter which was submitted prior to the hearing, CSUN is supportive of the project outside of the access issue.

A representative from Northridge East Neighborhood Council submitted a letter recommending approval of the project.

An adjacent resident spoke in support of the project and the improvement of the sidewalk.

A letter of opposition was received citing concerns over the increase in density and safety. The letter is included as part of Exhibit F.

NORDHOFF APARTMENTS MIXED USE DEVELOPMENT

18401 NORDHOFF ST, LOS ANGELES 91325

DIRECTORY	SETBACKS	AUTOMOBILE PARKING	SHEET INDEX									
<p>PROJECT OWNER / APPLICANT NORDHOFF DARBY, LLC 4730 WOODMAN AVENUE, SUITE 200 SHERMAN OAKS, CA 91423 CONTACT: ROBERT LOPATA TELEPHONE: 818-793-2047</p> <p>ARCHITECT DE ARCHITECTS 1535 6th STREET, SUITE 101 SANTA MONICA, CALIFORNIA 90401 CONTACT: DON E. EMPAKERIS TELEPHONE: 310.451.7917</p> <p>LAND USE CONSULTANT CRAIG LAWSON & CO., LLC 3221 HUTCHISON AVENUE, SUITE D LOS ANGELES, CALIFORNIA 90034 CONTACT: KATHERINE CASEY TELEPHONE: 310.838.2400 EXT. 103</p>	<p>C2-1VL ZONE SETBACKS REQUIRED FRONT YARD - NORDHOFF STREET LAMC SECTION 12.14.C.1 SIDE YARD (WESTERLY) LAMC SECTION 12.14.C.2 / LAMC SECTION 12.11.C.2 (R4 ZONE) REAR YARD LAMC SECTION 12.14.C.3 / LAMC SECTION 12.11.C.3 (R4 ZONE)</p> <p>C2-1VL SETBACKS PROPOSED FRONT YARD - NORDHOFF STREET LAMC SECTION 12.14.C.1 SIDE YARD (WESTERLY) LAMC SECTION 12.14.C.2 / LAMC SECTION 12.11.C.2 (R4 ZONE) REAR YARD (ZA ADJUSTMENT REQUEST)</p> <p>R3-1 ZONE SETBACKS REQUIRED FRONT YARD - NORDHOFF STREET LAMC SECTION 12.10.C.1 SIDE YARD (EASTERLY) LAMC SECTION 12.10.C.2 REAR YARD R3 ZONE - LAMC SECTION 12.10.C.3</p> <p>R3-1 ZONE SETBACKS PROPOSED FRONT YARD - NORDHOFF STREET (ZA ADJUSTMENT REQUEST) SIDE YARD (EASTERLY) LAMC SECTION 12.10.C.2 REAR YARD LAMC SECTION 12.10.C.3</p>	<p>AUTOMOBILE PARKING REQUIRED</p> <p>RESIDENTIAL - LAMC SECTION 12.22.A.25(d)(1) 1 SPACE PER 1 BEDROOM (56 UNITS) 2 SPACES PER 2 BEDROOM (81 UNITS) 2 SPACES PER 3 BEDROOM (9 UNITS) BICYCLE PARKING REDUCTION - (10% REDUCTION - LAMC SECTION 12.21.A.4) 236 SPACES</p> <p>TOTAL RESIDENTIAL PARKING SPACES REQUIRED 213 SPACES</p> <p>COMMERCIAL - LAMC SECTION 12.21.A.4(c) RESTAURANT 1000 SF OR LESS (1 SPACE PER 200 SQUARE FEET) (2000 ÷ 200) LEASING OFFICE 1 SPACE PER 500 SQUARE FEET (612 ÷ 500) BICYCLE PARKING REDUCTION (20% REDUCTION - LAMC SECTION 12.21.A.4) - 9 SPACES</p> <p>TOTAL COMMERCIAL PARKING SPACES REQUIRED 9 SPACES</p> <p>TOTAL PARKING SPACES REQUIRED 222 SPACES</p> <p>AUTOMOBILE PARKING PROPOSED</p> <p>RESIDENTIAL COMMERCIAL VOLUNTARY GUEST 213 SPACES 9 SPACES 10 SPACES</p> <p>TOTAL AUTO PARKING SPACES PROPOSED 232 SPACES</p> <p>Electric Vehicle Charging 20% of required parking spaces as Electric Vehicle ready: 45 Parking Spaces (includes parking spaces that will provide Electric Vehicle Charging Stations) 5% of required parking to provide Electric Vehicle-Charging Stations: 12 Electric Vehicle-Charging Stations</p>	<p>A-1 COVER SHEET A-2 SITE PLAN A-3 SUBTERRANEAN PARKING GARAGE A-4 FIRST FLOOR LEVEL A-5 SECOND FLOOR LEVEL (PODIUM) A-6 THIRD FLOOR LEVEL A-7 FOURTH FLOOR LEVEL A-8 FIFTH FLOOR LEVEL A-9 ROOF PLAN A-10 UNIT PLANS A-10.1 UNIT PLANS A-11 OPEN SPACE A-12 BUILDABLE AREA A-12.1 ALLOWABLE FLOOR AREA A-13 ELEVATIONS A-14 BUILDING SECTIONS A-15 RENDERING A-16 RENDERING A-17 RENDERING</p>									
<p>LEGAL DESCRIPTION</p> <p>THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:</p> <p>SITE ADDRESS 18401, 18417, 18419 W. NORDHOFF STREET, NORTHRIDGE, CA 91325</p> <p>ASSESSOR PARCEL NUMBERS 18401 W. NORDHOFF STREET APN 2764-013-012 THE EASTERLY 104.40 FEET OF THE SOUTHERLY 300.00 FEET OF LOT 136 OF TRACT 2334, IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 33 PAGES 32 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.</p> <p>AND 18417, 18419 W. NORDHOFF STREET APN 2764-013-011 THE WESTERLY 103 FEET OF THE EASTERLY 207.40 FEET OF THE SOUTHERLY 300 FEET OF LOT 136 OF TRACT NO. 2334, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 33 PAGES 32, 33 AND 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.</p>	<p>BUILDING HEIGHT</p> <p>HEIGHT NORTHRIDGE COMMUNITY PLAN - GENERAL PLAN LAND USE DESIGNATION COMMUNITY COMMERCIAL / CORRESPONDING ZONES CR, C2, C4, RA33 FOOTNOTE 4 - USES SHALL BE LIMITED TO THREE STORIES OR 45 FEET (HEIGHT DISTRICT 1VL)</p> <p>HEIGHT LIMITS C2-1VL ZONE (LAMC SECTION 12.21.1.A.1.) 45 FEET 3 STORIES R3-1 ZONE (LAMC SECTION 12.21.1.1.) 45 FEET</p> <p>PROPOSED BUILDING HEIGHT DENSITY BONUS INCENTIVE - LAMC SECTION 12.22.a.25(f)(i) IN ANY ZONE IN WHICH THE HEIGHT OR NUMBER OF STORIES IS LIMITED, THIS HEIGHT INCREASE SHALL PERMIT A MAXIMUM OF ELEVEN ADDITIONAL FEET OR ONE ADDITIONAL STORY, WHICHER IS LOWER, TO PROVIDE THE RESTRICTED AFFORDABLE UNITS DENSITY BONUS - OFF MENU INCENTIVE REQUEST</p>	<p>BICYCLE PARKING</p> <p>BICYCLE PARKING REQUIRED</p> <p>RESIDENTIAL - LAMC SECTION 12.21.A.16(a)(1) SHORT TERM (1 PER 10 DWELLING UNITS) LONG TERM (1 PER DWELLING UNIT) 15 146</p> <p>COMMERCIAL - LAMC SECTION 12.21.A.16(a)(2) SHORT TERM (2 PER RESTAURANT) LONG TERM (2 PER RESTAURANT) 4 4</p> <p>TOTAL COMMERCIAL BICYCLE PARKING SPACES REQUIRED 8</p> <p>TOTAL BICYCLE PARKING SPACES REQUIRED 169</p> <p>BICYCLE PARKING PROVIDED</p> <p>TOTAL BICYCLE PARKING SPACES PROVIDED 169</p>	<p>Exhibit A</p>									
<p>PROJECT INFO</p> <p>PROPOSED MIXED-USE PROJECT 146 RESIDENTIAL APARTMENT UNITS WITH 15% VERY LOW AFFORDABLE (129 MARKET RATE UNITS AND 17 VERY LOW INCOME UNITS) 2,000 SQUARE FEET - (2) GROUND FLOOR SMALL RESTAURANT, CAFÉ OR COFFEE SHOP (1,000 SF OR LESS) ROUNDED UP TO THE NEXT WHOLE NUMBER</p> <p>PROPOSED RESIDENTIAL DENSITY (BASE DENSITY OF 105 UNITS + 35% DENSITY BONUS OF 37 UNITS) 146 UNITS</p> <p>UNIT MIX</p> <table border="1"> <tr> <td>56</td> <td>1 BEDROOM UNITS</td> <td>600 SF AVERAGE UNIT SIZE</td> </tr> <tr> <td>81</td> <td>2 BEDROOM UNITS</td> <td>940 SF AVERAGE UNIT SIZE</td> </tr> <tr> <td>9</td> <td>3 BEDROOM UNITS</td> <td>1164 SF AVERAGE UNIT SIZE</td> </tr> </table>	56	1 BEDROOM UNITS	600 SF AVERAGE UNIT SIZE	81	2 BEDROOM UNITS	940 SF AVERAGE UNIT SIZE	9	3 BEDROOM UNITS	1164 SF AVERAGE UNIT SIZE	<p>OPEN SPACE</p> <p>OPEN SPACE AS PER LAMC SECTION 21.21 G - APPLICABLE TO NEW CONSTRUCTION OF 6 UNITS OR MORE < 3 HABITABLE ROOMS (100 SF/UNIT X 56 UNITS) = 3 HABITABLE ROOMS (125 SF/UNIT X 81 UNITS) > 3 HABITABLE ROOMS (175 SF/UNIT X 9 UNITS) TOTAL OPEN SPACE REQUIRED 17,300 SF</p> <p>TOTAL OPEN SPACE PROPOSED 17,300 SF</p> <p>GROUND FLOOR FITNESS ROOM (LAMC SECTION 12.21.G.2(a)(4)(i) - 25% OF TOTAL OPEN SPACE ONLY - 4,325 SF) REAR YARD 3,640 SF 2,896 SF</p> <p>PODIUM COURTYARD #1 COURTYARD #2 2,307 SF 3,160 SF</p> <p>FIFTH FLOOR TERRACE 3,933 SF</p> <p>TOTAL COMMON OPEN SPACE PROPOSED 15,936 SF</p> <p>PRIVATE OPEN SPACE GROUND FLOOR PATIOS (6 patios x 50 sf) PODIUM LEVEL PATIOS (22 UNITS X 50 SF) 3RD FLOOR BALCONY (2 UNITS X 50 SF) 4TH FLOOR BALCONY (2 UNITS X 50 SF) 5TH FLOOR BALCONY (2 UNITS X 50 SF) TOTAL PRIVATE OPEN SPACE PROPOSED 1,700 SF</p>	<p>ZONING MAP</p> 	<p>LOCATION MAP</p> 
56	1 BEDROOM UNITS	600 SF AVERAGE UNIT SIZE										
81	2 BEDROOM UNITS	940 SF AVERAGE UNIT SIZE										
9	3 BEDROOM UNITS	1164 SF AVERAGE UNIT SIZE										
<p>ZONING INFO</p> <p>EXISTING ZONING 18401 W. NORDHOFF - RA-1 ZONE / MEDIUM RESIDENTIAL LAND USE DESIGNATION 18417, 18419 W. NORDHOFF - CR-1L AND P-1VL ZONES / COMMUNITY COMMERCIAL LAND USE DESIGNATION</p> <p>PROPOSED ZONING RA-1 MEDIUM RESIDENTIAL TO R3-1 MEDIUM RESIDENTIAL CR-1L AND P-1VL COMMUNITY COMMERCIAL TO C2-1VL / COMMUNITY COMMERCIAL</p> <p>LOT AREA AND BUILDABLE AREA TOTAL EXISTING LOT AREA (INCLUDES SETBACK AREA) 58,101 SF BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 1,038 SF) 52,679 SF</p> <p>C2 ZONE LOT AREA 28,828 SF C2 ZONE BUILDABLE AREA (EXCLUDES DEDICATION AREA OF 515 SQUARE FEET) (LAMC SECTION 12.03 - MIXED USE IN C2 ZONE - LOT AREA IS SAME AS BUILDABLE AREA) 28,313 SF</p> <p>R3 ZONE LOT AREA 29,273 SF R3 ZONE BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 523 SF) (LAMC SECTION 12.03 - BUILDABLE AREA IS LOT AREA MINUS SETBACK AREAS FOR A ONE-STORY BUILDING) 24,366 SF</p> <p>FLOOR AREA ALLOWABLE FLOOR AREA C2-1VL ZONE - 1.5:1 FAR (28,313 SF X 1.5) 42,470 SF R3-1 ZONE - 3:1 FAR (26,378 SF X 3) 79,098 SF TOTAL ALLOWABLE FLOOR AREA 115,568 SF</p> <p>PROPOSED FLOOR AREA 156,016 SF LAMC 12.22.A.25(f)(4)(i) AFFORDABLE HOUSING INCENTIVE/35% INCREASE IN FAR (115,568 SF + 35%)</p>	<p>LANDSCAPE REQUIREMENTS</p> <p>LANDSCAPE REQUIREMENTS LANDSCAPE REQUIRED (LAMC SECTION 12.21.G.2) - 12,549 SF X .25 = 3,137.25 SF A MINIMUM OF 25% OF USABLE OPEN SPACE MUST BE LANDSCAPED 16,106,600 SF - 3,557 SF (FITNESS ROOM) = 12,549 SF USABLE OPEN SPACE</p> <p>LANDSCAPE PROVIDED 3,138 SF</p> <p>TREES REQUIRED (LAMC SECTION 12.21.G.2) 24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (146/4) 37 TREES</p> <p>TREES PROVIDED 37 TREES</p>	<p>ZONING MAP</p> 	<p>LOCATION MAP</p> 									
<p>DENSITY INFO</p> <p>RESIDENTIAL DENSITY (DEDICATION AREAS INCLUDED AS PER DENSITY BONUS ON-MENU REQUEST - LAMC SECTION 12.22.A.25(f)(7))</p> <p>ALLOWED RESIDENTIAL DENSITY C2 ZONE (28,828 SF ÷ 400) 72</p> <p>ALLOWED RESIDENTIAL DENSITY R3 ZONE (29,273 SF ÷ 800) 36</p> <p>ALLOWED TOTAL BASE DENSITY 108 UNITS 15% BASE DENSITY FOR VERY LOW AFFORDABLE UNITS - LAMC SECTION 12.22.A.25.(c)1 and (e) 17 35% DENSITY BONUS - LAMC SECTION 12.22.A.25.(c)(1) 38 LAMC SECTION 12.22.A.25.(c)(7) - FRACTIONAL UNITS - DENSITY BONUS AND AFFORDABLE UNITS CALCULATION RESULTING IN A FRACTION SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER</p> <p>PROPOSED RESIDENTIAL DENSITY (BASE DENSITY OF 105 UNITS + 35% DENSITY BONUS OF 37 UNITS) 146 UNITS</p>	<p>LANDSCAPE REQUIREMENTS</p> <p>LANDSCAPE REQUIREMENTS LANDSCAPE REQUIRED (LAMC SECTION 12.21.G.2) - 12,549 SF X .25 = 3,137.25 SF A MINIMUM OF 25% OF USABLE OPEN SPACE MUST BE LANDSCAPED 16,106,600 SF - 3,557 SF (FITNESS ROOM) = 12,549 SF USABLE OPEN SPACE</p> <p>LANDSCAPE PROVIDED 3,138 SF</p> <p>TREES REQUIRED (LAMC SECTION 12.21.G.2) 24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (146/4) 37 TREES</p> <p>TREES PROVIDED 37 TREES</p>	<p>ZONING MAP</p> 	<p>LOCATION MAP</p> 									

ZONE: C2-1VL

UNITS ALLOWED 72

UNITS PROPOSED

FIRST FLOOR 2
SECOND FLOOR 18
THIRD FLOOR 18
FOURTH FLOOR 18
FIFTH FLOOR 18

UNITS PROPOSED 74

ZONE: R3-1

UNITS ALLOWED 36

UNITS PROPOSED

FIRST FLOOR 4
SECOND FLOOR 18
THIRD FLOOR 18
FOURTH FLOOR 18
FIFTH FLOOR 14

UNITS PROPOSED 72

TOTAL UNITS ALLOWED

72 (C2-1VL) + 36 (R3-1) = 108 x 1.35 = 146 UNITS

TOTAL UNITS PROPOSED

74 (C2-1VL) + 72 (R3-1) = 146 UNITS



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

SITE ADDRESS
18401, 18417, 18419 W. NORDHOFF STREET, NORTHRIDGE, CA 91325

ASSESSOR PARCEL NUMBERS
18401 W. NORDHOFF STREET APN 2764-013-012
THE EASTERLY 104.40 FEET OF THE SOUTHERLY 300.00 FEET OF LOT 136 OF TRACT 2334, IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 33 PAGES 32 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
AND
18417, 18419 W. NORDHOFF STREET APN 2764-013-011
THE WESTERLY 103 FEET OF THE EASTERLY 207.40 FEET OF THE SOUTHERLY 300 FEET OF LOT 136 OF TRACT NO. 2334, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 33 PAGES 32, 33 AND 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROJECT INFO

PROPOSED MIXED-USE PROJECT
146 RESIDENTIAL APARTMENT UNITS WITH 15% VERY LOW AFFORDABLE
129 MARKET RATE UNITS AND 17 VERY LOW INCOME UNITS
2,000 SQUARE FEET - (2) GROUND FLOOR SMALL RESTAURANT, CAFE OR COFFEE SHOP (1,000 SF OR LESS)
ROUNDED UP TO THE NEXT WHOLE NUMBER

PROPOSED RESIDENTIAL DENSITY (BASE DENSITY OF 105 UNITS + 35% DENSITY BONUS OF 37 UNITS) 146 UNITS

UNIT MIX	1 BEDROOM UNITS	600 SF AVERAGE UNIT SIZE
56	2 BEDROOM UNITS	940 SF AVERAGE UNIT SIZE
81	3 BEDROOM UNITS	1164 SF AVERAGE UNIT SIZE
9		

ZONING INFO

EXISTING ZONING
18401 W. NORDHOFF - RA-1 ZONE / MEDIUM RESIDENTIAL LAND USE DESIGNATION
18417, 18419 W. NORDHOFF - CR-1L AND P-1VL ZONES / COMMUNITY COMMERCIAL LAND USE DESIGNATION

PROPOSED ZONING
RA-1 MEDIUM RESIDENTIAL TO R3-1 MEDIUM RESIDENTIAL
CR-1L AND P-1VL COMMUNITY COMMERCIAL TO C2-1VL / COMMUNITY COMMERCIAL

LOT AREA AND BUILDABLE AREA
TOTAL EXISTING LOT AREA (INCLUDES SETBACK AREA) 58,101 SF
BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 1,038 SF) 52,679 SF

C2 ZONE LOT AREA 28,828 SF
C2 ZONE BUILDABLE AREA (EXCLUDES DEDICATION AREA OF 515 SQUARE FEET) (LAMC SECTION 12.03 - MIXED USE IN C2 ZONE - LOT AREA IS SAME AS BUILDABLE AREA) 28,313 SF

R3 ZONE LOT AREA 29,273 SF R3 ZONE
BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 523 SF) (LAMC SECTION 12.03 - BUILDABLE AREA IS LOT AREA MINUS SETBACK AREAS FOR A ONE-STORY BUILDING) 24,366 SF

FLOOR AREA
ALLOWABLE FLOOR AREA
C2-1VL ZONE - 1.5:1 FAR (28,313 SF x 1.5) 42,470 SF
R3-1 ZONE - 3:1 FAR (26,378 SF x 3) 79,098 SF
TOTAL ALLOWABLE FLOOR AREA 115,568 SF

PROPOSED FLOOR AREA 156,016 SF
LAMC 12.22.A.25(f)(4)(i) AFFORDABLE HOUSING INCENTIVE/35% INCREASE IN FAR (115,568 SF + 35%)

DENSITY INFO

RESIDENTIAL DENSITY
(DEDICATION AREAS INCLUDED AS PER DENSITY BONUS ON-MENU REQUEST - LAMC SECTION 12.22.A.25(f)(7))

ALLOWED RESIDENTIAL DENSITY C2 ZONE (28,828 SF + 400) 72
ALLOWED RESIDENTIAL DENSITY R3 ZONE (29,273 SF + 800) 36

ALLOWED TOTAL BASE DENSITY 108 UNITS
15% BASE DENSITY FOR VERY LOW AFFORDABLE UNITS - LAMC SECTION 12.22.A.25 (c)1 and (e) 17
35% DENSITY BONUS - LAMC SECTION 12.22.A.25 (c)1
LAMC SECTION 12.22.A.25 (c)7 - FRACTIONAL UNITS - DENSITY BONUS AND AFFORDABLE UNITS CALCULATION RESULTING IN A FRACTION SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER 38

PROPOSED RESIDENTIAL DENSITY (BASE DENSITY OF 105 UNITS + 35% DENSITY BONUS OF 37 UNITS) 146 UNITS

SETBACKS

C2-1VL ZONE SETBACKS REQUIRED
FRONT YARD - NORDHOFF STREET 0 FEET
LAMC SECTION 12.14.C.1
SIDE YARD (WESTERLY) 8 FEET
LAMC SECTION 12.14.C.2 / LAMC SECTION 12.11.C.2 (R4 ZONE)
REAR YARD 17 FEET
LAMC SECTION 12.14.C.3 / LAMC SECTION 12.11.C.3 (R4 ZONE)

C2-1VL SETBACKS PROPOSED
FRONT YARD - NORDHOFF STREET 0 FEET
LAMC SECTION 12.14.C.1
SIDE YARD (WESTERLY) 8 FEET
LAMC SECTION 12.14.C.2 / LAMC SECTION 12.11.C.2 (R4 ZONE)
REAR YARD 15 FEET
(ZA ADJUSTMENT REQUEST)

R3-1 ZONE SETBACKS REQUIRED
FRONT YARD - NORDHOFF STREET 15 FEET
LAMC SECTION 12.10.C.1
SIDE YARD (EASTERLY) 8 FEET
LAMC SECTION 12.10.C.2
REAR YARD 15 FEET
R3 ZONE - LAMC SECTION 12.10.C.3

R3-1 ZONE SETBACKS PROPOSED
FRONT YARD - NORDHOFF STREET (ZA ADJUSTMENT REQUEST) 12 FEET
SIDE YARD (EASTERLY) 8 FEET
LAMC SECTION 12.10.C.2
REAR YARD 15 FEET
LAMC SECTION 12.10.C.3

BUILDING HEIGHT

HEIGHT
NORTHRIDGE COMMUNITY PLAN - GENERAL PLAN LAND USE DESIGNATION
COMMUNITY COMMERCIAL / CORRESPONDING ZONES CR, C2, C4, RAS3
FOOTNOTE 4 - USES SHALL BE LIMITED TO THREE STORIES OR 45 FEET (HEIGHT DISTRICT 1VL)

HEIGHT LIMITS
C2-1VL ZONE (LAMC SECTION 12.21.1.A.1.) 45 FEET 3 STORIES
R3-1 ZONE (LAMC SECTION 12.21.1.1.) 45 FEET

PROPOSED BUILDING HEIGHT
DENSITY BONUS INCENTIVE - LAMC SECTION 12.22.a.25(f)(i)
IN ANY ZONE IN WHICH THE HEIGHT OR NUMBER OF STORIES IS LIMITED, THIS HEIGHT INCREASE SHALL PERMIT A MAXIMUM OF ELEVEN ADDITIONAL FEET OR ONE ADDITIONAL STORY, WHICHEVER IS LOWER, TO PROVIDE THE RESTRICTED AFFORDABLE UNITS
DENSITY BONUS - OFF MENU INCENTIVE REQUEST 56 FEET 5 STORIES

OPEN SPACE

OPEN SPACE
AS PER LAMC SECTION 12.21.G - APPLICABLE TO NEW CONSTRUCTION OF 6 UNITS OR MORE
< 3 HABITABLE ROOMS (100 SF/UNIT X 56 UNITS) = 5,600
= 3 HABITABLE ROOMS (125 SF/UNIT X 81 UNITS) = 10,125
> 3 HABITABLE ROOMS (175 SF/UNIT X 9 UNITS) = 1,575
TOTAL OPEN SPACE REQUIRED 17,300 SF

TOTAL OPEN SPACE PROPOSED 17,300 SF

GROUND FLOOR
FITNESS ROOM (LAMC SECTION 12.21.G.2(a)(4)(i) - 25% OF TOTAL OPEN SPACE ONLY - 4,325 SF) 3,640 SF
REAR YARD 2,896 SF

PODIUM
COURTYARD #1 2,307 SF
COURTYARD #2 3,160 SF

FIFTH FLOOR
TERRACE 3,933 SF
TOTAL COMMON OPEN SPACE PROPOSED 15,836 SF

PRIVATE OPEN SPACE

GROUND FLOOR PATIOS (6 patios x 50 sf)	300 SF
PODIUM LEVEL PATIOS (22 UNITS X 50 SF)	1,100 SF
3RD FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
4TH FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
5TH FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
TOTAL PRIVATE OPEN SPACE PROPOSED	1,700 SF

LANDSCAPE REQUIREMENTS

LANDSCAPE REQUIREMENTS

LANDSCAPE REQUIRED (LAMC SECTION 12.21.G.2) - 12,549 SF X .25 = 3,137.25 SF
A MINIMUM OF 25% OF USABLE OPEN SPACE MUST BE LANDSCAPED
16,106,600 SF - 3,557 SF (FITNESS ROOM) = 12,549 SF USABLE OPEN SPACE

LANDSCAPE PROVIDED 3,138 SF

TREES REQUIRED (LAMC SECTION 12.21.G.2)
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (146/4) 37 TREES

TREES PROVIDED 37 TREES

BICYCLE PARKING

BICYCLE PARKING REQUIRED

RESIDENTIAL - LAMC SECTION 12.21.A.16(a)(1)
SHORT TERM (1 PER 10 DWELLING UNITS) 15
LONG TERM (1 PER DWELLING UNIT) 146
TOTAL RESIDENTIAL BICYCLE PARKING SPACES REQUIRED 161

COMMERCIAL - LAMC SECTION 12.21.A.16(a)(2)
SHORT TERM (2 PER RESTAURANT) 4
LONG TERM (2 PER RESTAURANT) 4
TOTAL COMMERCIAL BICYCLE PARKING SPACES REQUIRED 8

TOTAL BICYCLE PARKING SPACES REQUIRED 169

BICYCLE PARKING PROVIDED 275 - 0'

TOTAL BICYCLE PARKING SPACES PROVIDED 169

AUTOMOBILE PARKING

AUTOMOBILE PARKING REQUIRED

RESIDENTIAL - LAMC SECTION 12.22.A.25(d)(1)
1 SPACE PER 1 BEDROOM (56 UNITS) 56 SPACES
2 SPACES PER 2 BEDROOM (81 UNITS) 162 SPACES
2 SPACES PER 3 BEDROOM (9 UNITS) 18 SPACES
BICYCLE PARKING REDUCTION - (10% REDUCTION - LAMC SECTION 12.21.A.4) -23 SPACES

TOTAL RESIDENTIAL PARKING SPACES REQUIRED 213 SPACES

COMMERCIAL - LAMC SECTION 12.21.A.4(c)
RESTAURANT 1000 SF OR LESS (1 SPACE PER 200 SQUARE FEET) (2000 + 200) 10 SPACES
LEASING OFFICE 1 SPACE PER 500 SQUARE FEET (612 + 500) 1 SPACE
BICYCLE PARKING REDUCTION (20% REDUCTION - LAMC SECTION 12.21.A.4) - 2 SPACES

TOTAL COMMERCIAL PARKING SPACES REQUIRED 9 SPACES

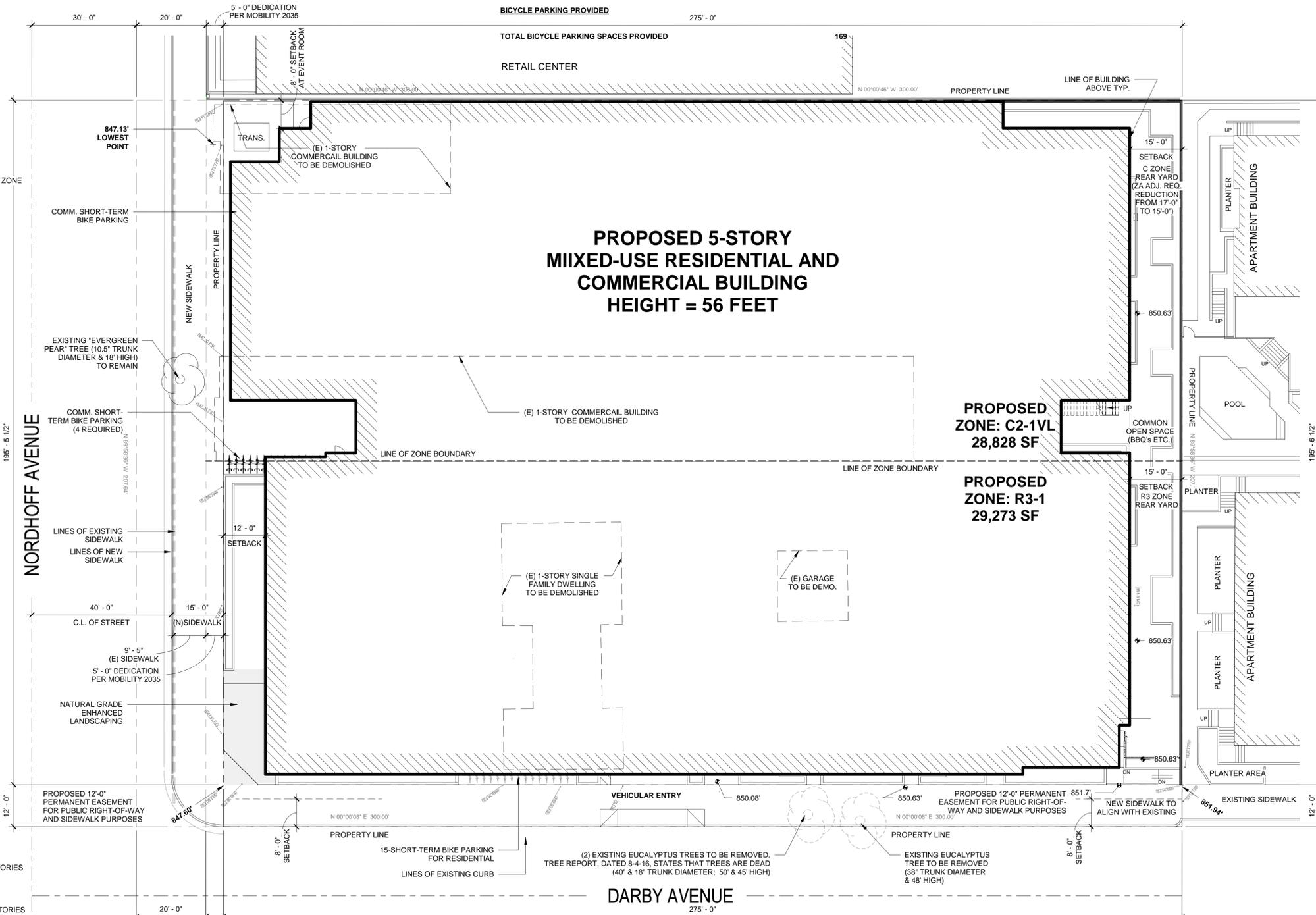
TOTAL PARKING SPACES REQUIRED 222 SPACES

AUTOMOBILE PARKING PROPOSED

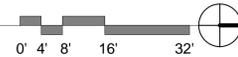
RESIDENTIAL COMMERCIAL VOLUNTARY GUEST 213 SPACES
9 SPACES
10 SPACES

TOTAL AUTO PARKING SPACES PROPOSED 232 SPACES

Electric Vehicle Charging
- 20% of required parking spaces as Electric Vehicle ready: 45 Parking Spaces
(includes parking spaces that will provide Electric Vehicle Charging Stations)
- 5% of required parking to provide Electric Vehicle-Charging Stations: 12 Electric Vehicle-Charging Stations



SITE PLAN



NORDHOFF APARTMENTS

- SITE PLAN -

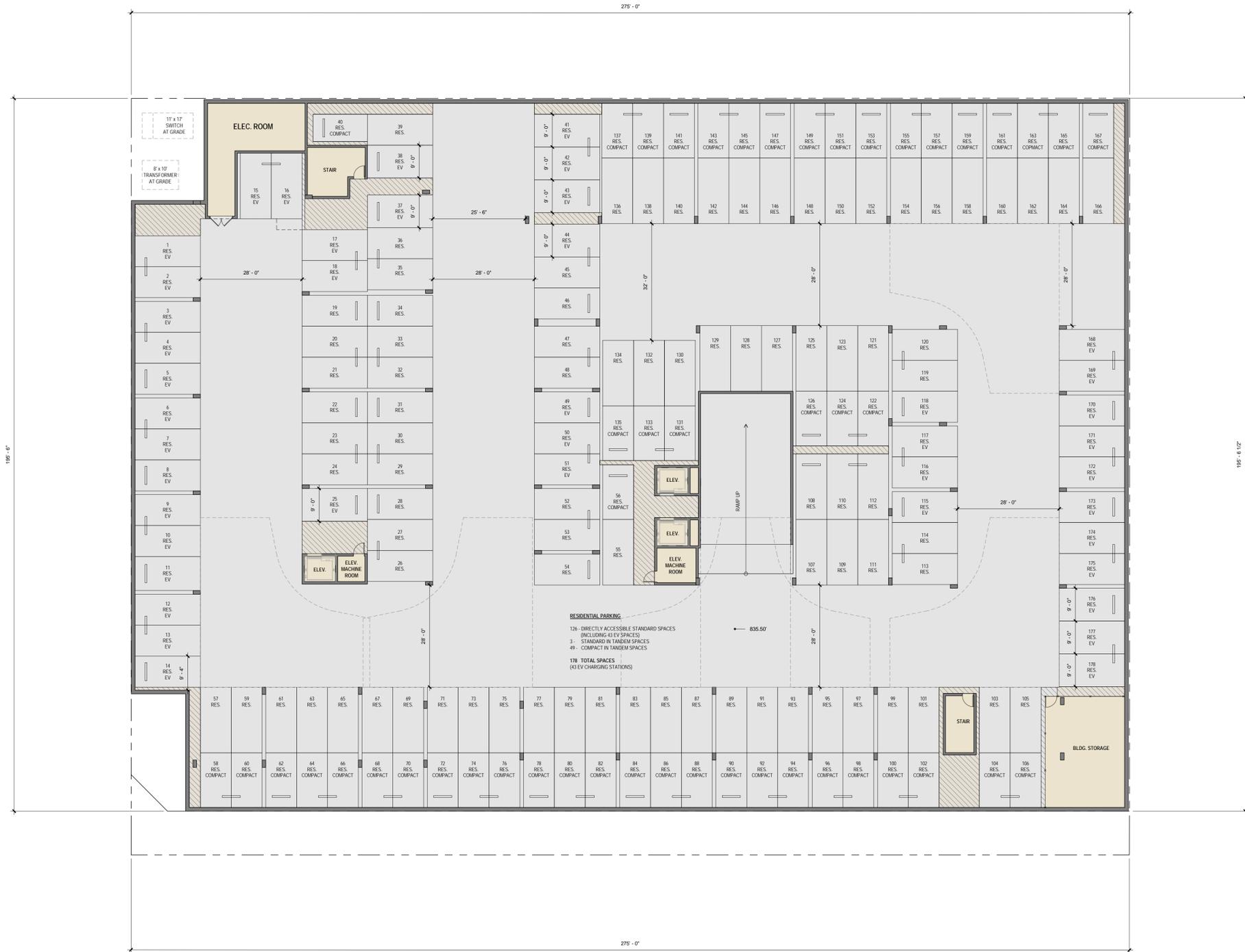
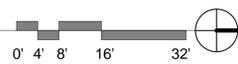
DE Architects AIA

1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017

A-2
SHEET

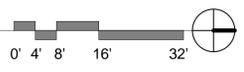
18401 NORDHOFF ST, LOS ANGELES 91325



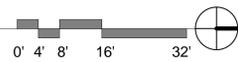
FIRST FLOOR LEVEL



UNIT MIX	
1-BR	0
2-BR	4
3-BR	2
TOTAL:	6



SECOND FLOOR LEVEL (PODIUM)



UNIT MIX	
1-BR	14
2-BR	20
3-BR	2
TOTAL:	36

NORDHOFF APARTMENTS

- SECOND FLOOR LEVEL (PODIUM) -

DE Architects AIA

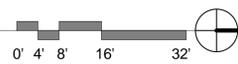
1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017

A-5
SHEET

18401 NORDHOFF ST, LOS ANGELES 91325

THIRD FLOOR LEVEL



UNIT MIX	
1-BR	14
2-BR	20
3-BR	2
TOTAL:	36

NORDHOFF APARTMENTS

- THIRD FLOOR LEVEL -

DE Architects AIA

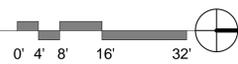
1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017

A-6
SHEET

18401 NORDHOFF ST, LOS ANGELES 91325

FOURTH FLOOR LEVEL



UNIT MIX	
1-BR	14
2-BR	20
3-BR	2
TOTAL:	36

NORDHOFF APARTMENTS

- FOURTH FLOOR LEVEL -

DE Architects AIA

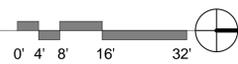
1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017

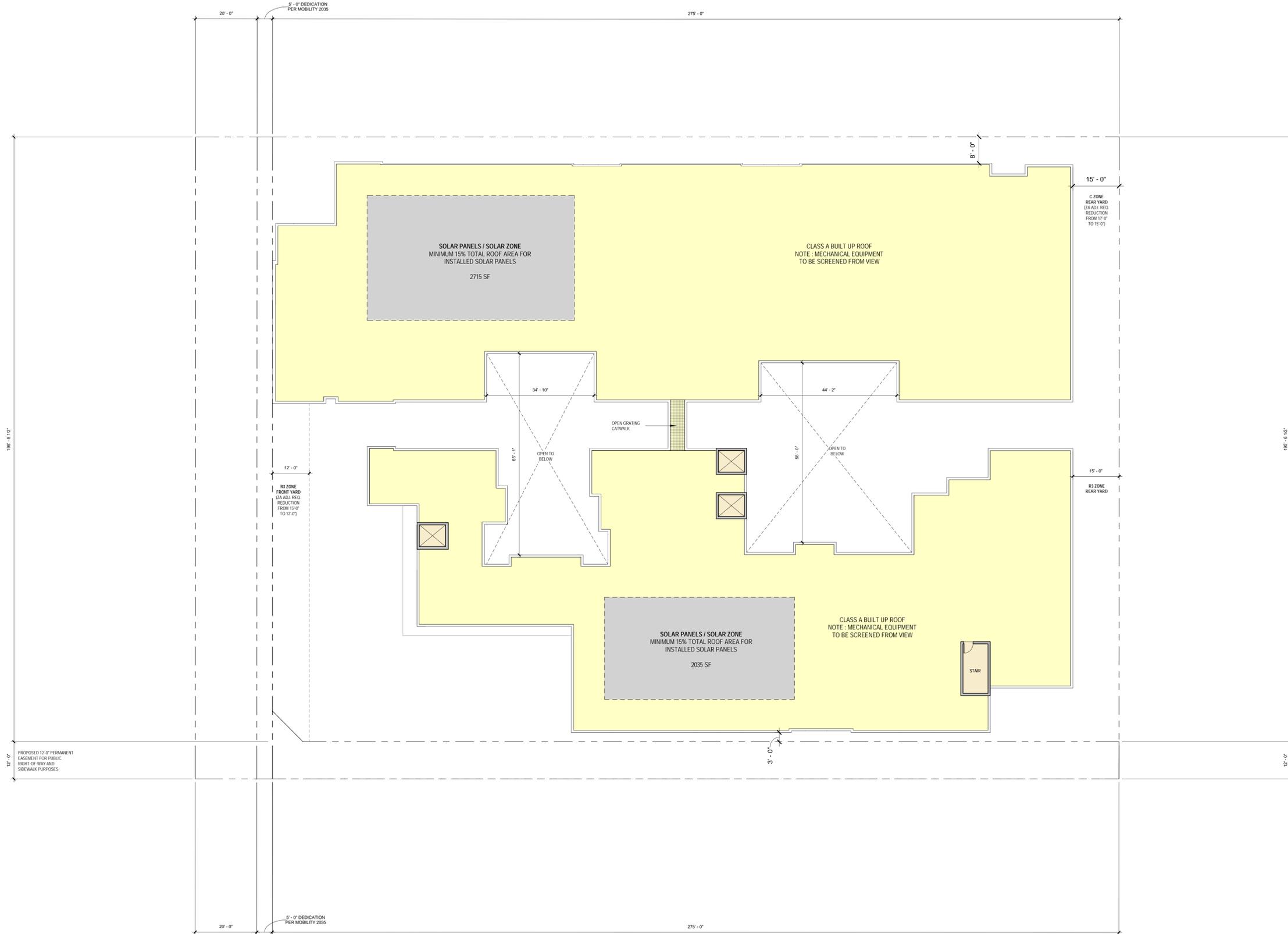
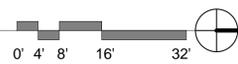
A-7
SHEET

18401 NORDHOFF ST, LOS ANGELES 91325

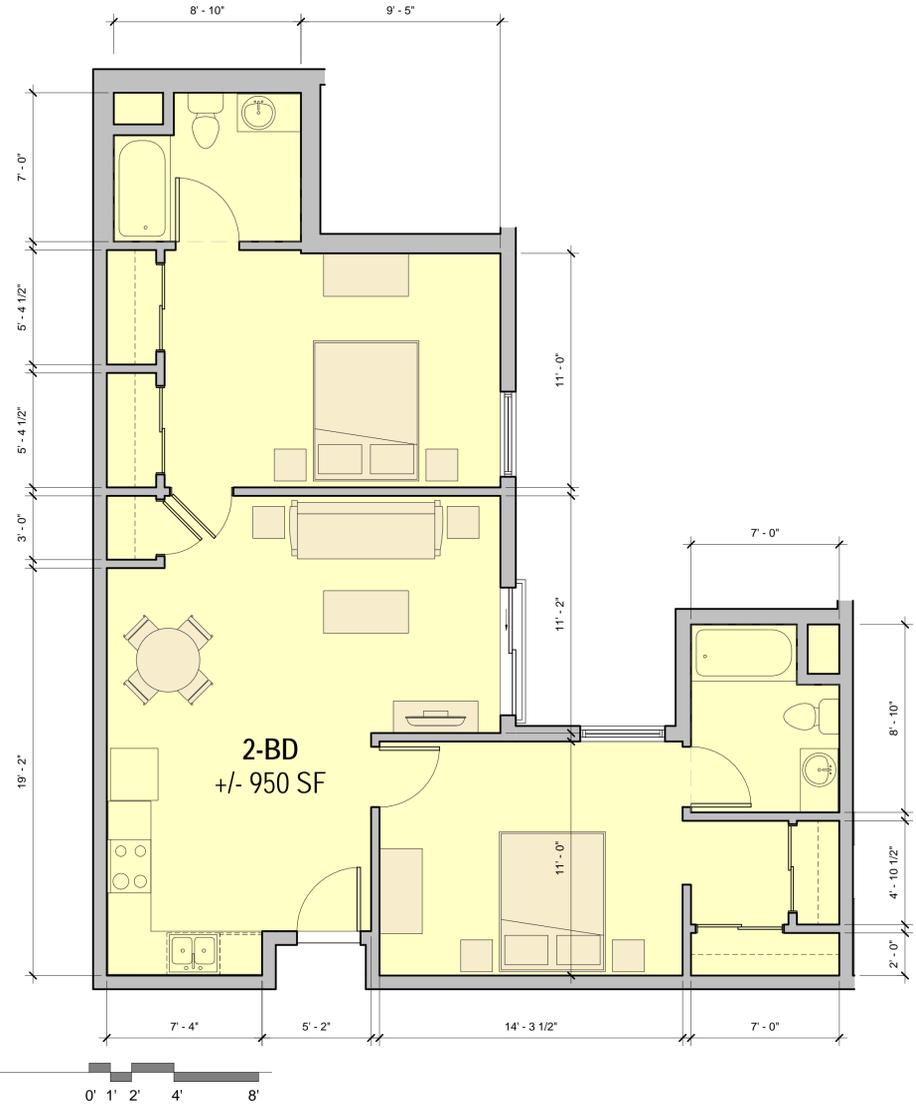
FIFTH FLOOR LEVEL



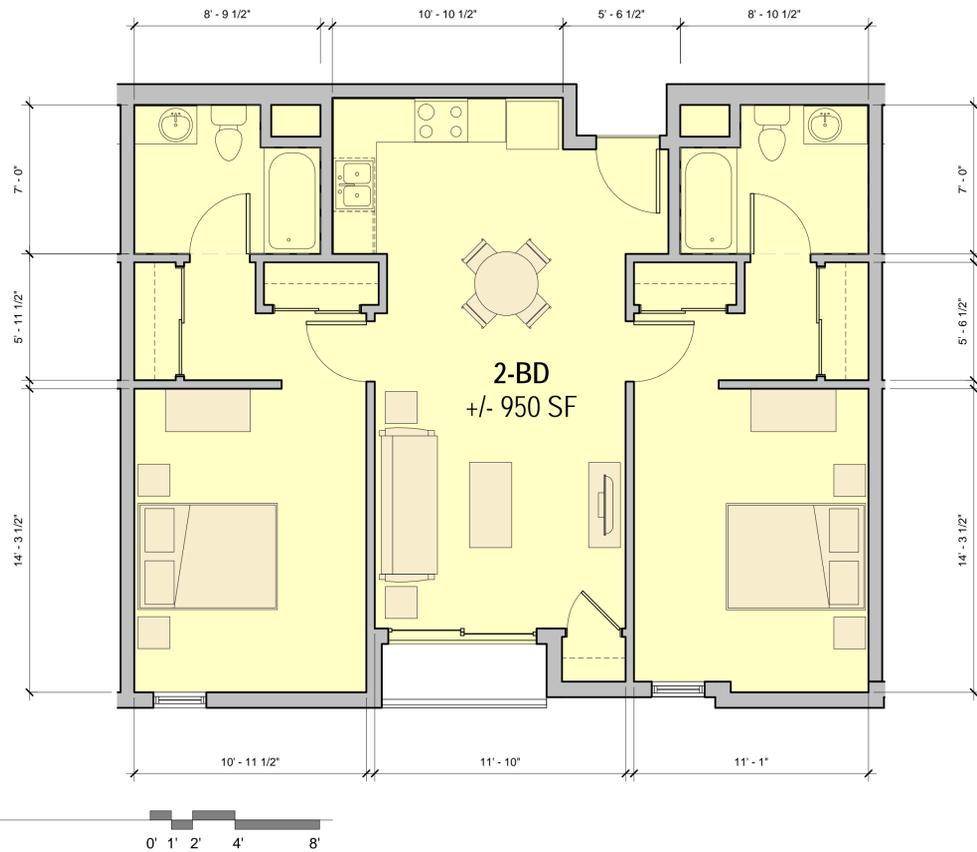
UNIT MIX	
1-BR	14
2-BR	17
3-BR	1
TOTAL:	32



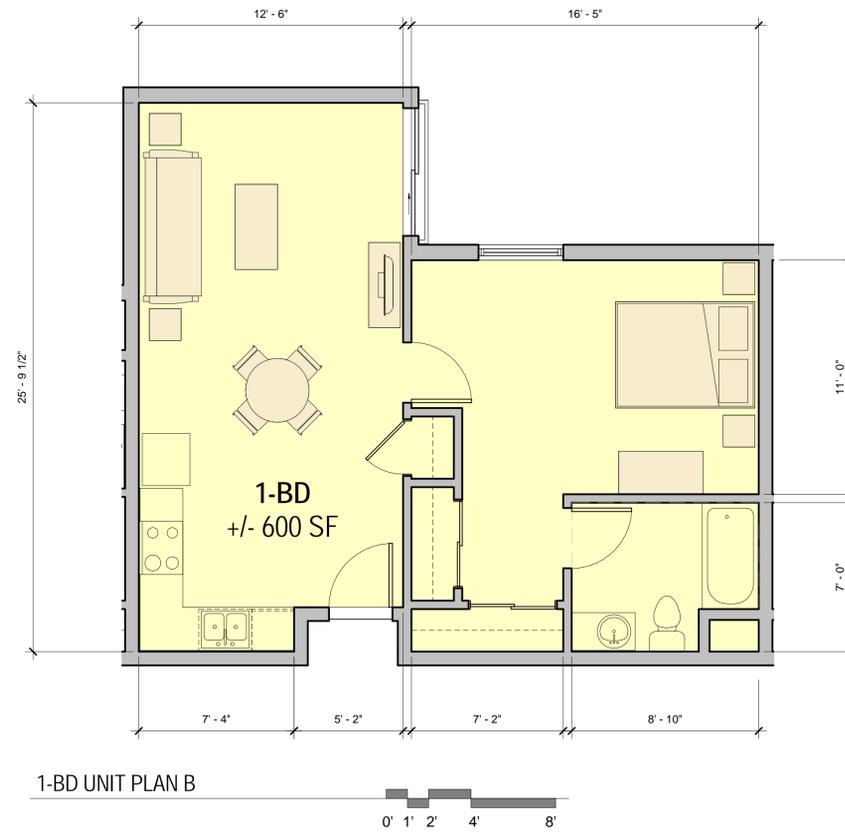
2-BD UNIT PLAN D



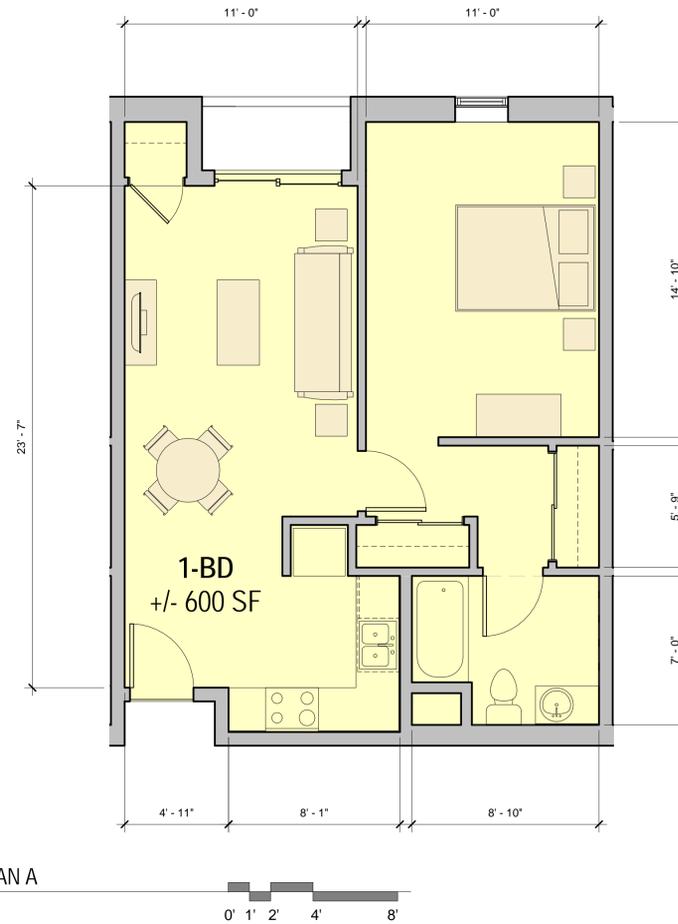
2-BD UNIT PLAN C

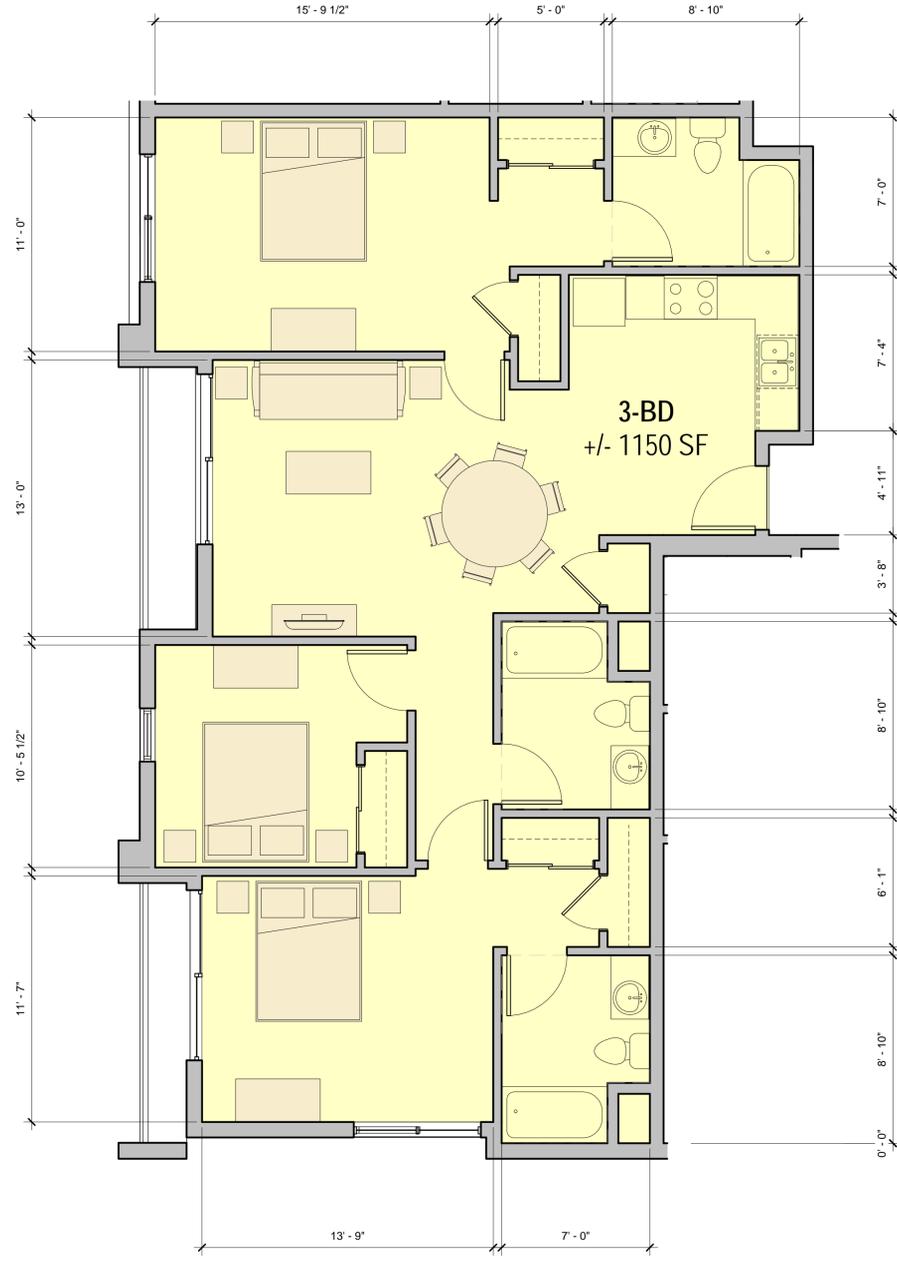


1-BD UNIT PLAN B

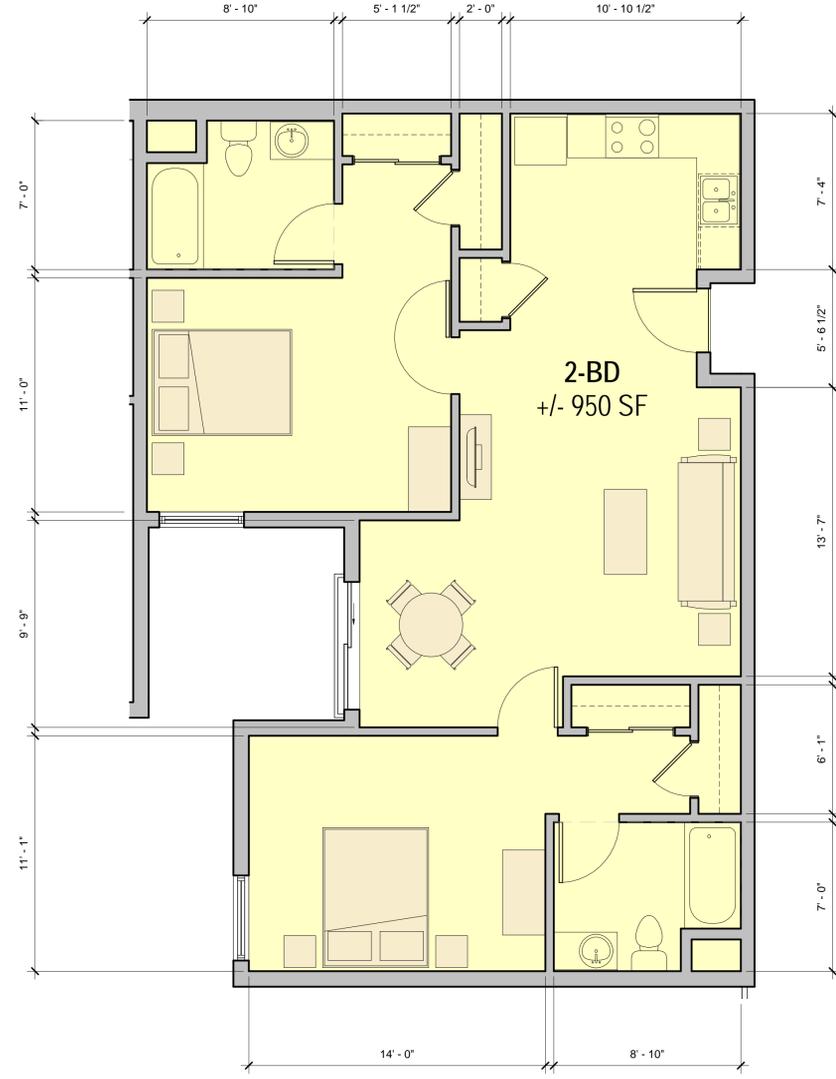
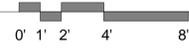


1-BD UNIT PLAN A

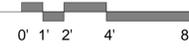




3-BD UNIT PLAN F



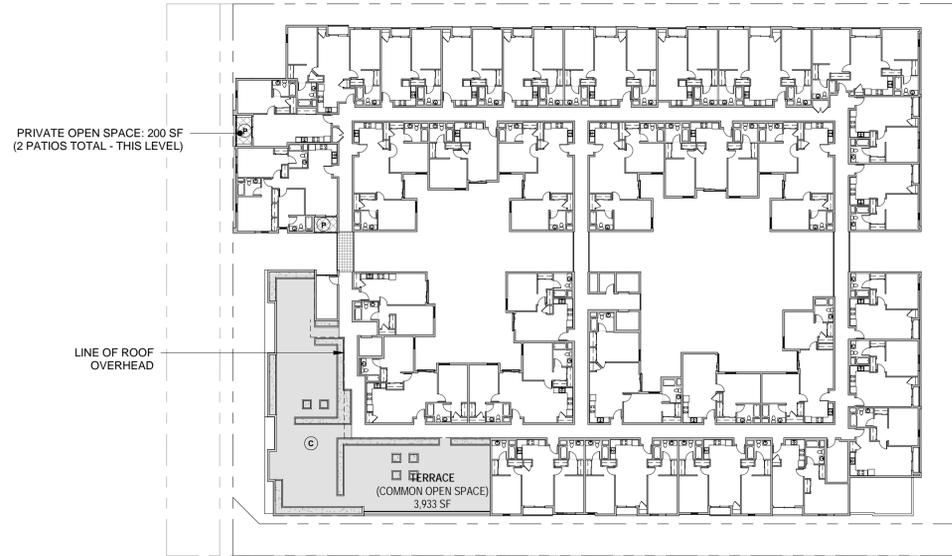
2-BD UNIT PLAN E



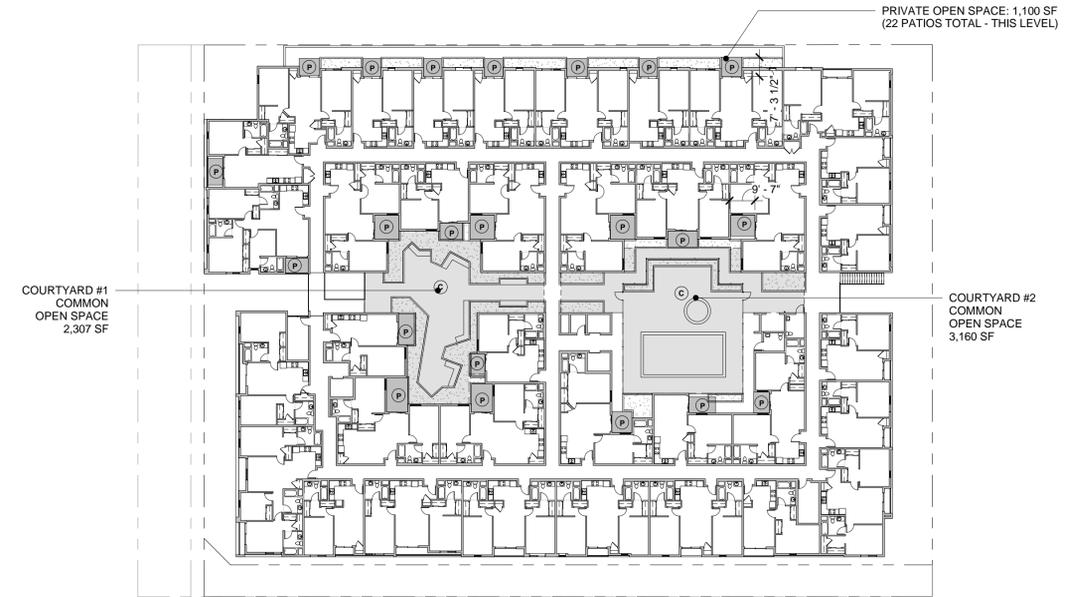
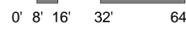
OPEN SPACE	
AS PER LAMC SECTION 21.21 G - APPLICABLE TO NEW CONSTRUCTION OF 6 UNITS OR MORE	5,600
< 3 HABITABLE ROOMS (100 SF/UNIT X 56 UNITS)	10,125
= 3 HABITABLE ROOMS (125 SF/UNIT X 81 UNITS)	1,575
> 3 HABITABLE ROOMS (175 SF/UNIT X 9 UNITS)	17,300 SF
TOTAL OPEN SPACE REQUIRED	17,300 SF
TOTAL OPEN SPACE PROPOSED	17,300 SF
GROUND FLOOR	
FITNESS ROOM (LAMC SECTION 12.21.G.2(a)(4)(i) - 25% OF TOTAL OPEN SPACE ONLY - 4,325 SF)	3,640 SF
REAR YARD	2,896 SF
PODIUM	
COURTYARD #1	2,307 SF
COURTYARD #2	3,160 SF
FIFTH FLOOR	
TERRACE	3,933 SF
TOTAL COMMON OPEN SPACE PROPOSED	15,936 SF
PRIVATE OPEN SPACE	
GROUND FLOOR PATIOS (6 patios x 50 sf)	300 SF
PODIUM LEVEL PATIOS (22 UNITS X 50 SF)	1,100 SF
3RD FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
4TH FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
5TH FLOOR BALCONY (2 UNITS X 50 SF)	100 SF
TOTAL PRIVATE OPEN SPACE PROPOSED	1,700 SF

LEGEND:

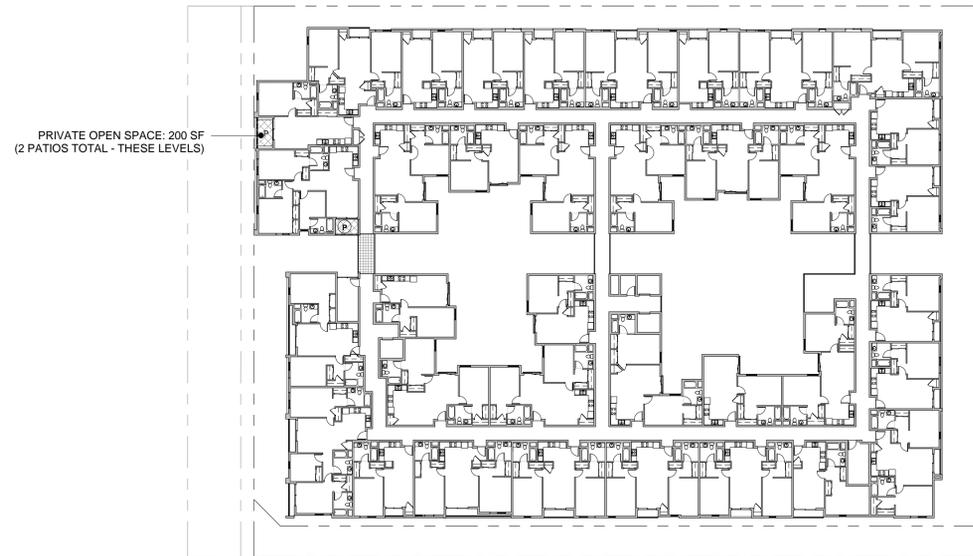
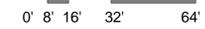
-  COMMON OPEN SPACE AREA
-  PRIVATE OPEN SPACE



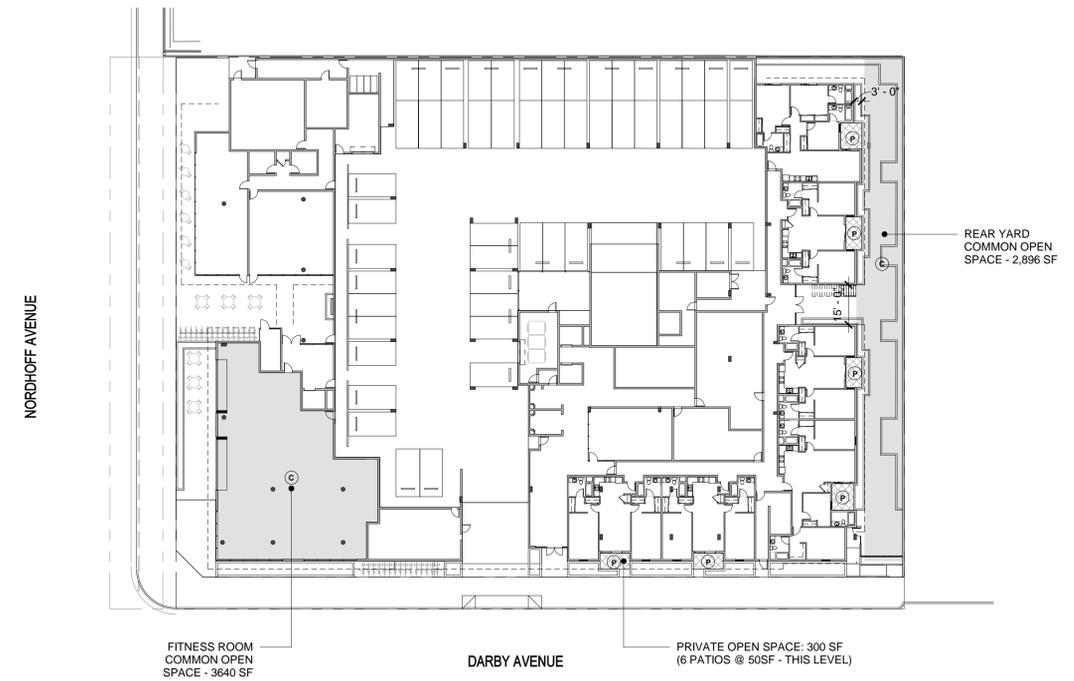
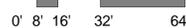
FIFTH FLOOR LEVEL



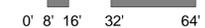
SECOND FLOOR OPEN SPACE



THIRD & FOURTH LEVEL



FIRST FLOOR OPEN AREA



EXISTING ZONING
18401 W. NORDHOFF - RA-1 ZONE / MEDIUM RESIDENTIAL LAND USE DESIGNATION
18417, 18419 W. NORDHOFF - CR-1L AND P-1VL ZONES / COMMUNITY COMMERCIAL LAND USE DESIGNATION

PROPOSED ZONING
RA-1 MEDIUM RESIDENTIAL TO R3-1 MEDIUM RESIDENTIAL
CR-1L AND P-1VL COMMUNITY COMMERCIAL TO C2-1VL / COMMUNITY COMMERCIAL

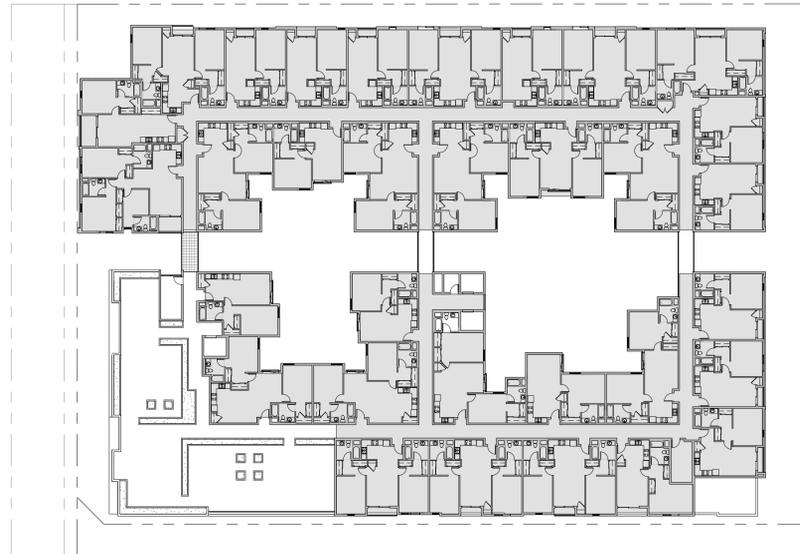
LOT AREA AND BUILDABLE AREA
TOTAL EXISTING LOT AREA (INCLUDES SETBACK AREA) 58,101 SF
BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 1,038 SF) 52,679 SF

C2 ZONE LOT AREA 28,828 SF
C2 ZONE BUILDABLE AREA (EXCLUDES DEDICATION AREA OF 515 SQUARE FEET)
(LAMC SECTION 12.03 - MIXED USE IN C2 ZONE - LOT AREA IS SAME AS BUILDABLE AREA) 28,313 SF

R3 ZONE LOT AREA 29,273 SF R3 ZONE
BUILDABLE AREA (EXCLUDES SETBACK AREA OF 4,384 SF AND DEDICATION AREA OF 523 SF)
(LAMC SECTION 12.03 - BUILDABLE AREA IS LOT AREA MINUS SETBACK AREAS FOR A ONE-STORY BUILDING) 24,366 SF

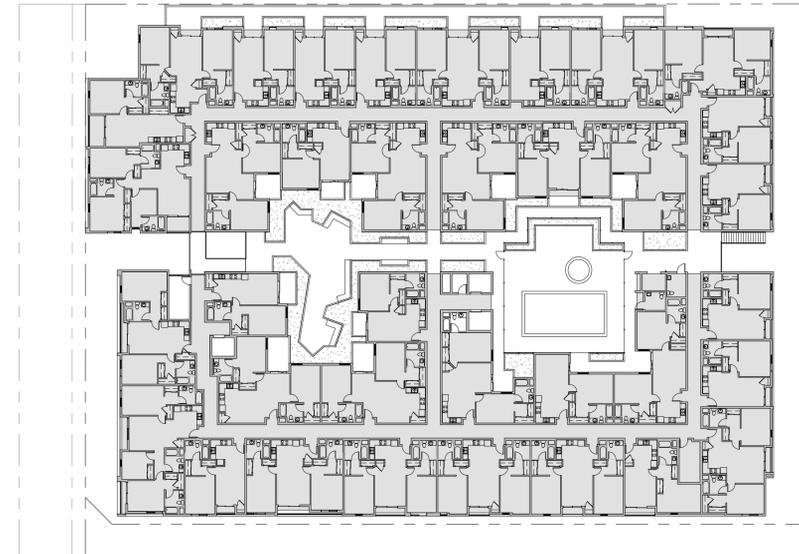
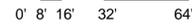
FLOOR AREA
ALLOWABLE FLOOR AREA
C2-1VL ZONE - 1.5:1 FAR (28,313 SF x 1.5) 42,470 SF
R3-1 ZONE - 3:1 FAR (26,378 SF x 3) 79,098 SF
TOTAL ALLOWABLE FLOOR AREA 115,568 SF

PROPOSED FLOOR AREA 156,016 SF
LAMC 12.22.A.25(f)(4)(i) AFFORDABLE HOUSING INCENTIVE/35% INCREASE IN FAR (115,568 SF + 35%)



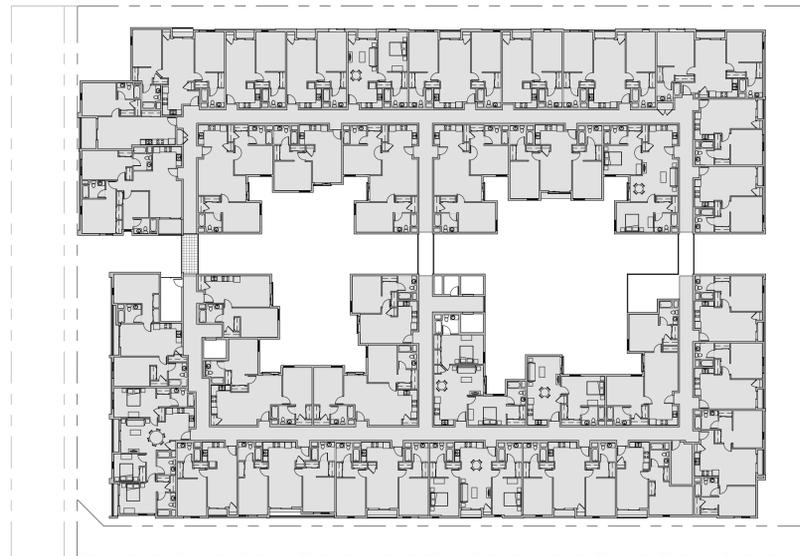
FIFTH FLOOR LEVEL BUILDABLE AREA

BUIDABLE AREA: 30,311 SF



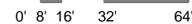
SECOND FLOOR BUILDABLE AREA

BUIDABLE AREA: 35,545 SF



THIRD/FOURTH FLOOR BUILDABLE AREA

BUIDABLE AREA: 35,308 SF



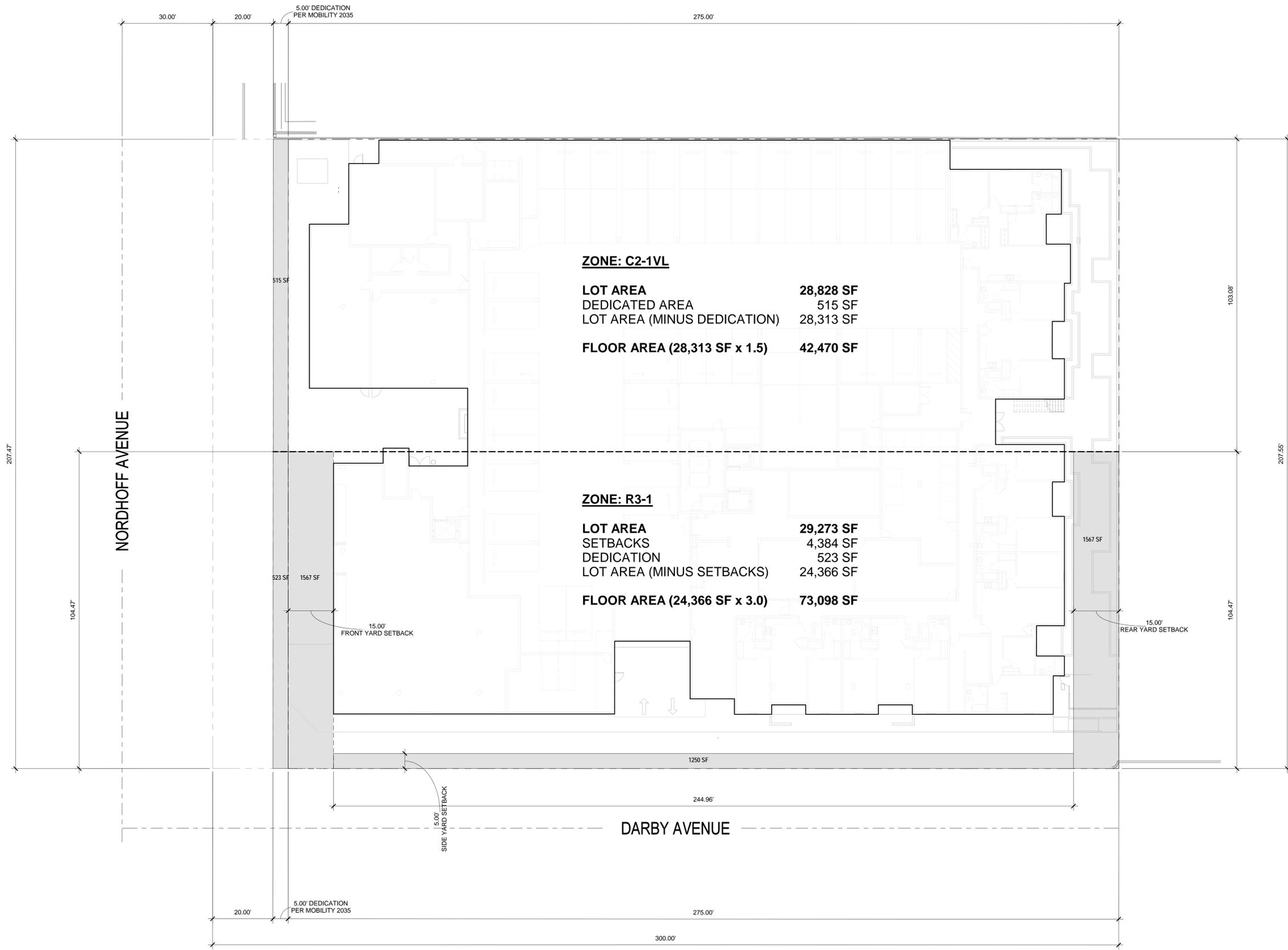
FIRST FLOOR BUILDABLE AREA

BUIDABLE AREA: 18,530 SF



NORDHOFF AVENUE

DARBY AVENUE



NORDHOFF APARTMENTS

- ALLOWABLE FLOOR AREA -

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1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017
A-12.1
SHEET

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NORDHOFF APARTMENTS

- ELEVATIONS -

DE Architects AIA

1535 6th Street, Suite 101
Santa Monica, CA 90401

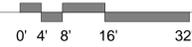
05-23-2017

A-13
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18401 NORDHOFF ST, LOS ANGELES 91325

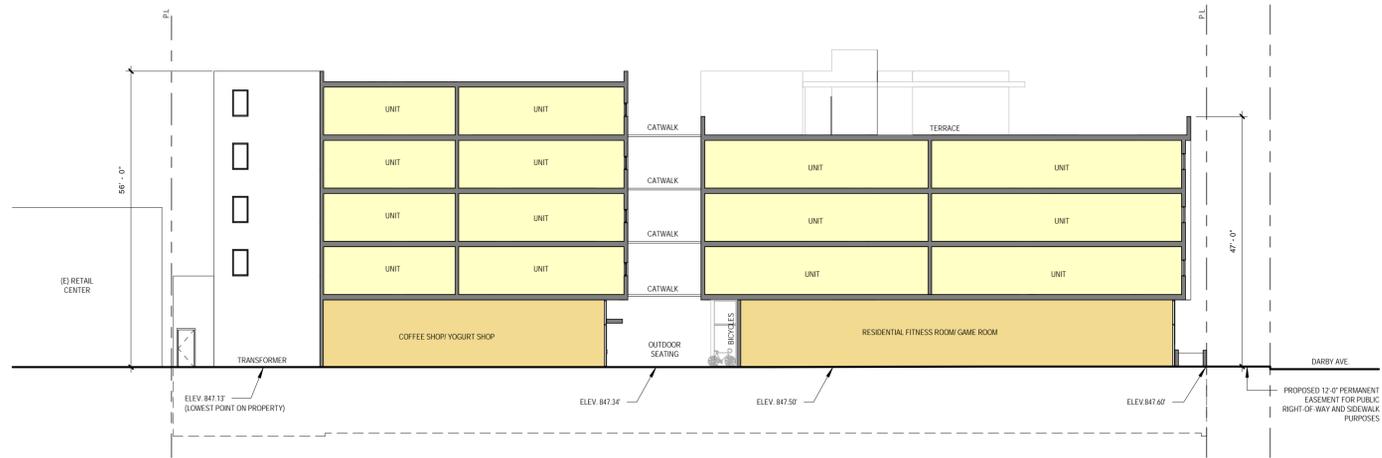


SOUTH ELEVATION

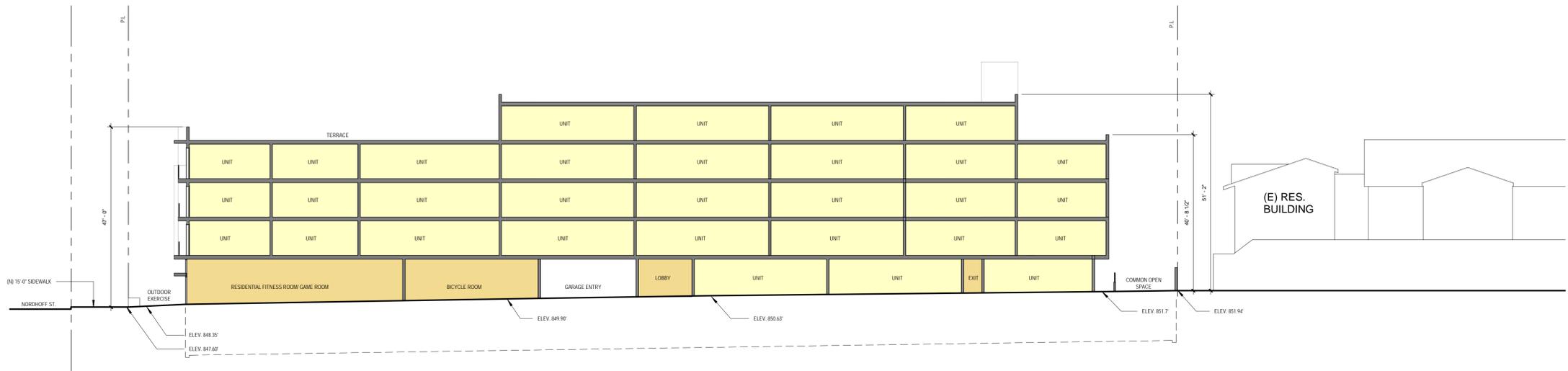
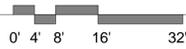


EAST ELEVATION

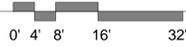




CROSS SECTION AT NORDHOFF AVENUE



LONGITUDINAL SECTION ALONG DARBY AVENUE





DE Architects AIA

1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017

A-16
SHEET

- RENDERING -

NORDHOFF APARTMENTS

18401 NORDHOFF ST, LOS ANGELES 91325



NORDHOFF APARTMENTS

- RENDERING -

DE Architects AIA

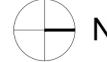
1535 6th Street, Suite 101
Santa Monica, CA 90401

05-23-2017
A-17
SHEET

18401 NORDHOFF ST, LOS ANGELES 91325



1 PRELIMINARY LANDSCAPE PLAN -GL.
SCALE: 1/16" = 1'-0"



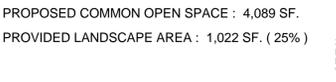
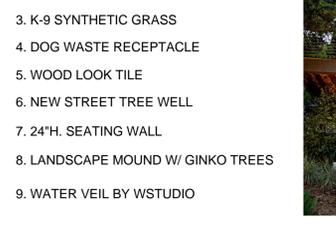
PLANTING LEGENDS

TREES	SIZE & QUAN.
GINKGO BILOBA MAIDENHAIR TREE	36" BOX / 5 EA.
GLEDITSIA TRIACANTHOS HONEY LOCUST	24" BOX / 6 EA.
TABEBUIA IMPETIGINOSA PINK TRUMPET TREE	24" BOX / 5 EA.
BAMBUSA OLDHAMII GIANT TIMBER BAMBOO	24" BOX /
NEW STREET TREE PER L.A. URBAN FORESTRY	24" BOX /

GL. PROVIDED TREES : 18 TREES

TREES REQUIRED (LAMC SECTION 12.21.G.2)
24" BOX TREE REQUIRED FOR EVERY 4 DWELLING UNITS (146/4) : 37 TREES
PROVIDED TREES : 52 TREES (GROUND FL. 16 TREES + PODIUM LEVEL 36 TREES)

KEYNOTES



OUTDOOR COMMON OPEN SPACE CALCULATION
PROPOSED COMMON OPEN SPACE TOTAL : 12,549 SF.
PROVIDED LANDSCAPE AREA TOTAL : 4,160 SF. (33%)

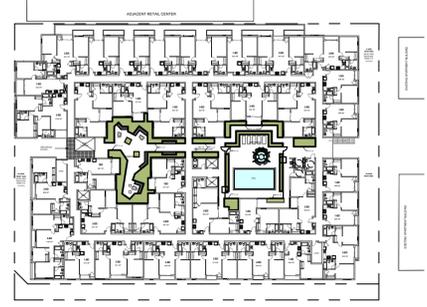
GROUND LEVEL COMMON OPEN SPACE
REAR YARD
PROPOSED COMMON OPEN SPACE : 2,695 SF.
PROVIDED LANDSCAPE AREA : 901 SF. (33%)

2ND FLOOR COMMON OPEN SPACE
COURTYARD - 1
PROPOSED COMMON OPEN SPACE : 2,291 SF.
PROVIDED LANDSCAPE AREA : 1,241 SF. (54%)

COURTYARD - 2
PROPOSED COMMON OPEN SPACE : 3,474 SF.
PROVIDED LANDSCAPE AREA : 996 SF. (28%)

5TH FLOOR COMMON OPEN SPACE
TERRACE
PROPOSED COMMON OPEN SPACE : 4,089 SF.
PROVIDED LANDSCAPE AREA : 1,022 SF. (25%)

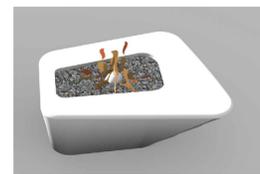




KEY PLAN

KEYNOTES

- 1. POOL
- 2. SPA
- 3. POOL ENCLOSURE GLASS FENCE & GATE
- 4. BUILT-IN WOOD BENCH



5. FIREPIT

6. STEEL PLANTER

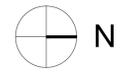


7. STAIN COLOR CONC. TOPPING SLAB W/ LIGHT T.S.R. FINISH

8. CANOPY STRUCTURE OVER SPA

9. DRINKING FOUNTAIN

1 PRELIMINARY LANDSCAPE PLAN -2ND FL.
SCALE: 1/8" = 1'-0"



PLANTING LEGENDS

- | TREES | SIZE & QUAN. |
|-------|------------------|
| | 24" BOX / 12 EA. |
| | 24" BOX / 20 EA. |
| | 24" BOX / 4 EA. |

2ND FL. PROVIDED TREES : 36 TREES

2ND FLOOR COMMON OPEN SPACE CALCULATION

COURTYARD - 1
PROPOSED COMMON OPEN SPACE : 2,291 SF.
PROVIDED LANDSCAPE AREA : 1,241 SF. (54%)

COURTYARD - 2
PROPOSED COMMON OPEN SPACE : 3,474 SF.
PROVIDED LANDSCAPE AREA : 996 SF. (28%)



ARBUTUS 'MARINA' STRAWBERRY TREE CERCIS OCCIDENTALIS WESTERN REDBUD CERCIDIUM HYBRID 'DESERT MUSEUM' PALO VERDE



R3 ZONE
FRONT YARD
(ZA ADJ. REQ.
REDUCTION
FROM 15'-0"
TO 12'-0")

1 PRELIMINARY LANDSCAPE PLAN - 5TH FL.
SCALE: 1/8" = 1'-0"



PLANTING LEGENDS

TREES	SIZE & QUAN.
 CITRUS LEMON 'IMPROVED MEYER' LEMON TREE	15 GAL. /
 BAMBUSA MUTIPLIX 'ALPHONSE KARR' ALPHONSE KARR BAMBOO	15 GAL. /



KEYNOTES



- 1. TV OR PROJECTION SCREEN
- 2. 42" H. PLANTER



3. GREEN ROOF



4. 24" x 24" DECK PAVERS OVER PEDESTALS



5. 48" PORTABLE BBQ GRILL
DCS - BGB48 - BQAR-N
www.dcsappliances.com



6. BAR



7. FIREPIT

8. 36" H. TREE POT

5TH FLOOR COMMON OPEN SPACE CALCULATION

TERRACE
PROPOSED COMMON OPEN SPACE : 4,089 SF.
PROVIDED LANDSCAPE AREA : 1,022 SF. (25%)



KEY PLAN

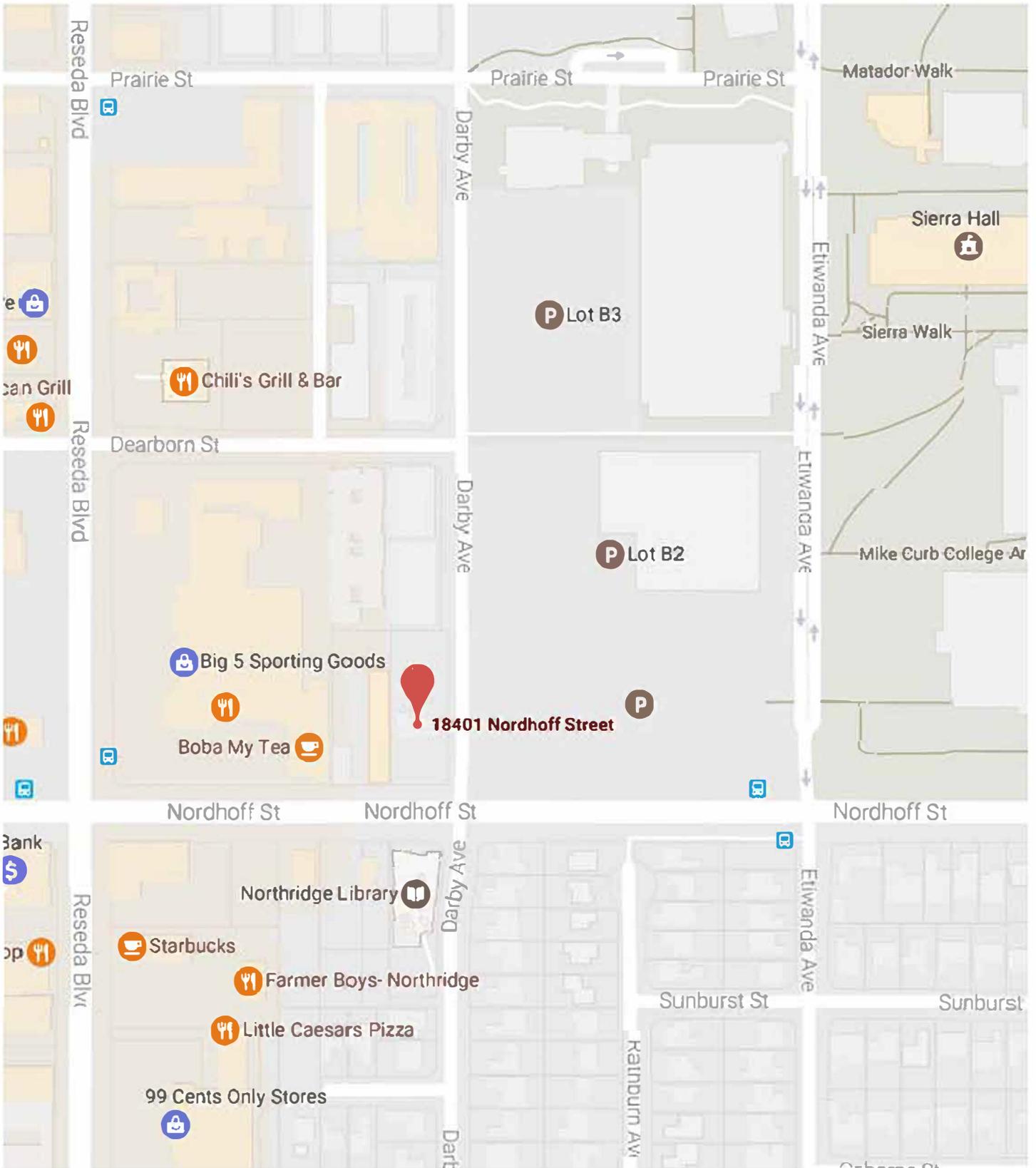
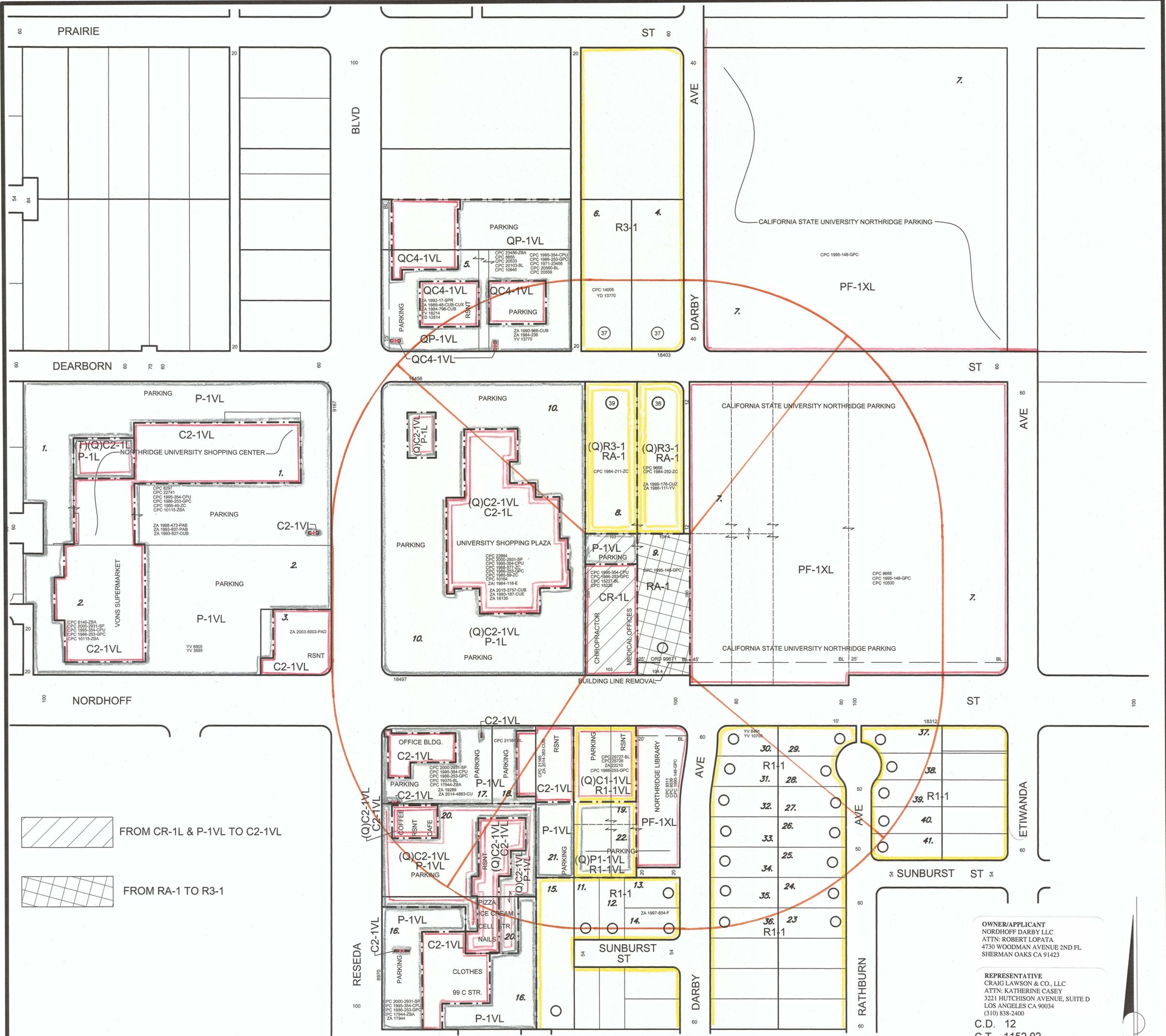


Exhibit B



LEGAL: PORTION OF LOT 136, TRACT NO. 2334. (SEE APPLICATION)

GC MAPPING SERVICE, INC.
 3055 WEST VALLEY BOULEVARD
 ALHAMBRA CA 91803
 (626) 441-1080 FAX (626) 441-8850

**VESTING ZONE CHANGE
 HEIGHT DISTRICT CHANGE
 BUILDING LINE REMOVAL
 SITE PLAN REVIEW
 DENSITY BONUS
 VESTING TENTATIVE TRACT MAP NO.74504**

SITE: 18401-18419 NORDHOFF ST.

1.33 NET AC.

OWNER/APPLICANT
 NORDHOFF DARBY LLC
 ATTN: ROBERT LOPATA
 4730 WOODMAN AVENUE 2ND FL
 SHERMAN OAKS CA 91423

REPRESENTATIVE
 CRAIG LAWSON & CO., LLC
 ATTN: KATHERINE CASEY
 3221 HUTCHISON AVENUE, SUITE D
 LOS ANGELES CA 90034
 (310) 838-2400

C.D. 12
 C.T. 1152.02
 P.A. NORTHRIDGE

CASE NO.
 DATE: 10-14-2016
 SCALE: 1" = 100'
USES FIELD
 D.M. 198 B 125,
 195 B 125
 T.B. PAGE: 500 GRID: J-7

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
CAROLINE CHOE

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VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

<http://planning.lacity.org>

Decision Date: May 15, 2017

Appeal Period Ends: May 25, 2017

Nordhoff Darby, LLC (A)(O)
4730 Woodman Avenue, Suite 200
Sherman Oaks, CA 91423

Katherine Casey (R)
Craig Lawson & Co., LLC
3221 Hutchison Avenue, Suite D
Los Angeles, CA 90034

Thomas Iacobellis (E)
Iacobellis & Associates, Inc.
11145 Tampa Avenue, #158
Northridge, CA 91326

RE: Vesting Tentative Tract Map No. 74504
Related Case No.: CPC-2016-4190-VZC-HD-BL-
DB-SPR
Address(s): 18401 West Nordhoff Street (18401
and 18417-18419 West Nordhoff Street)
Planning Area: Northridge
Zone : RA-1; P-1VL; C2-1L
D. M. : 198B125
C. D. : 12
CEQA : ENV-2016-4191-MND

In accordance with provisions of Los Angeles Municipal Code (LAMC) Sections 17.06 and 17.15, the Advisory Agency approved Vesting Tentative Tract Map No. 74504, located at 18401 West Nordhoff Street (18417-18419 West Nordhoff Street) for the merger of two parcels into one lot and the resubdivision into **one (1) master ground lot and four (4) airspace lots** as shown on map stamp-dated November 3, 2016 in the Northridge Community Plan. This unit density is based on the requested R3-1 and C2-1VL Zone. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety for legal interpretation of the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. 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

Any questions regarding this report should be directed to Mr. Georgic Avanesian of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3438.

1. That a 5-foot wide strip of land be dedicated along Nordhoff Street adjoining the tract to complete a 55-foot wide half right-of-way in accordance with Boulevard II of LA Mobility Plan Standards.
2. That a 12-foot wide public sidewalk easement and additional 10-foot by 10-foot or 15-foot radius property return easement at the intersection with Darby Avenue, including public utilities, public street lights and fire hydrant easements be provided along Darby Avenue adjoining the tract.
3. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
4. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.
5. That any deficit fees for Work Order No. EXT00723 be paid.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor, and Suite 1200. The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

6. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Geology and Soils Report Approval dated November 21, 2016, Log No. 95647 and attached to the case file for Tract No. 74504 and shall 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

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

7. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of CPC case CPC-2016-4190-DB-VZC-HD-BL-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - c. Zone Change must be recorded prior to obtaining Zoning clearance.
 - d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
 - e. 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.

Notes:

Density based on 35% density bonus and required yard setback per affordable housing off-menu incentives (LAMC Section 12.22 A.25).

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 submitted Map may not comply with the number of parking spaces required by Section 12.21 A.4(a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

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

DEPARTMENT OF TRANSPORTATION

The applicant is advised that any questions regarding these conditions shall contact Taghi Gharagozli at taghi.gharagozli@lacity.org or (818)374-4699.

8. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
 - a. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment
 - b. A driveway width of W=30 feet is required for residential sites with more than 25 parking spaces.
 - c. A minimum of 40-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation.
 - d. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the 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 6262 Van Nuys Blvd. Room 320, Van Nuys, CA 91401.
 - e. That the condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to the recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

9. 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:
 - a. Submit plot plans for Fire Department approval and review prior to recordation of City Planning Action.

- b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- c. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.
- d. 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.
- e. 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.
- f. 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.
- g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Policy Exception: L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - This policy does not apply to single-family dwellings or to non-residential buildings.
- h. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
 - i. Entrance to the main lobby shall be located off the address side of the building.

- j. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- k. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- l. 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.
- m. Submit plot plans indicating access road and turning area for Fire Department approval.
- n. Standard cut-corners will be used on all turns.
- o. 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.
- p. Site plans shall include all overhead utility lines adjacent to the site.
- q. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- r. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. 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.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within

the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

DEPARTMENT OF WATER AND POWER

10. 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

11. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

12. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structures or potential maintenance problem, as stated in the memo dated December 13, 2016. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division 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. (d).).

INFORMATION TECHNOLOGY AGENCY

13. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of 3 people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

14. That the Quimby fee be based on the R3 and C2 Zone.

URBAN FORESTRY DIVISION

15. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at 213-847-3077.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

16. 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. Parking shall be provided in compliance with 12.22-A, 25(d)1 (Parking Option 1) and 12.21-A,4 and 16.
 - b. Prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yard.
 - c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - d. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
17. 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:
 - a. Streets to be used are limited to:
 - i. Loaded Trucks: west on Nordhoff Street to Reseda Boulevard, north on Reseda Boulevard to SR 118 East.
 - ii. Empty Trucks: SR 118 West to 405 South, 405 South to Nordhoff Street west into job site.

- b. Hours of operation shall be from: 7:00 a.m. to 4:00 p.m.
- c. Days of the week shall be Monday through Friday
- d. Total trips per day shall be 100 trips.
- e. Duration of project shall be 25 days of hauling
- f. Trucks shall be restricted to 10-wheel dump trucks or smaller for streets with a width of 25 feet or less. Eighteen-wheel dump trucks are permitted on streets with a width greater than 25 feet. **There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets.**
- g. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified prior to the start of hauling (213) 486-0777.
- h. Streets shall be cleaned of spilled materials at the termination of each work day.
- i. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- j. 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.
- k. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- l. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- m. All trucks are to be watered at the job site to prevent excessive blowing dirt.
- n. 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.
- o. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.
- p. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- q. A Truck Crossing warning sign shall be placed 300 feet in advance of the exit

- in each direction.
- r. 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.
 - s. 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.
 - t. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting Street Services Investigation and Enforcement Division at (213) 847-6000 before the change takes place.
 - u. The permittee shall notify Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
 - v. A surety or cash 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 Central Los Angeles District Engineering Office, 201 N. Figueroa Street, Land Development Section, Suite 1150, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 202-3495.

OR

- A surety or cash 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 Blvd, Suite 251, Van Nuys CA, 91401. Further information regarding the bond may be obtained by calling (818) 374-5082.
- 18. Prior to the issuance of the building permit or the recordation of the final map, whichever is first, the applicant shall provide evidence of the right for ingress and egress purposes from Darby Avenue (adjacent property).
- In the event that rights for ingress and egress purposes from Darby Avenue (adjacent property) cannot be obtained, a revised map indication access to be provided off of Nordhoff Street shall be submitted to the Department of City Planning and distributed to the subdivision committee and the final map shall be in substantial conformance with the revised map.
- 19. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2016-4190-VZC-HD-BL-DB-SPR shall be submitted to the

satisfaction of the Advisory Agency. In the event that CPC-2016-4190-VZC-HD-BL-DB-SPR is not approved or is modified by the City Planning Commission or City Council, the subdivider shall submit a tract modification.

20. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
21. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement. (b)
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City

fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

22. 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:

MM-1. Aesthetics (Lighting). Lighting shall be designed and installed with shielding, such that the light source does not directly illuminate adjacent residential properties, the public right-of-way, or the atmosphere above.

MM-2. Biological Resources (Habitat Modification: Nesting Native Birds, Non-Hillside or Urban Areas). The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- a) Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - b) If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - i) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - ii) If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
 - iii) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - iv) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
- MM-3. "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of the city street tree to be retained or as recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

MM-4. Archaeological Resource Inadvertent Discovery During the course of any ground disturbance activities, the applicant, or their agent, shall retain a qualified archaeologist and Native American monitor(s) to observe the initial site grading to a depth of three feet. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

- a) The applicant, or their agent, shall obtain the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
- b) The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;
- c) A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
- d) In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
- e) In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public

Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.

- f) Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).
- g) Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- h) A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit or any ground disturbance activities listed above.

MM-5. Paleontological Resource Inadvertent Discovery. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- a) The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

23. **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. Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active

construction areas to screen construction activity from view at the local street level and to deter unauthorized entry into the construction area.

CM-2. Public Services (Police – Facility Security). The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

DEPARTMENT OF CITY PLANNING-STANDARD CONDITIONS

SC-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. 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 12.22-A, 10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

SC-2. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan shall be prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site and shall include the following features.

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.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of

the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies 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 exceeds 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 Transportation 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) Construct new street lights: two (2) on Darby Avenue. If street widening per BOE improvement conditions, relocate and upgrade street light, one (1) on Nordhoff Street.
- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry 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:
 - i. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, reconstruction of the existing catch basin at the vicinity of Darby Avenue and Nordhoff Street will be necessary satisfactory to the Valley District Engineering.
 - ii. Improve Darby Street adjoining the subdivision by the construction of the followings:
 - (1) A concrete curb, a concrete gutter, and a 10-foot full width concrete sidewalk with tree wells.
 - (2) Suitable surfacing to join the existing pavements and to complete a 64-foot to 76-foot variable width roadway. **Necessary permits shall be obtained from the State of California agency in charge of Darby Street not within the City of Los Angeles jurisdiction.**
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvements.
 - iii. Improve Nordhoff Street being dedicated and adjoining the tract by the construction of an additional concrete sidewalk within the newly dedicated area to complete a full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements 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 density.

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

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power

facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

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.

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)

The Department of City Planning issued Mitigated Negative Declaration No. ENV-2016-4191-MND on March 30, 2017. The Department found that potential negative impact could occur from the project's implementation due to:

- Aesthetics;
- Biological Resources (tree removal);
- Cultural Resources;
- Public Services;
- Tribal Cultural Resources; and
- Mandatory Findings of Significance

The Deputy Advisory Agency adopts that Mitigated Negative Declaration No. ENV-2016-4191-MND and finds that it reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition Nos. 20, 21, and SC-2 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

The project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife.

In accordance with Section 21081.6 of the Public Resources Code (AB 3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by adopting the attached Mitigation Monitoring Program of ENV-2016-4191-MND.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 74705, 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.

The General Plan is comprised of eleven elements, including the Land Use Element. The Land Use Element is comprised of 35 community plans, which contain the goals, objectives, and policies related to land use in the City and is implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the permitted uses, height, parking, and the subdivision of land.

The project site consists of two contiguous parcels with a total lot area of 1.33 acres, located at the northwest corner of Nordhoff Street and Darby Avenue, within the Northridge Community Plan. The Community Plan designates the western parcel with a land use designation of Community Commercial, which lists the following corresponding zones: CR, C2, C4, and RAS3. The western parcel is currently zoned P-1VL and CR-1L, which permits residential development with R4 density and limited commercial uses in the CR Zone portion of the parcel. The applicant has requested a vesting zone change and a height district change from P-1VL and CR-1L to C2-1VL for this portion of the site. The eastern parcel is designated for Medium Residential land uses, with the R3 Zone listed as a corresponding zone. The eastern parcel is currently zoned RA-1, which is limited to single-family uses. The applicant has requested a vesting zone change from the RA-1 Zone to R3-1 for this portion of the site. The requested zone change would be consistent with the respective land use designations.

The project proposes to merge the two parcels and to resubdivide the site for one master ground lot and four airspace lots for the construction of 146 dwelling units and 2,000 square feet of commercial space. The subdivision is incidental to the requested zone change and identified entitlements under related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR. The proposed zone change is under the jurisdiction of the City Planning Commission and the City Council and the Deputy Advisory Agency's jurisdiction is limited to the design of the proposed map as regulated by the State Subdivision Map Act and the City's Division of Land regulations pursuant to Article 7 of the LAMC. Specifically, Section 17.05 requires that a tentative map shall be designed in compliance with the zoning applying to the property or approved by the City Council for a change or shall be subject to a condition requiring compliance with such zoning prior to recordation of the final map.

As defined by the Subdivision Map Act and LAMC Section 17.02, design includes, but is not limited to, street alignments (grades and widths), utilities, location of

easements, and lot size and configuration. The tract map has been reviewed by the Subdivision Committee and was recommended for approval subject to the recommended conditions of approval attached to this determination. The map indicates the location of vehicular access and meets the minimum lot size and width requirements of LAMC Section 12.10 and 12.14. Easements required for access purposes is further discussed in Finding (g). Additionally the map indicates the location of utilities and public right-of-ways. As such, the Deputy Advisory Agency finds that the proposed map conforms to the requirements of the Subdivision Map Act and the City's Division of Land regulations.

The proposed development of 146 dwelling units over the entire site is consistent with the site's Community Commercial and Medium Residential land use designations. The Community Commercial designation, which lists C2 as a corresponding zone, on the western portion of the site indicates that the Community Plan contemplated the development of commercial and multi-family uses on the site. Likewise, the eastern portion of the site was designated for Medium Residential land uses, which lists the R3 Zone as the corresponding zone. Therefore, the requested zone change to the C2 and R3 Zones are consistent with the respective land use designations. A maximum of 72 dwelling units would be permitted within the proposed C2 Zone and a maximum of 36 dwelling units would be permitted within the proposed R3 Zone if related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR is approved by the City Planning Commission and City Council. Thus, a combined total of 108 units would be permitted on the site.

In addition, the site is eligible for a density bonus up to 35% pursuant to Section 12.22-A,25 of the LAMC. provided the requisite number of dwelling units are set aside for Low or Very Low Income Households. Thus, a maximum density of 146 dwelling units would be permitted with a 35% Density Bonus over the entire site with the approval of related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR. The project proposes to set aside 15 percent of the base density for Very Low Income Households, thus qualifying for three on-menu incentives. In addition to the three on-menu incentives, the applicant has requested four off-menu incentives. One of the incentives requested is to permit the averaging of density over the entire site and the ability to calculate density pre-dedication. In conjunction with the approval of related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR, the proposed project would be consistent with the land use designation and the proposed zones.

Condition No. 18 of the tract's approval requires that prior to issuance of a building permit or prior to the recordation of the final map, related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR be approved and in the event this related case is not approved or is modified by the City Planning Commission or City Council, the subdivider shall file a tract modification. Pursuant to Section 17.03-A of the LAMC, if the final decision-maker imposes a condition as part of an action on a related application that differs from a condition of approval on a tentative tract map, then the Advisory Agency shall have the authority to make the tract map conditions consistent with the final decision-maker's action. Therefore, as conditioned, the proposed map will be consistent with the General Plan.

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

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and “improvements” refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05-C requires that the tract map be designed in conformance with the zoning regulations of the project site. The applicant has requested a vesting zone change and a height district change from P-1VL and CR-1L to C2-1VL and a vesting zone change from RA-1 to R3-1 under related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR. In addition to the zone and height district change, the applicant has requested additional entitlements to permit the development of 146 dwelling units and 2,000 square feet of commercial space. Condition No. 18 of the tract’s approval requires that prior to issuance of a building permit or prior to the recordation of the final map, related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR be approved and in the event this related case is not approved or is modified by the City Planning Commission or City Council, the subdivider shall file a tract modification. With the approval of related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR, the project would be consistent with the density, floor area, and height permitted by the two zones.

The tract map was distributed to and reviewed by various city agencies of the Subdivision Committee that have the authority to make dedication, vacation, and/or improvement recommendations. The Bureau of Engineering has recommended a 5-foot wide strip of land be dedicated along Nordhoff Street adjoining the tract to complete a 55-foot wide half right-of-way. Additionally, the Bureau of Engineering has recommended that a 12-foot wide public sidewalk easement be provided along Darby Avenue for the improvement of a sidewalk. The dedication, easement, and improvements to Nordhoff Street and Darby Avenue would be consistent with the standards of the Mobility Element. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010. As conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General Plan.

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

The project site consists of approximately 1.33 acres, or 58,112 square feet of land, is currently improved with a medical office building and a single-family dwelling. The existing buildings would be removed for the construction of a new mixed-use building with a maximum of 146 dwelling units and 2,000 square feet of commercial space. The project site is located 6.9 km of the Northridge Fault, but is not located within the Alquist-Priolo Fault Zone. The site is not located within a designated hillside area or BOE Special Grading Area. The site is not located within a high fire hazard severity zone, a flood zone, landslide, liquefaction, tsunami inundation zone, or methane zone. Prior to the issuance of any permits, the project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department. The site is not identified as having hazardous waste or past remediation. The site is within Flood Zone Type C, which denotes areas of minimal flooding.

The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

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

The project site consists of 1.33 acres, or 58,112 square feet of land, with the western 28,839 square feet having a land use designation of Community Commercial and is zoned P-1VL and CR-1L. The eastern 29,273 square feet of the project site has a land use designation of Medium Residential and is zoned RA-1. In conjunction with the requested merger and resubdivision, the applicant has requested a vesting zone change and height district change from P-1VL and CR-1L to C2-1VL and a vesting zone change from RA-1 to R3-1. Approval and adoption of the requested zone change would be consistent with the respective land use designation. The C2 Zone would permit a maximum of 72 dwelling units, while the R3 Zone would permit a maximum of 36 dwelling units, for a total maximum of 109 dwelling units. Height District 1-VL would permit a maximum floor area ratio (FAR) of 1.5:1 and height of 45 feet in the C2 Zone and Height District 1 would permit a maximum FAR of 3:1 and height of 45 feet in the R3 Zone.

In conjunction with the zone change, the applicant has proposed to set aside 15 percent, or 17 dwelling units, of the base density for Very Low Income Households, thus qualifying for a 35 percent density bonus increase, for a maximum of 146 dwelling units. The applicant has requested three on-menu incentives and four off-menu incentives to allow an increase in the FAR, height, reduced setbacks, as well as averaging of the FAR, density, height, and access. With the approval of the incidental zone change, height district change, and density bonus incentives, the site would be physically suitable for the proposed density.

Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable

requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

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

The project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife.

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

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards.

The Bureau of Engineering has reported that the proposed subdivision does not violate the 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.

The project site has approximately 205 feet of frontage along Nordhoff Street, which is a dedicated and improved public right-of-way. The proposed tract map will merge the two existing parcels into one master ground lot and four air space lots. The project proposes to provide a driveway at the northeast corner of the project site which will be accessible from Darby Avenue. The portion of Darby Avenue that is adjacent to the project site is not a public street and would require an easement for purposes of vehicular ingress and egress. The location and ability to access the driveway will be considered under related Case No. CPC-2016-4190-VZC-HD-BL-DB-SPR. At the public hearing, the Bureau of Engineering clarified that an easement granting access for ingress and egress purposes would have to be provided prior to the recordation of the final map. The easement would be necessary to ensure that improvements could be fulfilled on the adjacent property for the purposes of ingress and egress. The Advisory Agency has incorporated a condition that would require the applicant to provide evidence of an easement for vehicular ingress and egress through the adjacent property. The project proposes to provide a 12-foot easement on the project site and proposes to improve it with a sidewalk and landscape buffer. The proposed design of the tract map will not

conflict with any known easements acquired by the public at large for access through or use of the property within the proposed subdivision. Needed public access for roads and utilities will be acquired by the City prior to the 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 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 Tentative Tract Map No. 74504.

Vincent P. Bertoni, AICP
Advisory Agency



FERNANDO TOVAR
Deputy Advisory Agency

FT:MS

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 Blvd., Room 251
Van Nuys, CA 91401
818 374-5050

Forms are also available on-line at <http://cityplanning.lacity.org/>.

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

If you have any questions, please call Development Services Center staff at (213) 482-7077 or (818) 374-5050.

Initial Study / MND – Volume I

18401 Nordhoff

MIXED-USE PROJECT



Los Angeles City Planning Case Number:

CPC-2016-4190-VZC-HD-BL-DB-SPR
ENV-2016-4191-MND / VTT-74504

LEAD AGENCY:

**Los Angeles Department
of City Planning**

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Los Angeles, California 90012
Contact: May Sirinopwongsagon,
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(213) 978-1372

APPLICANT:

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Darby, LLC**

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Sherman Oaks, CA 91423

PREPARED BY:

envicom
CORPORATION

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Westlake Village, California 91362
Contact: Laura Kaufman, AICP,
Director of Environmental Services

(818) 879-4700

March 2017

Exhibit D

18401 NORDHOFF MIXED-USE PROJECT

INITIAL STUDY/MND

Los Angeles City Planning Case Numbers:

**CPC-2016-4190-VZC-HD-BL-DB-SPR
ENV-2016-4191-MND
VTT-74504**

Lead Agency:

**LOS ANGELES DEPARTMENT
OF CITY PLANNING**

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March 2017

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1.0 INTRODUCTION

CEQA REVIEW

As the lead agency, the City of Los Angeles has conducted this Initial Study pursuant to the California Environmental Quality Act (CEQA) Statute and Guidelines¹ in order to determine the potential environmental impacts of approval of the proposed 18401 Nordhoff Mixed-Use Project.

PROJECT SUMMARY

The proposed project would construct a mixed-use building with 146 apartment units and 2,000 square feet of commercial space on an approximately 1.33-acre project site within the Northridge community of the City of Los Angeles. The building would consist of five stories above ground and a subterranean parking garage. The ground floor would consist of residential apartments, two commercial spaces of 1,000 square feet each, a leasing office, parking spaces for residents and commercial uses, and amenities for use by residents including an event room, a fitness room/game room, and courtyard areas. Other ground floor uses would include bicycle parking areas for long-term and short-term use. The top four stories would consist of residential apartments, with a swimming pool and spa on the second floor (podium level), and a fifth-floor open terrace common area. The parking areas of the ground floor and the subterranean garage would provide a total of 222 vehicle spaces to meet City code requirements. Potential commercial tenants have not been determined at this time; however, they would conceptually include small food service businesses such as a coffee shop or frozen yogurt shop. The project would replace an existing vacant single-family residence, detached garage and 7,758 square feet of medical office space that currently occupy the project site.

¹ California Public Resources Code, Division 13. Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA); and California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).

2.0 FINDINGS OF THIS INITIAL STUDY

The analysis in this Initial Study demonstrates that with the incorporation of mitigation measures, the proposed project would have a less than significant impact on the environment with regard to all CEQA Checklist issues. For each issue addressed in Section 4.0, the impacts associated with development of this project have been determined to be “Significant Unless Mitigation Incorporated,” “Less than Significant,” or “No Impact.” For issues that were determined to be “Significant Unless Mitigation Incorporated,” mitigation measures have been identified that would reduce impacts to below a level of significance.

3.0 PROJECT DESCRIPTION

PROJECT LOCATION AND EXISTING USES

The proposed project site is located on the northwest corner of the intersection of Darby Avenue and Nordhoff Street in the community of Northridge in the City of Los Angeles. The addresses associated with existing residential and commercial uses within the site include 18401, 18417, and 18419 West Nordhoff Street, Northridge, California 91325. The project location is shown in **Figure 3-1, Project Regional Location Map** and **Figure 3-2, Project Vicinity Map**. The existing conditions of the project site as seen from adjacent roadways are shown in **Figure 3-3, Photos of the Project Site**.

The site consists of two parcels, APN 2764-013-012 (18401 W. Nordhoff Street), and APN 2764-013-011 (18417 and 18419 W. Nordhoff Street), which total approximately 1.33 acres. The project would replace an existing vacant single-family residence, detached garage and 7,758 square feet of medical office space that currently occupy the project site. As demonstrated in Figures 3-1 and 3-2, land uses surrounding the project site include, the California State University Northridge (CSUN) campus to the east, the Northridge Branch of the Los Angeles Public Library to the south, a commercial retail center to the west, and multi-family residential buildings to the north. The portion of the CSUN campus that lies adjacent to the project site consists of a surface parking lot located at the northeast corner of the intersection of Darby Avenue and Nordhoff Street. A development of single-family homes is located at the southeast corner of the intersection of Darby Avenue and Nordhoff Street. Commercial uses along Nordhoff Street near the project site include fast-food restaurants and a bank on the south side of the street, and retail shops and fast-food restaurants along the north side of the street immediately west of the project site.

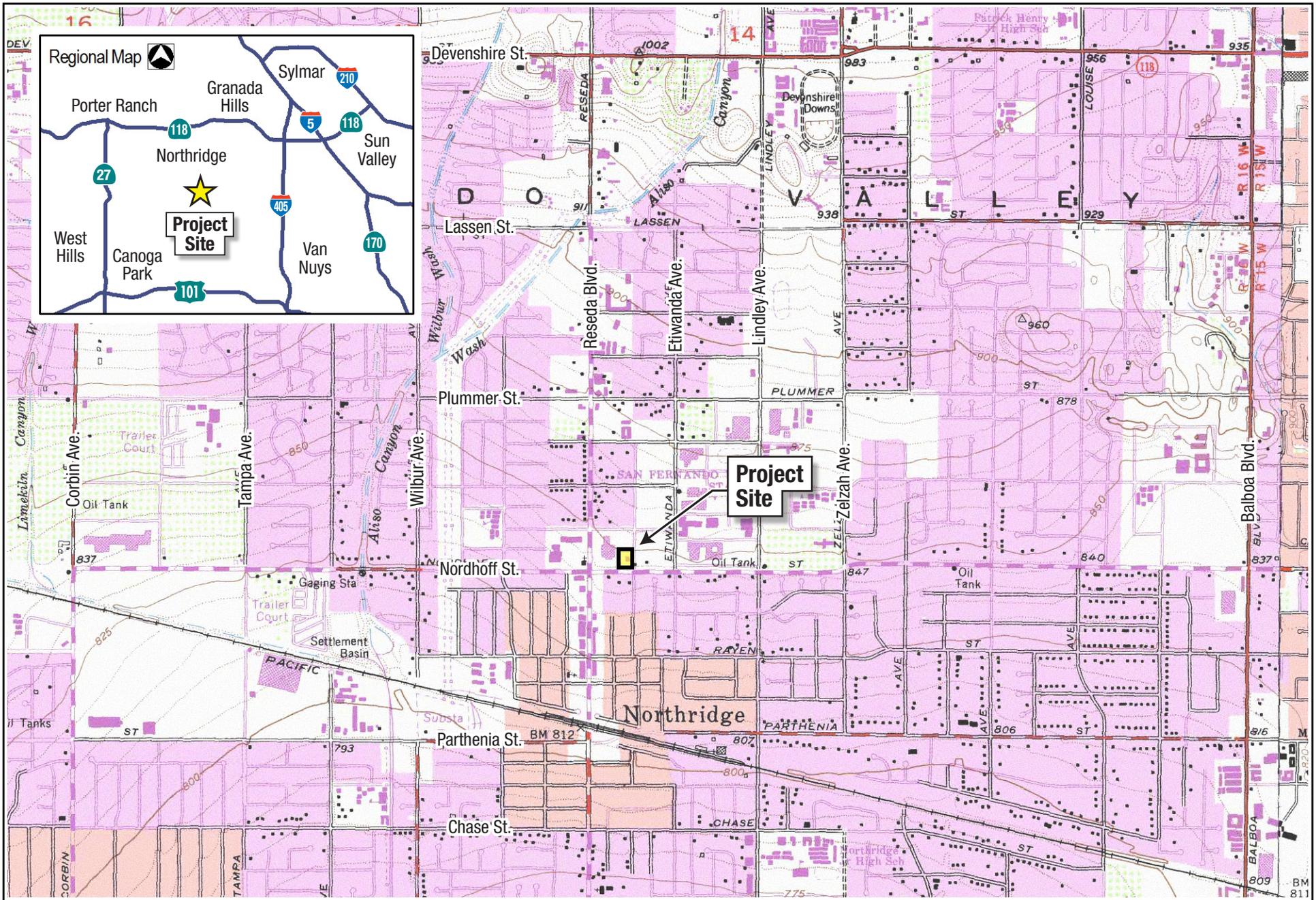
SITE ACCESS

Vehicular access to the site would be provided by a full access driveway to be constructed on Darby Avenue to serve both the residential and commercial uses of the project. This proposed access location would be consistent with City of Los Angeles Department of Transportation (LADOT) recommendations regarding the project's Traffic Assessment that "access to this site be from Darby Avenue in order to best accommodate the vehicular traffic from this site"² as seen in Appendix G. The project would remove two existing driveways on Nordhoff Street that currently serve the existing uses. The Applicant's proposed placement of the driveway anticipates restriping Darby Avenue to allow left turn movements to and from the site. Darby Avenue is a permanent easement and right of way for public street purposes as per Easement Deed (D6047 668) between the Trustees of the California State Colleges and the City of Los Angeles, dated August 7, 1973.

PROJECT COMPONENTS

The project would remove existing structures from the site, including a single-family home, detached garage and approximately 7,758 square feet of medical office space. The proposed project would construct a five-story mixed-use building with 146 apartments and 2,000 square feet of commercial space, and would include a fitness room/game room for residents, an event room, a swimming pool and spa, and common open spaces that include courtyards and a fifth-floor terrace. The proposed building would be a maximum of 56 feet above ground level, and would cover the majority of the approximately 1.33-acre site, with the exception of required setbacks. Landscaping would include planting trees to meet or exceed the number of trees required by the City's Municipal Code (LAMC) Section 12.21.G.2.

² City of Los Angeles Department of Transportation, Inter-Departmental Correspondence letter regarding Traffic Assessment for the Proposed Mix Use Project Located at 18401 Nordhoff Street, November 8, 2016.



Source: Canoga Park, California, U.S.G.S. 7.5 Minute Quadrangles

18401 NORDHOFF MIXED-USE PROJECT

Project Regional Location Map



Aerial Source: GoogleEarth Pro, Feb. 8, 2016.

18401 NORDHOFF MIXED-USE PROJECT

Project Vicinity Map

envicom

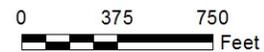


FIGURE 3-2



Photo 1 – Northwest view of the project site from the intersection of Nordhoff Street and Darby Avenue. Photo taken October 7, 2016.



Photo 2 – Northerly view from Nordhoff Street of existing commercial structures within and adjacent to the westerly portion of the project site. Photo taken October 7, 2016.



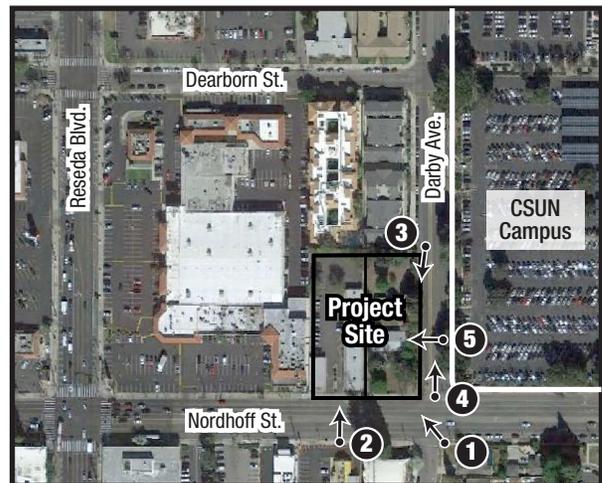
Photo 3 – Southwesterly view of the project site from Darby Avenue, with a portion of the adjacent three-story apartment building visible in the foreground. Photo taken October 7, 2016.



Photo 4 – Northerly view along Darby Avenue along the eastern project site boundary. Photo taken October 7, 2016.



Photo 5 – Westerly view from Darby Avenue of the existing single-family home at 18401 Nordhoff Street. Photo taken October 7, 2016.



➔ Photo locations

Figure 3-4A, Architectural Plans – First Floor, shows the proposed general layout for the ground floor of the project, and **Figure 3-4B, Architectural Plans – Fifth Floor**, shows a representative upper floor layout of the project (Fifth Floor), with the general configuration of proposed residential units.

Figure 3-5A and Figure 3-5B, Building Elevations, show the floor heights and depict exterior details of design and materials. **Figure 3-6, Massing Evaluations** show the scale and massing of the proposed building, as well as the relative heights of existing commercial and residential buildings that are adjacent to the site. Illustrative architectural renderings are provided in **Figure 3-7, Architectural Renderings – Nordhoff Street and Darby Avenue Views**, provides illustrations of the proposed project at completion.

Parking

Onsite parking would be provided within the first floor and subterranean parking garages, with a total of 222 spaces, 9 of which would be dedicated for the proposed commercial uses. Additionally, a total of 169 bicycle parking spaces would be provided to serve the proposed residential and commercial uses for long-term and short-term use.

Construction Earthwork

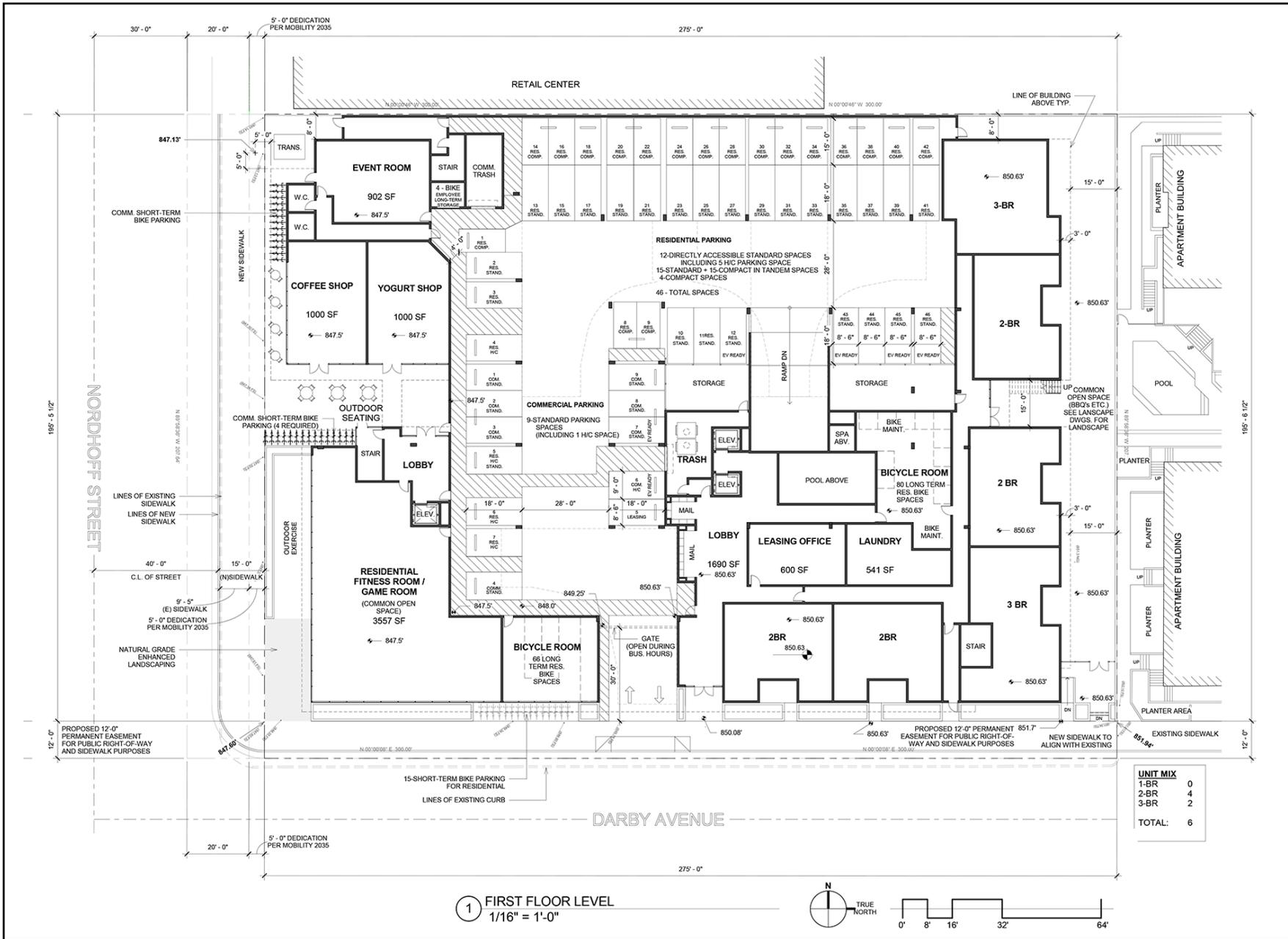
The infill project would be constructed on a relatively flat, previously developed site, and as such, grading would generally consist of excavation within the site for foundation construction and to accommodate the proposed below grade parking. Excavation within the site would result in a net export of approximately 24,475 cubic yards of earth.

REQUIRED APPROVALS

Necessary project entitlements would require approval from the City of Los Angeles. The applicant is seeking approval of the following entitlement requests:

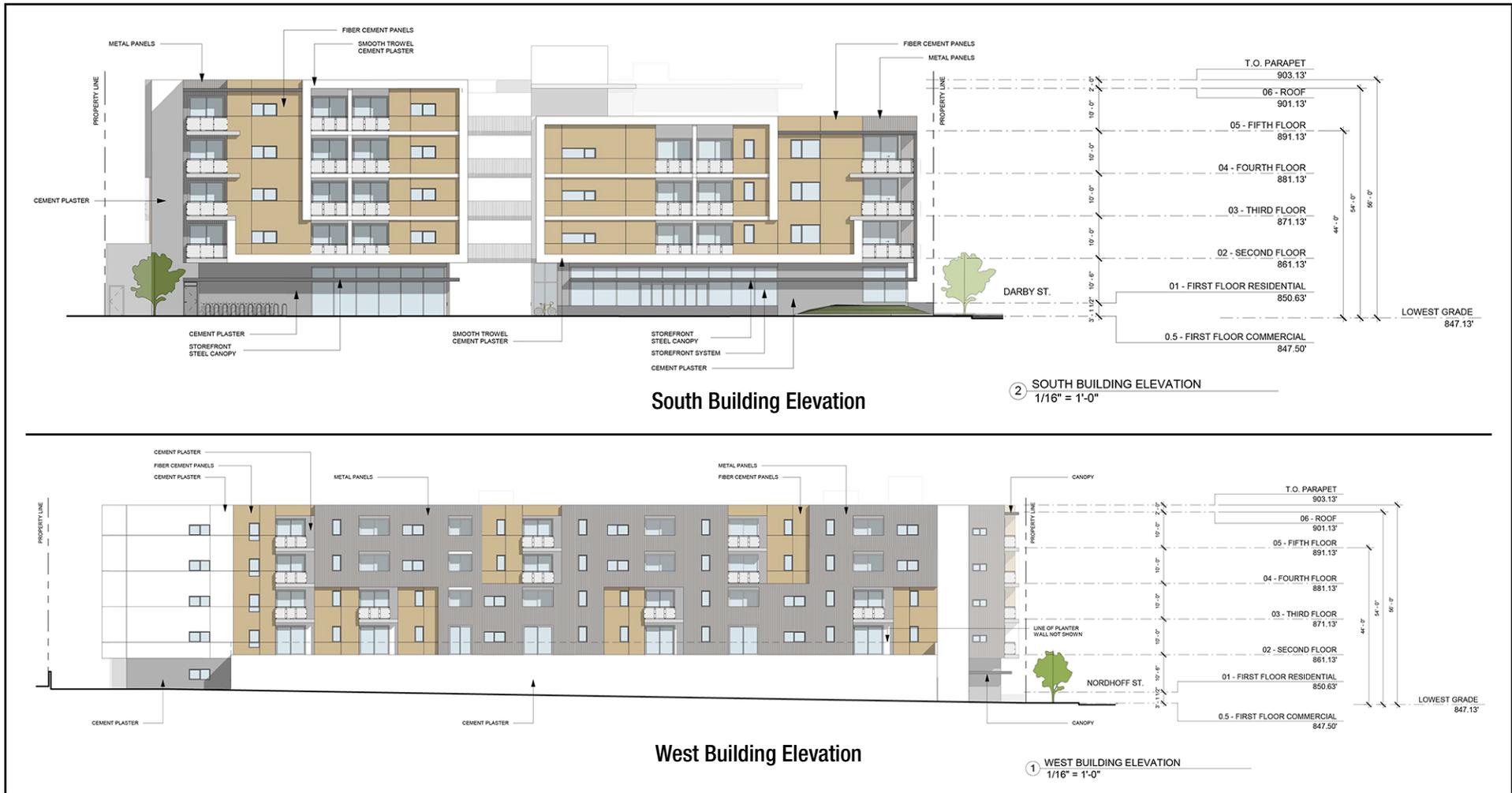
1. A Vesting Zone Change from the RA-1 Zone to the R3-1 Zone for the portion of the project site located at 18401 W. Nordhoff Street, and from the CR-1L and P-1VL Zones to the C2-1VL Zone for the portion of the Project Site located at 18417 and 18419 W. Nordhoff Street (LAMC Section 12.32.Q)
2. A Height District Change from Height District -1L to -1VL on the proposed C2 Zoned parcels (LAMC Section 12.32.F)
3. Building Line Incident to Zone Change to allow an Amendment to Ordinance 99671, Resolution 1331, dated January 22, 1952, Diagram 6 to remove the remaining 25 foot building line along the Nordhoff Street frontage of Lot FR136, Arb 4, located at 18401 W. Nordhoff Street [LAMC Section 12.32.R.2(f)].
4. Per LAMC Section 12.22.A.25, the Applicant proposes to set aside 15% of the base density for “Very Low” Income restricted affordable households (LAMC Section 12.22.A.25) and an increase in density of 35%, with parking to be provided in compliance with LAMC Section 12.22.A.25(d)(1), Affordable Housing Reduced Parking Option 1 for all residential units.
5. Affordable Housing On-Menu Incentives [LAMC Section 12.22.A.25(e)(1)] as follows:
 - A 35% increase in allowable Floor Area Ratio equal to percentage of Density Bonus; (LAMC Section 12.22.A.25(f)(4)(i) - Floor Area Ratio)

- Averaging of Floor Area Ratio, Density, Parking or Open Space and permitting Vehicular Access [Per LAMC Section 12.22.A.25(f)(8)]
 - The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located (LAMC Section 12.22.A.25(f)(7) Density Calculation); and
6. Affordable Housing Off-Menu Incentives (LAMC Section 12.22.A.25(g)(3)(ii)) as follows:
- An 11-foot increase in height and 2 additional stories in the proposed C2-1VL portion of the project site, in lieu of the 45-foot, 3-story height restriction in Height District -1VL (LAMC Section 12.21.1)
 - An 11-foot increase in height in the proposed R3-1 portion of the project site, in lieu of the 45-foot height restriction in Height District (LAMC Section 12.21.1)
 - The following reduced yard setbacks :
 - For the Proposed C2-1VL zone:
 - A 15-foot rear yard setback in lieu of the required 17 feet (LAMC Section 12.14.C.2 and LAMC Section 12.11.C.3).
 - For the proposed R3-1 zone:
 - A 12-foot front yard setback in lieu of the required 15 feet (LAMC Section 12.10.C.3).
 - Allow automobile access to the Project Site off of Darby Avenue (a permanent easement and right-of-way for public street purposes), as per Easement Deed D6047 recorded in Official Records of Los Angeles County on October 11, 1973 (LAMC Section 12.03).
7. Approval of Site Plan Review (LAMC Section 16.05).
8. A Vesting Tentative Tract Map (VTT-74504) for a merger of the Project Site into (1) Master Lot and (4) airspace lots (LAMC Section 17.15).
9. Haul Route. The Applicant requests that the proposed Haul Route be approved concurrent with the Vesting Tentative Tract Map.



Source: DE Architects AIA, Oct. 31, 2016.

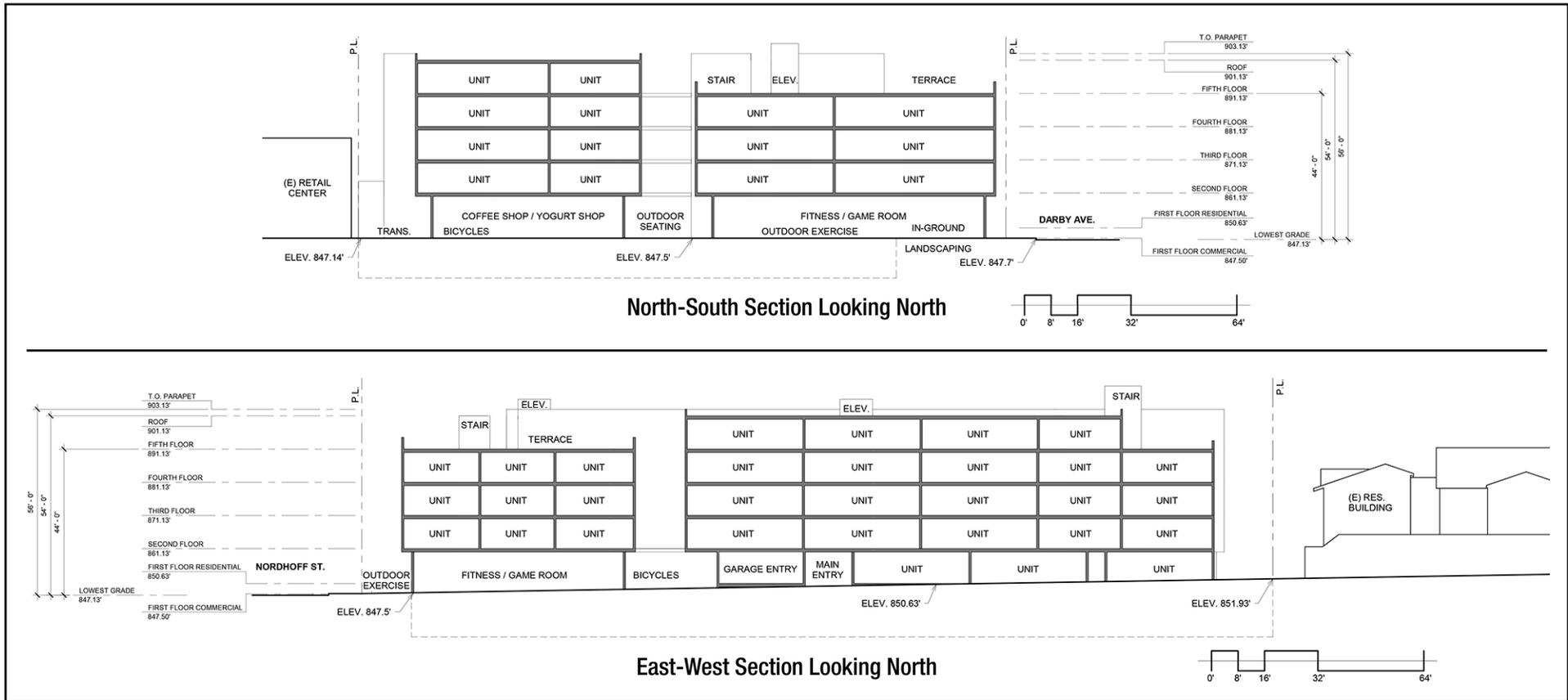
First Floor Level



Source: DE Architects AIA, Oct. 31, 2016.



Source: DE Architects AIA, Oct. 31, 2016.



Source: DE Architects AIA, Oct. 31, 2016.



Nordhoff Street View



Darby Avenue View

4.0 INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

1. **Project title:**
18401 Nordhoff Mixed-Use Project
2. **Lead agency name and address:**
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012
3. **Contact person and phone number:**
Attn: May Sirinopwongsagon, City Planner
Department of City Planning – Expedited Unit
Tel: (213) 978-1372
4. **Project location:**
Address: 18401, 18417, 18419 W. Nordhoff Street, Northridge, California 91325
5. **Project sponsor's name and address:**
Nordhoff Darby, LLC
4730 Woodman Avenue, Suite 200
Sherman Oaks, CA 91423
6. **General plan designation:**
Medium Residential, Community Commercial
7. **Zoning:**
RA-1, CR-1L, and P-1VL
8. **Description of project:**
Removal of one single-family residence, detached garage and approximately 7,758 square feet of medical office space, and construct a five-story mixed-use building with a subterranean parking level, with 146 apartments and 2,000 square feet of commercial space.
9. **Surrounding land uses and setting:**
Surrounding land uses include a CSUN campus parking lot to the east, multi-family residential buildings to the north, retail and restaurant commercial uses to the west, and a public library branch to the south. Other land uses in the general vicinity include a single-family home development to the southeast.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**
The City of Los Angeles is the only approval agency anticipated at this time.

CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROPOSED MITIGATED NEGATIVE DECLARATION		
LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: 12
PROJECT TITLE: 18401 Nordhoff Mixed-Use Project	ENVIRONMENTAL CASE: ENV-2016-4191-MND	CASE NO. CPC-2016-4190-VZC-HD-BL-DB-SPR VTT-74504
PROJECT LOCATION: 18401, 18417, 18419 W. Nordhoff Street, Northridge, California 91325		
PROJECT DESCRIPTION: Removal of one single-family residence, detached garage and approximately 7,758 square feet of medical office space, and construct a five-story mixed-use building with a subterranean parking level, with 146 apartments and 2,000 square feet of commercial space.		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Nordhoff Darby, LLC 4730 Woodman Avenue, Suite 200 Sherman Oaks, CA 91423		
FINDING: The Department of City Planning of the City of Los Angeles finds that, although the proposed project could have a significant effect on the environment, implementation of the mitigation measures outlined on the attached pages will reduce any potential significant adverse effects to a level of insignificance. A MITIGATED NEGATIVE DECLARATION will be prepared.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING FORM May Sirinopwongsagon	TITLE City Planner	TELEPHONE NUMBER (213) 978-1372
ADDRESS 200 North Spring Street Los Angeles, California 90012	SIGNATURE (Official)	DATE

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.

Name: May Sirinopwongsagon
 Title: City Planner, City of Los Angeles

Signature: _____

Date: _____

SUMMARY OF PROJECT MITIGATION MEASURES

AESTHETICS

MM AES-1 Aesthetics (Lighting)

- Outdoor lighting shall be designed and installed with shielding, such that the light source does not directly illuminate adjacent residential properties, the public right-of-way, or the atmosphere above.

BIOLOGICAL RESOURCES

MM BIO-1 Habitat Modification (Nesting Native Birds)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

MM BIO-2 Tree Preservation (Grading Permits)

“Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of the city street tree to be retained or as recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

CULTURAL RESOURCES**MM CR-1 Archaeological Resource Inadvertent Discovery**

During the course of any ground disturbance activities, the applicant, or their agent, shall retain a qualified archaeologist and Native American monitor(s) to observe the initial site grading to a depth of three feet. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

- The applicant, or their agent, shall obtain the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
- The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;
- A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
- In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
- In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit or any ground disturbance activities listed above.

MM CR-2 Paleontological Resource Inadvertent Discovery

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

PUBLIC SERVICES

MM PS-2 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen construction activity from view at the local street level and to deter unauthorized entry into the construction area.

MM PS-3 Public Services (Police – Facility Security)

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. The L.A. CEQA Thresholds Guide describes scenic vistas in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The project site and surrounding vicinity is currently developed and provides no scenic views of natural areas, or other scenic vistas from surface streets under existing conditions.

The project site is located within the developed, urbanized, Northridge Community Plan area of the San Fernando Valley. The surrounding area consists of existing residential, commercial, and institutional land uses. Residential uses consist of apartments and single-family homes. Existing institutional uses in the area include California State University Northridge (CSUN), located to the east of the project site, across Darby Avenue. Commercial uses adjacent to the western project boundary consist of a retail center located along Reseda Boulevard. The project site is visible from public roadways in the near vicinity, including Nordhoff Street and Darby Avenue, and from the CSUN campus.

The Community Plan does not identify any scenic vistas or focal views, such as natural open space areas, in the project vicinity. Views in the vicinity of the project site are largely constrained by adjacent structures and the area’s relatively flat topography. Therefore, the project would not have a substantially adverse effect on a scenic vista and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact would occur only if scenic resources would be damaged and/or removed by development of the proposed project.

The project site does not contain existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area. There are no features within the project site and surrounding area that are listed, designated or otherwise recognized by the City (e.g., a scenic corridor, historic district, heritage oak trees) as scenic resources. Based on Appendix B of the City's General Plan Mobility Element, the project site is not located adjacent to or in the vicinity of a designated scenic highway. Therefore, the proposed project would not result in a significant impact with regard to scenic highways.

c. Less Than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact would occur if the proposed project were to introduce incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

The project proposes to construct an infill development, comprised of a mixed-use building with multi-family residential units and commercial space, in an area with compatible uses. The site lies adjacent to a retail center located along a commercially developed portion of Reseda Boulevard, with multi-family residential buildings adjacent to the site on the north, and large parking lot areas associated with CSUN to the east. As such, the aesthetic character of the vicinity is a combination of commercial, multi-family residential, and institutional, with which the proposed project would not be out of character. Other developed portions of the vicinity include single-family homes located southwest of the project site.

Building Height and Massing

With respect to building mass and height, existing buildings adjacent to the site consist of multi-family residential structures of three and four stories in height, and commercial structures of two stories in height. The project is requesting an affordable housing increase in height incentive of 11 feet for both parcels (pursuant to LAMC Sections 12.22.A.25(f)(5) and Section 12.21.1) to allow the proposed 5-story building, with a maximum height of 56 feet above grade. Elevations showing the relative heights of proposed structures and existing adjacent structures to remain are provided in Figure 3-5, and Figure 3-6 provides architectural renderings of the proposed project at completion in context with adjacent development. As shown, the project site would not create a substantial contrast in building height and massing to the surrounding buildings. Thus, the height and massing of the proposed structure would be compatible in scale to the existing neighborhood. The aesthetic impacts created by the scale and massing of the project would therefore be less than significant.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by proposed buildings, which may affect adjacent facilities and operations sensitive to the effects of shading, which include routinely useable outdoor spaces associated with residential uses. Pursuant to the L.A. CEQA Thresholds Guide, screening criteria, a project may have a significant impact if it includes light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast. As the project proposes a structure of 56 feet in height above the ground elevation, the project would not exceed the City's shade/shadow impact screening criteria, and impacts would be less than significant.

Graffiti/Vandalism

The proposed project includes street-facing building walls and parking garage space that would potentially provide opportunities for graffiti and for the deposit of trash and debris. Street-facing commercial uses would be located on the ground floor of the project, which would discourage vandalism.

Pursuant to LAMC Section 91.8104.15, the project would be required to maintain the exterior free from graffiti that could be visible from a public street or alley. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact With Mitigation. A significant impact may occur if the project introduces new sources of light on, or glare from, the project site that would be incompatible with the surrounding areas, or that pose a safety hazard to motorists on adjacent streets or freeways. Based on the L.A. CEQA Thresholds Guide, the determination of whether the proposed project results in a significant nighttime illumination impact shall be made considering the following factors: (1) the change in ambient illumination levels as a result of proposed project sources; and (2) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.

Light

The proposed project is located in an urbanized area with substantial existing nighttime lighting in the form of street lights (Nordhoff Street and Darby Avenue), at commercial and residential buildings, and in parking lots for those uses. The proposed project would similarly include nighttime lighting to illuminate building entrances, stairs, walkways and landscape areas to provide adequate night visibility and security. The project's parking area and associated lighting would be contained within the structure's ground floor and subterranean garage areas and would not be substantially visible from adjacent properties. The proposed commercial uses and associated signage would be on the ground floor, and any signage lighting would be required to comply with the City's Code. Outdoor nighttime lighting provided for the project would be directed downward to minimize light spillover pursuant to LAMC standards, including the light pollution reduction standards provided in the City's Green Building Code.³ Mitigation measure MM AES-1 would ensure project lighting would be shielded to avoid direct illumination of adjacent residences, the public right-of-way, or the atmosphere. Impacts would be reduced to less than significant with mitigation.

Glare

Glare can occur at night from various lighting sources such as car lights, street lights and other lights on buildings, walkways and parking areas for visibility and security. Daytime glare can be the result of buildings with glass exteriors or other reflective surfaces. The project would install windows that are consistent with City Building Code standards and would not generate a substantial amount of glare that would affect daytime views in the area. The proposed building exterior would not feature highly reflective polished metals or highly reflective glass surfaces that could create a new source of substantial glare. Therefore, glare impacts would be less than significant.

Mitigation Measures: The following mitigation measure would be required.

MM AES-1 Aesthetics (Lighting)

- Outdoor lighting shall be designed and installed with shielding, such that the light source does not directly illuminate adjacent residential properties, the public right-of-way, or the atmosphere above.

³ Los Angeles Municipal Code, Chapter 9 Building Regulations, Article 9 Green Building Code, Section 99.05.106.8. Light Pollution Reduction.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES.				
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a, e. No Impact. The project site is located within an urbanized area of the San Fernando Valley, and is developed with residential and commercial uses. The Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation⁴ designates the site as Urban and Built-Up Land on the 2014 map of Los Angeles County Important Farmland, and not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the project would have no impact on agricultural resources, and no mitigation is required.

b. Less Than Significant Impact. The project site is located within an urbanized area of the San Fernando Valley, and is developed with residential and commercial uses. Surrounding land uses include commercial, residential, and institutional uses. One parcel within the project site, located at 18401 W. Nordhoff Street, is zoned RA-1, which allows suburban uses including limited agricultural uses, single-family dwellings, and home occupations. The project proposes to rezone that parcel to a residential zoning of R3-1, to be consistent with the proposed project. Under existing conditions, the portion of the project site that is zoned RA-1 does not represent a substantial agricultural resource, and is surrounded by urban uses. Therefore, the proposed rezoning would have a less than significant impact on

⁴ California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2012. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf> (accessed September 26, 2016).

agricultural resources regarding conflict with an existing zoning for agricultural use. No mitigation is required.

c-d. No Impact. The project site is located within an urbanized area of the San Fernando Valley, and is developed with residential and commercial uses. The project site is not zoned for forestland, timberland, or timberland production. Existing ornamental landscaping trees within the site do not represent substantial forest land resources. As such, the project would have no impact regarding rezoning, loss, or conversion of forestlands or timberlands, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The proposed project lies within the South Coast Air Basin (Air Basin), a 6,600 square mile coastal plain that is bounded by the Pacific Ocean to the west, and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. There are a number of regional factors that collectively hinder the dispersion of air pollutants and contribute towards poor air quality, especially in the basin’s inland valleys: low temperature inversion heights, meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing), adjacent mountain ranges and other topographical features.

Project-related air quality emissions analysis was performed using California Emissions Estimator Model (CalEEMod.2016.3.1), a model developed by the South Coast Air Quality Management District (SCAQMD) by which to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants. Project CalEEMod output data is provided in **Appendix B**.

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

The most recent version of the AQMP created by the SCAQMD was adopted on December 7, 2012. An updated draft AQMP for 2016 is currently under review. The upcoming 2016 AQMP includes integrated strategies and measures to meet the National Ambient Air Quality Standards. Planning strategies for reducing emissions and achieving ambient air quality standards are developed using demographic growth projections (regional population, housing, and employment) generated by the Southern California Association of Governments (SCAG). SCAG also prepared the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (2012-2035 RTP/SCS), and the growth projections are utilized in the preparation of air quality forecasts and consistency analysis that is included in the AQMP.

The proposed project would be consistent with the currently allowable land uses for the site, and no General Plan Amendment is proposed. As such, the project would not be an unexpected use for the site. The proposed project would not be regionally significant as it would not foster substantial growth in population, housing, or employment within the region. Therefore, the project would substantially affect conformance with the AQMP, or obstruct its implementation. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A project may have a significant impact if project-related emissions exceed any federal, state, or regional standards or thresholds of significance, or if project-related emissions substantially contribute to an existing or projected air quality violation. Construction-phase and operational emissions for criteria pollutants were calculated using CalEEMod.2016.3.1.

Construction Emissions

The project's proposed construction activities would include the demolition of existing structures including a single-family residence, detached garage, and approximately 7,750 square feet of medical office buildings, and the construction of a 5-story mixed-use building with 156,016 square feet of floor area (residential and commercial), as well as 222 vehicular parking spaces on the ground floor and subterranean garage areas. This analysis also evaluates potential emissions resulting from excavation of the proposed subterranean garage area, and exporting of approximately 24,475 cubic yards of soil material.

The project would be required to implement appropriate dust control measures during construction in compliance with SCAQMD Rule 403 - Fugitive Dust.⁵ The purpose of Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Regulatory requirements of Rule 403 that would apply to the proposed project include, but are not limited to, water application to prevent the generation of visible dust plumes; effective cover maintenance over exposed areas; timely ground cover reestablishment; preparation and maintenance of a construction vehicle exit point with gravel and/or rumble plates to prevent track-out of soil, and regular inspection of area streets for track-out debris and street sweeping as needed. In addition, all soil export vehicles would be required to tarp loads during travel.

Table III-1, Construction Activity Maximum Daily Emissions, provides the calculated peak construction day emissions for the project. The project emissions were modeled based on a buildout completion by the year 2018. As shown, project emissions would be below SCAQMD thresholds and therefore project construction air quality impacts would be less than significant.

⁵ SCAQMD Rule 403 defines fugitive dust as any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

Table III-1
Construction Activity Maximum Daily Emissions

Construction Year	Maximum Construction Emissions (lbs/day)					
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
2017						
Max. Daily Emissions*	4.0	29.5	36.4	0.1	3.7	2.3
2018						
Max. Daily Emissions*	50.8	21.7	22.6	0.05	2.9	1.5
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.1 Output in Appendix B.						
* Includes watering disturbed area twice daily to minimize dust pursuant to SCAQMD Rule 403 requirements.						

Construction (Demolition/Renovation) Asbestos and Lead Based Paint Emissions

Based on the ages of the existing structures on the site, an evaluation of the buildings to be demolished would be required to determine if hazardous materials including asbestos and lead-based paint are present at the project site. If present, these potential hazards will be required to be remediated during the demolition process using mandatory procedures such as those specified by Rule 1043-Asbestos Emissions from Demolition and Renovation Activities by the SCAQMD. Removal of these materials during demolition as specified in Section VIII, Hazards and Hazardous Materials, would assure a less than significant impact.

Operational Emissions

The main project-related source of pollutant emissions during the operations period would be mobile source such as use of vehicles by residents and customers of proposed commercial uses. As shown in **Table III-2, Daily Operational Emissions**, the proposed project's estimated emissions of the criteria pollutants evaluated would not exceed SCAQMD thresholds. Therefore, the project's operational impacts would be less than significant.

Table III-2
Daily Operational Emissions

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	3.76	0.14	12.13	0.0	0.07	0.07
Energy	0.07	0.61	0.31	0.0	0.05	0.5
Mobile	2.39	11.02	32.37	0.10	7.51	2.08
Total	6.23	11.76	44.81	0.10	7.62	2.20
AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.1 Output in Appendix B.						
Totals may have minor discrepancies due to rounding.						

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or state nonattainment pollutants. As the South Coast Air Basin is currently in nonattainment for ozone, PM₁₀ and PM_{2.5}, related projects could exceed an air quality standard or contribute to an existing or projected air quality deterioration. To determine the significance of the proposed project's incremental contribution to cumulative air quality emissions, the SCAQMD recommends assessment of a project's potential contribution to cumulative impacts using the same significance criteria used for project-specific impacts. As such, if an individual project's construction or operational emissions would be less than significant, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which Air Basin is in nonattainment. Based on the project emissions reported in Tables III-1 and III-2, the individual project's construction and operational emissions would be below AQMD thresholds and therefore less than significant for purposes of determining the significance of the proposed project's incremental contribution to cumulative air quality emissions. Therefore, the project impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered to be sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed project would be existing multi-family residences adjacent to the project site.

Localized Significance Threshold (LST) analysis was conducted for the proposed project. LSTs are only applicable for certain criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}). For the proposed project, the most stringent 25-meter source-receptor distance was used to evaluate LST impacts due to the adjacent residences. As noted above, the project would be constructed over approximately two years, with grading activities occurring over a relatively short portion of the overall construction schedule. As discussed in Section III b, during construction the project would be required to implement dust control measures to comply with SCAQMD Rule 403, which would include watering disturbed surfaces to minimize fugitive dust (PM₁₀ and PM_{2.5}). As shown in **Table III-3, LST and Project Emissions**, construction emissions would not exceed LST thresholds, and impacts would be less than significant.

Table III-3
LST-Related Project Emissions

LST 1 acre/25 meters W San Fernando Valley	Project LST Emissions (pounds/day)			
	CO	NO _x	PM ₁₀	PM _{2.5}
Max. Onsite Emissions *	24.3	29.5	3.7	2.3
LST Threshold	426	103	4	3
Exceeds Threshold?	No	No	No	No

Source: CalEEMod.2016.3.1 Output in Appendix B.
* Includes watering disturbed area twice daily to minimize dust pursuant to SCAQMD Rule 403 requirements.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant Impact. A significant impact may occur if objectionable odors would be emitted from the project site, which could impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling materials used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no components related to these types of activities, no odors from these types of uses are anticipated.

Good housekeeping practices would be sufficient to prevent nuisance odors associated with operations of the proposed commercial land uses. Therefore, potential operational odor impacts would be less than significant. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities may produce discernible odors typical of most construction sites. Such odors would be a temporary based on the limited duration of construction activities. As such, the project's potential impacts associated with objectionable odors would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

This assessment evaluates biological resources within areas potentially subject to ground or vegetation disturbance by the proposed project, including but not limited to the proposed development envelope and other areas subject to temporary construction disturbance. The project study area for biological resources was defined as APNs 2764-013-012 and -011 and adjacent parcels within approximately 100 feet of the limits of disturbance, where publicly accessible (i.e., not private property). Mr. Tyler Barns, Biologist at Envicom Corporation, conducted a biological resources survey of the study area on October 9, 2016. The survey involved a search for special-status and regulated biological resources, including rare, threatened, and endangered plant and wildlife species, natural communities of special concern, and locally protected species, including city-protected trees. Surveys of non-vascular plants (lichens, mosses, liverworts, and hornworts) were not undertaken. Plant and wildlife species observed by Envicom during the site survey

are presented as **Appendix C, Biological Resources Data**. Ornamental species within the study area were generally not identified to species. Casual observations of wildlife have been recorded based on sight, or sign including, tracks, scat or vocal recognition.

Reseda Boulevard bounds the biological resources study area to the west, Dearborn Street to the north, Nordhoff Street to the south, and Darby Avenue on the east. The project site is located in a developed, urban landscape. Surrounding land use includes single and multi-dwelling housing and retail establishments. Landscaping around the adjacent buildings and adjacent homes typically consists of lawns, landscape vegetation (shrubbery and ornamental plantings), and street trees. Non-sensitive biological communities in the project site and vicinity include developed land, desiccated turf lawns, barren or sparsely vegetated areas comprised primarily of leaf litter, and stands of native and non-native trees.

There are no sensitive biological communities in the project site and vicinity. Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW) Streambed Alteration Program, and CEQA; or local ordinances or policies such as city or county tree ordinances, Special Habitat Management Areas, and General Plan Elements. A description of the biological communities within the project site and vicinity is provided below.

Biological Communities

The proposed project is set in a developed, urban landscape. The project site is surrounded by development on all sides, including roads, buildings, and landscaped areas. Landscaped areas are dominated by non-native ornamental plant species. Paved roads and parking areas within the urban setting lack cover and provide limited foraging for few wildlife species. Additionally, traffic and human disturbance adjacent to the project study area generally precludes occupation by wildlife species. Landscaped areas within and surrounding the project site provide habitat for wildlife that has habituated to life within an urban setting.

Special-Status Species

This assessment of impacts to special-status wildlife considers those species that are listed, proposed for listing, or that meet the criteria for listing as Endangered or Threatened under the FESA or CESA; and those with a designation of SSC (California Species of Special Concern) or CFP (California Fully Protected), as mandatory special consideration and/or protection of these species is required pursuant to the Federal Endangered Species Act, the State Endangered Species Act, and/or CEQA. In addition, CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under CEQA.

Wildlife species most often associated with urban areas are those that are most tolerant of human disturbances and include several introduced species, such as European starlings (*Sturnus vulgaris*), rock doves (*Columba livia*), and house mice (*Mus musculus*). Resident and migratory bird species that use these habitats for foraging or nesting include American crows (*Corvus brachyrhynchos*), American robins (*Turdus migratorius*), Brewer's blackbirds (*Euphagus cyanocephalus*), northern mockingbirds (*Mimus polyglottos*), and house finches (*Carpodacus mexicanus*). Western fence lizards (*Sceloporus occidentalis*), raccoons (*Procyon lotor*), and striped skunks (*Mephitis mephitis*) also utilize urban

environments. Bats that forage in nearby habitats may make use of small cavities around the eaves of structures.

The CDFW Natural Diversity Database (CNDDDB) (CDFW 2016) and the CNPS Online Inventory of Rare and Endangered Plants, 8th ed. (CNPS 2016) were reviewed for reported occurrences of special-status “elements” on the Canoga Park, Oat Mountain, San Fernando, and Van Nuys 7.5’ USGS quadrangles to assess which special-status species could potentially occur at the site. No special-status plant or wildlife species have a potential to occur on the project site, due to lack of suitable habitat and a high level of disturbance in the project area. Additional special-status species not reported by the CNDDDB that are anticipated to occur in the region were also considered. Based upon a review of the resources and databases listed above, 22 special-status vascular plant species have been documented within the USGS quadrangles. The CNDDDB/CNPS derived lists are provided in Appendix C. According to the CDFW’s CNDDDB Rarefind 5 application, one (1) special-status wildlife species has been recorded in study area. The species documented in the vicinity, Crotch bumble bee (*Bombus crotchii*), is presumed extant but the occurrence was recorded in 1946 and the exact location could not be verified.

a. Less Than Significant With Mitigation. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in (1) the loss of individuals, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (2) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (3) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

Natural habitats would not be affected by construction activities, and no impacts on federally or state-listed species would occur. Impacts on developed, urban landscapes would be limited to the currently developed areas and the removal of landscape vegetation (e.g. trees and hedgerows). Special-status plant species were determined not to have potential to occur because they are found in habitats, which are not present in the project study area, such as chaparral, coastal sage scrub, or valley and foothill grassland habitats.

Common wildlife, particularly birds, may be exposed to noise and other disturbance during construction, but these activities are typical of urban environments and these species are acclimated to these types of disturbance. Populations of common bird species, including migratory birds, are typically stable, and the loss of individuals would not substantially affect the species’ population. Additionally, species of bats considered to be special concern are regulated through the CEQA and California Fish and Game Code, section 4150.

Ground and vegetation disturbing activities if conducted during the nesting bird season (February 1 to August 31) would have the potential to result in removal or disturbance to trees and shrubs that could contain active bird nests. Birds nesting in the vicinity of project activities may potentially be disturbed by noise, lighting, dust, and human activities associated with the project, which could result in nesting failure and the loss of eggs or nestlings. Project activities that result in the loss of bird nests, eggs, and young, would be in violation of one (1) or more of California Fish and Game Code sections 3503 (any bird nest), 3503.5 (birds-of-prey), or 3511 (Fully Protected birds). In addition, removal or destruction of one (1) or more active nests of any other birds listed by the federal Migratory Bird Treaty Act of 1918 (MBTA), whether nest damage was due to vegetation removal or to other construction activities, would be considered a violation of the MBTA and California Fish and Game Code Section 3511.

Mitigation measure **MM BIO-1** would require scheduling of vegetation and ground disturbance activities to avoid the bird nesting season, or require nesting bird surveys by a qualified biologist prior to ground disturbance, and establishment of protective buffers if necessary to avoid potential nesting bird impacts. Implementation of mitigation measure MM BIO-1 would reduce potentially significant impacts to a less than significant level.

Mitigation Measures

MM BIO-1 Habitat Modification (Nesting Native Birds)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

b. No Impact. The site is developed with medical office space and a single-family residence. No riparian habitat or sensitive natural communities, or wetlands exist onsite, or adjacent properties. A review of the CNDDDB Rarefind 5 application reveals seven (7) Sensitive Plant Communities/Habitats has

been reported in the four (4) USGS quadrangles, including California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Valley Oak Woodland, Southern Sycamore Alder Riparian Woodland, Southern Mixed Riparian Forest, and Southern Willow Scrub. These communities do not occur within the project study area and would not be impacted by the proposed project. Therefore, no impacts to riparian habitat or other sensitive communities would occur as a result of the project.

Mitigation Measures: No mitigation measures are required.

c. No Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. No wetlands or non-wetland waters or natural stream channels occur within the site. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

d. No Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

The project site is located within a heavily developed region of the City, and existing urban uses surround the site. The project site is urbanized with existing commercial buildings with a surface parking lot, as well as a residential structure that currently occupy the subject property. As such, the project site is not within a significant wildlife corridor, and the proposed project would not substantially interfere with migratory corridors or impede wildlife movements. No impact would occur.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant With Mitigation. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.⁶ Existing trees within the site were inventoried and evaluated in the project's tree report, which determined that none of the trees within the site meet the criteria for a protected tree per the City's ordinance.⁷ The project's tree report identified two of the existing onsite trees that would be removed as desirable species and condition. The project landscaping would include planting of trees onsite, which would include at least thirty-seven trees (minimum 24-inch box size) in compliance with LAMC Section 12.21.G.2. Additionally, the tree report identified one street tree that would be retained by the project. As such, the project would not conflict with local policies protecting biological resources. However, as City approval is required for removal of any tree in the public right-of-way, Mitigation Measure MM Bio-2 has been included to ensure steps are taken to protect the street tree to be retained by the project.

⁶ City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21.

⁷ Tree Case Management, Tree Report For Existing Trees On Site - 18401, 18417, and 18419 Nordhoff Street, Northridge, CA 91325, August 4, 2016.

Mitigation Measures:**MM BIO-2 Tree Preservation (Grading Permits)**

“Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of the city street tree to be retained or as recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

f. No Impact. A significant impact would occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the types cited. The project site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Thus, there would be no impact to adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

On October 28th, 2016, Envicom Corporation completed a cultural resource Phase I(a) assessment of the proposed project site, which included a record search from the South Central Coast Information Center (SCCIC), review of SurveyLA for built environment resources and districts, project scoping letters to the Native American Heritage Commission (NAHC), project scoping letters to potentially interested Tribal Groups provided by the NAHC, and a physical pedestrian survey of the property. A report of the results of the Phase I(a) cultural resource assessment is provided in **Appendix D**.

a. Less Than Significant Impact. The proposed project would have a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5. Information used in the evaluation included inspections of the site and surrounding area, and a review of SurveyLA for built environment resources and districts as reported in the Phase I(a) cultural resource assessment of the site. The commercial property portion of the project site is fully developed, with two (2) existing commercial buildings that date to 1966 and 1970, and associated paved parking areas, which the assessment determined to not be historically significant. The residential portion of the project site contains a residential structure, which dates to 1953 and an associated garage. The ranch-style residence and detached garage was observed to not be of an uncommon construction style, nor to have been constructed using uncommon materials, nor was found to have unique or special architectural elements, and is therefore not considered to be historically significant. No portion of the project site was listed in the SurveyLA materials reviewed. The City’s Department of City Planning Office of Historic Resources (OHR) has reviewed the project site and determined that the existing structures are not considered historic resources. The project site does not include resources designated as historic under any program, was not recorded for SurveyLA, and does not appear to represent historical resources under CEQA.⁸ Additionally, although CSUN is listed on SurveyLA Historic Districts, Planning Districts, and Multi-Property Findings, a campus parking lot is located across Darby Avenue from the project site. Therefore, historic resources associated with CSUN would not be impacted by the proposed project.⁹

⁸ Hansen, Janet, City of Los Angeles Department of City Planning Office of Historic Resources, email communications with Sirinopwongsagon, May, City of Los Angeles Department of City Planning, February 10, 2017.

⁹ Ibid.

Therefore, based upon the results of the cultural resource Phase I(a) assessment of the site and OHR review, the site does not contain historically significant elements and the proposed project would result in a less than significant impact to historical resources.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant With Mitigation. The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. The NAHC provided a list of 13 potentially interested Tribal Groups, which were all contacted by letter of notification and request for comment. To date, one (1) of the Tribal Groups contacted had provided a written response, which noted that historical Native American villages were in the area.¹⁰ This response is included in Appendix D. Representatives from two (2) other Tribal Groups contacted have provided confirmation via telephone communication with Envicom Corporation that the project site is outside of their historic tribal area, as reported in Appendix D.¹¹

Dr. Wayne Bischoff, Archaeologist and Director of Cultural Resources at Envicom Corporation, completed a Phase IA (surface observation) pedestrian survey of the site on October 22, 2016, to assess if cultural resources existed on the property that were not recorded by the SCCIC of the NAHC. The pedestrian survey was negative for cultural resources, however, due to substantial coverage by pavement and buildings on the commercial and residential portions of the site, and organic humus and vegetation within the yard surrounding the residence, visibility of the ground surface was limited.

Due to the lack of ground visibility on the property and the appearance that much of the property around the existing buildings has not been modified greatly since initial construction, the cultural resource Phase I(a) assessment included a recommendation for a qualified archaeologist and Native American monitor to be provided on site for the initial site grading to a depth of three-feet. To ensure that the project would not significantly impact unrecorded cultural resources, Mitigation Measure **MM CR-1** has been included. Therefore, project impacts to archaeological resources would be less than significant with mitigation.

Mitigation Measures

MM CR-1 Archaeological Resource Inadvertent Discovery

During the course of any ground disturbance activities, the applicant, or their agent, shall retain a qualified archaeologist and Native American monitor(s) to observe the initial site grading to a depth of three feet. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing,

¹⁰ Andrew Salas of the Gabrieleno Band of Mission Indians - Kizh Nation, email communication with Wayne Bischoff, October 31, 2016.

¹¹ Collins, Freddie of the Northern Chumash Tribal Council, telephone communication with Wayne Bischoff, November 16, 2016, and Romero, Freddie of the of the Santa Ynez Band of Mission Indians, telephone communication with Wayne Bischoff, November 16, 2016.

pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

- The applicant, or their agent, shall obtain the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
- The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;
- A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
- In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
- In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit or any ground disturbance activities listed above.

c. Less Than Significant With Mitigation. Paleontological resources are the fossilized remains of organisms that have lived in the region in the geologic past and the accompanying geologic strata. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils in the City, although metamorphic rocks may also contain fossils.¹² Based on field investigation results and published geologic maps of the area, reported by the Geotechnical Investigation of the site, the site is underlain by artificial fill and Holocene age to late Pleistocene age alluvial fan deposits.¹³ Exploratory boring on the site noted that the underlying materials

¹² City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page D.1-1.

¹³ Geocon West, Inc., Geotechnical Investigation Proposed Mixed-Use Development 18401 & 18417-18419 Nordhoff Street, November 1, 2016.

were not bedrock, but rather alluvial material of varying sizes. Although no sedimentary rock units would be encountered during construction, fossils could potentially occur within older alluvium materials.

As such, **Mitigation Measure MM CR-2** is provided, which would reduce the project's potential to impact unanticipated paleontological resources to less than significant with mitigation.

Mitigation Measures

MM CR-2 Paleontological Resource Inadvertent Discovery

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - e. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - f. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - g. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - h. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
 - Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
 - A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.
- d. Less Than Significant Impact.** A Phase I Environmental Site Assessment (ESA) for the project site, performed by EFI Global, Inc., provided historic aerial photographs of the site that show the site was developed with an orchard as early as 1928, prior to being partially converted to a residence in the 1950's, and the remainder of the site developed with the commercial uses in the 1960's. Given the level of site disturbance in the past, human remains are not expected to exist within the project site.

However, the inadvertent discovery of human remains is a possibility during ground disturbances. State of California Health and Safety Code Section 7050.5 provides regulatory requirements to be followed if ground disturbance activities result in discovery of human remains. Accordingly, in the event that human remains are discovered during excavation activities, the project would be required to comply with the following procedure:

- 1) Stop immediately and contact the County Coroner:
 - 1104 N. Mission Road
 - Los Angeles, CA 90033
 - 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
 - 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- 2) The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- 3) The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- 4) The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- 5) If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- 6) If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

The above regulatory requirements would reduce potential impacts regarding discovery of unknown human remains to less than significant.

Mitigation Measures No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

The following section incorporates information for the project site provided by the City of Los Angeles Zone Information and Map Access System (ZIMAS), as well as from the project’s Geotechnical Investigation report (Geotechnical Report), dated November, 2016, prepared by Geocon West, Inc. The Geotechnical Report is included as **Appendix E.1**. The project’s Geotechnical Report was submitted to the Grading Division of the City’s Department of Building and Safety for review and approval. The Grading Division of the Department of Building and Safety provided a Soils Report Approval Letter dated November 21, 2016, includes **Appendix E.2** that confirmed the project’s Geotechnical Report is acceptable provided that conditions stated in the letter are complied with.

a. i. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. These zones extend from 200 to 500 feet on each side of a known fault. The zones identify areas where a potential surface fault rupture could prove hazardous for

buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

The site is not within a state-designated Alquist-Priolo Earthquake Fault Zone or a city-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards, as reported in the Geotechnical Report. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The closest surface trace of an active fault to the site is the Northridge Fault located approximately 1.6 miles to the north. As the project site is not located within a State designated Earthquake Fault Zone, the potential for future surface rupture on the project site is expected to be very low and potential impacts associated with fault rupture would be less than significant.

Mitigation Measures: No mitigation measures are required.

a. ii. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The project site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily on the earthquake's magnitude, the distance from the source, and the site response characteristics. Several active and potentially active faults within the Los Angeles Basin area could affect the project site, and it is likely that future earthquakes will shake the subject property. However, this hazard is common in Southern California and conformance with current building codes and engineering practices would reduce potential ground shaking impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

a. iii. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project site is located within a liquefaction zone.

Liquefaction is the loss of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefied soils may be subject to flow or excessive strain, which may induce settlement. Liquefaction occurs primarily in soils below the groundwater table. Soils commonly subject to liquefaction include loose to medium-dense sand and silty sand. Predominantly fine-grained soils such as silts and clay are less susceptible to liquefaction.

According to the project's Geotechnical Report, the State of California Seismic Hazard Zone Map for the Canoga Park Quadrangle (1998) indicates that the site is not located within a zone of required investigation for liquefaction. In addition, a review of the County of Los Angeles Seismic Safety Element indicates that the site is not located within an area identified as having a potential for liquefaction. Therefore, the potential for liquefaction and associated ground deformations beneath the site is very low.

Pursuant to conditions of the Soils Report Approval Letter, the project shall incorporate recommendations of a geotechnical or soils engineer, which would include any necessary recommendations for the purpose of minimizing potential liquefaction impacts. In addition to the fact that the site is not subject to liquefaction hazards, the project would be required to comply with applicable City building codes and therefore, potential liquefaction impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

a. iv. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project-related, significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The project site is in a relatively flat portion of the San Fernando Valley, and is remote from steep slopes that could potentially be subject to landslides. The California Department of Conservation Seismic Hazard Zones Map for the Canoga Park Quadrangle (1998) indicates that the project site would not be subject to potential landslide hazards, and the site is not located within a City of Los Angeles Hillside Grading Area or a Hillside Ordinance Area. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, potential landslide impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have significant sedimentation or erosion impacts if it would (1) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (2) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on site.

The project site and surrounding properties are located within a relatively flat, urbanized portion of the San Fernando Valley. The proposed project would include excavation of the site to construct the building foundation as well as a subterranean parking garage. Due to the relatively little elevation difference across the site and on adjacent properties, the project site would not be subject to substantial erosion or sedimentation impacts. Potential erosion and sedimentation would be further reduced by implementing erosion control BMPs imposed by the City of Los Angeles' grading and building permit regulations.

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills.

Pursuant to LAMC Section 91.106.4.1, the applicant would be required by the Department of Building and Safety to incorporate best management practices (BMPs) necessary to control stormwater pollution from sediments, erosion, and construction materials leaving the construction site, as a condition for issuing a grading or building permit. BMP requirements shall be in accordance with the provisions contained in the "Development Best Management Practices Handbook, Part A Construction Activities" adopted by the Board of Public Works as authorized by Section 64.72 of the LAMC.

The proposed project's Soils Report Approval Letter, dated November 21, 2016 includes conditions for issuance of grading or building permits that pertain to erosion or sedimentation issues related to construction and operations. These include, but are not limited to, the following conditions:

- The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports.

- Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction.
- Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards.
- All loose foundation excavation material shall be removed prior to commencement of framing.
- All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device.

The proposed project's potential to result in erosion or sedimentation impacts would be a less than significant level.

Mitigation Measures No mitigation measures are required.

c. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

As discussed above in subsection VI.a.iv, the project is located in a relatively flat area, remote from steep slopes, and is not identified as an area susceptible to potential landslides. Lateral spreading is a term referring to landslides that form on gentle slopes and have a fluid-like flow movement. Potential landslide impacts are addressed above in subsection VI.a.iv. Landslide and lateral spreading impacts would be less than significant.

Potential liquefaction impacts are discussed in Subsection VI.a.iii above. As discussed in subsection VI.a.iii, the project site is not located in an area susceptible to liquefaction impacts. The project would be required to submit site-specific plans to LADBS for review and approval, as well as incorporate recommendations of a geotechnical or soils engineer for the purpose of minimizing potential soil instability impacts. Liquefaction impacts would be less than significant.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. Therefore, the potential for ground subsidence impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling.

The Geotechnical Report for the project reports that soils encountered at the lowest subterranean levels investigated at the site are considered to have a “very low” to “low” expansive potential (EI = 0 and 26, respectively); and are classified as “non-expansive” and “expansive”, respectively, based on the 2013 California Building Code (CBC) Section 1803.5.3. Recommendations of the Geotechnical Report have been prepared for such conditions, considering that building foundations and slabs will derive support in these materials.

As discussed above in Section VI a through VI c, the project would be required to comply with the conditions of the Soils Report Approval Letter and incorporate recommendations of a geotechnical or soils engineer for the purpose of minimizing potential soil instability impacts. By compliance with applicable City building codes and implementation of recommendations of a geotechnical or soils engineer, potential impacts associated with expansive soils would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. **No Impact.** The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems would be necessary, nor are they proposed. Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	No Impact
			Less than Significant Impact	
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

Greenhouse gases (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as global warming. These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. The CEQA Guidelines defines the following as GHGs: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).¹⁴

California has passed several bills and the Governor has signed at least three executive orders addressing greenhouse gas emissions.¹⁵ State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and dramatic GHG reduction targets within specified time frames, including a requirement that California’s GHG emissions be reduced to 1990 levels by 2020. State Senate Bill (SB) 97 required the CEQA Guidelines be updated to include guidance for evaluation of GHG emissions impacts. SB 375, the Sustainable Communities and Climate Protection Act, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations by requiring metropolitan planning organizations¹⁶ (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO’s regional transportation plan (RTP).

Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of carbon dioxide equivalents (CO₂e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents (MTCO₂e).

Fossil fuel use in the transportation sector (on-road motor vehicles, off-highway mobile sources and aircraft) is the single largest source of GHG emissions, accounting for half of all emissions globally. Energy use associated with industrial and commercial land uses contribute approximately one quarter of

¹⁴ California Code of Regulations, Section 15364.5, Article 20, Definitions.

¹⁵ GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

¹⁶ Southern California Association of Governments (SCAG) is the MPO for the southern California region.

global GHG emissions.

Project greenhouse gas emission (GHG) emissions were evaluated using CalEEMod.2016.3.1 emissions estimation model provided by SCAQMD. The CalEEMod output is provided in Appendix B.

a. Less Than Significant Impact. A significant impact would occur if the project would generate GHG emissions, either directly or indirectly, that might have a significant impact on the environment. GHG emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions.

During construction, operation of construction equipment, disposal of construction waste, and use of various construction materials (paint, asphalt, etc.) would result in the short-term generation of GHG emissions. The project's construction-related GHG emissions were modeled using CalEEMod. The total construction-related GHG emissions generated over the full duration of the construction period would be 649 MTCO_{2e}. The SCAQMD GHG emissions analysis policy for construction activities recommends amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Based on the total construction period emissions, the project's 30-year annual amortized GHG emission would be 21.6 MTCO_{2e}.

Operation of the proposed project would result in GHG emissions from mobile sources as well as onsite use of electricity, natural gas, water, landscaping equipment, and generation of solid waste and wastewater. The operational generation of GHG emissions were calculated using CalEEMod, as recommended by the SCAQMD. Operational GHG emissions are shown in **Table VII-1, Greenhouse Gas Emissions - Operations**. As shown in Table VII-1, total GHG with the addition of the amortized construction emissions, the project's annual GHG emissions were estimated to be approximately 2,616.54 MTCO_{2e} annually.

There are no locally adopted significance thresholds for GHG emissions. The SCAQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO_{2e} for land use projects. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold are presumed to trigger a requirement for enhanced GHG reduction at the project level. As shown in Table VII-1, the proposed project's combined annual operational GHG emissions and annual amortized construction-related GHG emissions would be below 3,000 MT CO_{2e} per year, which would be less than significant.

The project would include features designed to minimize personal motor vehicle use and encourage non-motorized or public transport travel. Such features include provision of 169 bicycle parking spaces (long-term and short-term use). The project has been designed as a mixed-use development that would include onsite commercial uses such as a coffee shop or yogurt shop that would likely serve project residents, reducing some vehicle travel. Onsite amenities for residents, such as a fitness and game room, event room, swimming pool, outdoor terrace, and courtyard open spaces would provide onsite recreational opportunities, further reducing the need to use an automobile to reach such uses. In addition, the project is located in close proximity to commercial development along Reseda Boulevard, as well as adjacent to the CSUN campus, which would be within walking distance. The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) provide a system of bus lines in the project area, with a number of Metro bus routes and one LADOT bus route within reasonable walking distance from the project site (less than approximately one-quarter mile), providing travel options for residents, employees and patrons of the project. These features would reduce the total GHG emissions reported in Table VII-2, further reducing the less than significant impact.

Table VII-1
Greenhouse Gas Emissions - Operations

Consumption Source	MT CO₂e tons/year
Area Sources	2.53
Energy Utilization	863.41
Mobile Source	1,558.87
Solid Waste Generation	45.36
Water Consumption	124.74
Annualized Construction	21.63
Total	2,616.54
Significance Threshold	3,000
Source: CalEEMod.2016.3.1 output provided in Appendix B.	

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. The goal of AB 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the California Air Resources Board (CARB) updated its Scoping Plan, which details strategies to meet that goal. Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; and reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy.

The project would replace buildings constructed in the 1960's or earlier, and construct a new structure that would comply with the current requirements of the LA Green Building Code, with greater energy efficiency and conservation requirements than the existing structures that were built to previous building codes. The project's design as a mixed-use development with onsite commercial uses, the location near existing commercial and institutional uses, provision of onsite recreational amenities, and bicycle parking and maintenance areas, would serve to reduce reliance on personal motor vehicle use, which represents the majority of GHG emissions from this project. As such, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHG emissions, and would not conflict with GHG reduction plans or policies. The proposed project would not interfere with implementation of local or regional plans for achieving GHG reduction targets, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?				
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

A Phase I Environmental Site Assessment (Phase I) of the project site was performed by EFI Global, Inc. (EFI). The Phase I Site Assessment Report, dated October 13, 2016, is provided as **Appendix H** to this MND, which concluded that no significant hazardous material storage or recognized environmental conditions were observed at the site, and the site is not listed on regulatory databases that track such conditions.

Impact Analysis

a. Less Than Significant Impact. During project operations, the proposed project would not result in the routine transport, use, or disposal of hazardous materials in substantial quantities. Modest amounts of typical cleaning supplies and solvents would be used for housekeeping and janitorial purposes for the residential component of the project. Similar commercial products for the operation of a small restaurant or coffee shop would routinely be transported to the project site, and use of these substances would be required to comply with applicable State and County Health Codes and regulations. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operations and a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Based on the results of the Phase I ESA, there are no significant hazardous material storage or recognized environmental conditions at the site, and the site is not listed on regulatory databases that track such conditions. As such, soil disturbance during grading would not result in a release of hazardous materials at the site, and potential impacts associated with hazardous materials in soils would be less than significant.

During construction, the project would demolish existing structures that occupy the site. According to the County Assessor records, the existing residential and commercial buildings that are to be demolished were constructed in 1953 and 1966, respectively. Due to the age of the buildings to be demolished, toxic and/or hazardous construction materials may be present in the structures, such as asbestos or lead based paint. Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents. The applicant would be required to comply with SCAQMD Rule 1403 as well as all other applicable State and Federal rules and regulations regarding the disposal of asbestos-containing materials (ACMs), and Occupational Safety and Health Administration (OSHA) regulations regarding the handling and disposal of lead based paint. Implementation of applicable testing and abatement requirements would reduce potential hazards associated with release of such materials to less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. The project would not release toxic emissions and is not located within 0.25 miles of an existing or proposed elementary, middle, or high school site. The project site is located within 0.25-mile of the existing southwestern corner of the California State University Northridge Campus; however, it is not anticipated that the project would use, store, or dispose of hazardous materials in quantities that could result in a release of toxic emissions that would pose a health hazard beyond regulatory thresholds. Limited quantities of typical cleaning supplies and solvents used for housekeeping purposes would be present at the project site and the use of these substances would comply with State Health Codes and Regulations. The project would not create a significant hazard due to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

The Phase I site assessment of the project site and vicinity performed by EFI included a radial database search conducted in accordance with the specifications defined in ASTM E 1527-13 which sets the radial search distances for each regulatory database. The radial database search was conducted by EDR on September 23, 2016. EFI also reviewed online databases and contacted State agencies for information on the project site regarding hazardous materials permits or investigations. Based on the results of the database search and investigation, the Phase I report concluded that the subject property is not listed on any of the regulatory databases researched. Additionally, adjacent land uses as well as land uses in the vicinity were determined to not pose a significant threat to the subject property. The Phase I noted that hazardous waste manifests associated with onsite medical offices did not represent a significant environmental concern.

Based on the Phase I ESA, the proposed project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could result in the creation of a significant hazard to the public or the environment. Potential impacts would be less than significant.

e-f. No Impact. The project site is not located within two miles of a public airport or private airstrip. The nearest airport is the Van Nuys Airport located approximately 2.25 miles southeast of the project site. The City of Los Angeles Zone Information and Map Access System (ZIMAS) shows the site is subject to a 300' height limit above elevation 790 to minimize airport hazards that may obstruct airspace required for aircraft in landing or taking off at an airport or is otherwise hazardous to aircraft.¹⁷ The project site is located at an elevation of approximately 850 feet at ground level, with little variation in elevation across the site. The proposed five-story structure would be 56 feet tall, which would be well below the 300-foot height limit noted in ZIMAS. Therefore, the project would not result in a safety hazard to people working or residing within the project area regarding aircraft operations in the vicinity. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

g. Less Than Significant Impact. A project would normally have a significant impact if the project would interfere with an emergency response plan or emergency evacuation plan. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The proposed project is not located on or near an adopted emergency response or evacuation plan.¹⁸ Development of the project site may require temporary partial lane closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would only occur during the construction phase, and for a temporary time period. No complete street closures would occur. Therefore, the project would not substantially interfere

¹⁷ City of Los Angeles Department of City Planning, Zoning Information and Map Access System website: <http://zimas.lacity.org> (accessed October 24, 2016).

¹⁸ Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

with emergency response or evacuation plans. The proposed project would not cause permanent alterations to vehicular circulation routes or impede public access or travel upon public rights-of-way. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

h. No impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is not located in a Very High Fire Hazard Severity Zone¹⁹, nor does the project site contain any wildland fire hazard terrain. Therefore, no impacts will occur.

¹⁹ Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles:
<http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.				
Would the proposal result in:				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Impervious surfaces exist within the site, including rooftops, parking

areas, and other hardscape associated with the various structures and land uses that currently occupy the majority of the site. The project site is bounded on the south by Nordhoff Street, which conveys runoff from the project site to storm drain facilities maintained by the City of Los Angeles via existing inlets located along the roadway.

During construction, the project would demolish buildings and excavate or grade portions of the site. The areas of disturbance may temporarily be susceptible to erosion and sedimentation impacts during construction activities. The project is not steeply sloped and thus not expected to be subject to substantial erosion; however, implementation of Best Management Practices (BMPs) would be required, such as sandbag use, to minimize sediment transport to offsite drainage facilities.

Construction of the proposed below-grade parking facility would require excavation within the site. Groundwater depth data from the City's Department of Public Works Bureau of Engineering²⁰ indicate that the current depth to groundwater in the site vicinity is expected to be 70 to 90 feet below ground surface. Well monitoring data provided by the County of Los Angeles²¹ indicate that the depth to groundwater in the vicinity has been measured at a depth of 198 feet below ground at a location approximately 1 mile northeast of the site as of 2015, and 63.5 feet below ground at a location approximately 0.7 miles northwest of the site, as of 2009. Therefore, project excavations would not be expected to encounter groundwater. In the unlikely event that excavations encounter quantities of groundwater that require pumping to dewater the site for construction, the Regional Water Quality Control Board must be notified to obtain a Waste Discharge Requirements (WDR) or National Pollutant Discharge Elimination System (NPDES) permit.

As the project would be required to implement BMPs to minimize erosion and sedimentation impacts, and to obtain appropriate permits if conditions require dewatering, construction impacts regarding water quality and waste discharge requirements would be less than significant.

During operations, the project would contribute to runoff in the area. The project would be subject to applicable requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Ordinance. Compliance with LID requires that the project be designed to manage and capture stormwater runoff, to the maximum extent feasible, in priority order: infiltration, evapotranspiration, capture and use, treated through high removal efficiency biofiltration / biotreatment system of all of the runoff on site. Redevelopment projects that result in less than a 50 percent increase in impermeable surface coverage, need only manage the incremental increase in runoff over existing conditions.

The City reviews all plans for new development and redevelopment projects to ensure that the appropriate construction and operational BMPs are incorporated to address stormwater pollution prevention goals.²² Compliance with standard regulatory requirements including SUSMP and LID compliance will assure that impacts would remain less than significant.

Mitigation Measures: No mitigation measures are required.

²⁰ City of Los Angeles, Department of Public Works Bureau of Engineering, NavigateLA website, accessed at navigatela.lacity.org on October 5, 2016.

²¹ Los Angeles County, Department of Public Works, website, Well Measurement Data, <http://dpw.lacounty.gov/wrd/wellinfo/> accessed October 5, 2016.

²² City of Los Angeles website, <http://www.lastormwater.org/green-la/low-impact-development/stormwater-plan-check-appointments/> and <http://www.lastormwater.org/green-la/low-impact-development/faqs/which-developments-are-required-to-follow-the-lid-ordinance/>

b. Less Than Significant Impact. A project would usually have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

During construction, excavations are not expected to encounter groundwater as stated above regarding impact IX a. In the unlikely event that groundwater were to be encountered during excavations, any potential dewatering during construction would be temporary and therefore would not have the potential to substantially alter groundwater levels. As such, construction impacts to groundwater levels would be less than significant.

During operations, the project would be served by the Los Angeles Department of Water and Power (LADWP) for potable water supply needs. There are currently no water wells within the site, and none are proposed. The project would have no impact regarding the ability of LADWP to use the groundwater basin. The project site is currently developed with structures, parking areas, and other impervious surfaces that generate runoff to the City's storm drain system. The proposed project would increase the percentage of impervious surfaces on the site; however, the project would be subject to applicable SUSMP and LID requirements to manage the incremental increase in runoff onsite by retention, infiltration or reuse, and therefore would not result in increased runoff or substantially reduce groundwater recharge rates. As the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, groundwater quantity impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c-d. Less Than Significant Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current direction of water flow, or flooding on or off site. The project site is located in an urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. The proposed project is a redevelopment of a site that is currently fully developed. The project would not substantially alter the existing drainage pattern of the site, and would be required to manage any incremental increase in runoff onsite by infiltration, retention for onsite use, or other methods such that no net change in runoff volume would occur. Runoff that leaves the site would be conveyed by street gutters and into the City storm drain system, as under current conditions. As such, runoff leaving the site would be consistent with existing conditions regarding both surface water quantity and drainage patterns. The project would not result in changes in erosion or siltation levels on or off site, nor would it result in an increased potential for flooding on or offsite. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

e-f. Less Than Significant Impact. As discussed above in the analysis of IX.b and IX.c-d, the proposed project would not result in a significant increase in site runoff as it would not alter drainage patterns or substantially increase the percentage of impervious surfaces on the site. As under existing conditions, stormwater runoff that leaves the site would continue to be conveyed by street gutters to the City's storm drain system. As such, the project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system, or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

g-h. No Impact. A significant impact would potentially occur if the project proposed housing or structures to be placed within a 100-year flood plain. The project site is located in an urbanized area within the City of Los Angeles mapped within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1285F,²³ which designates the project site and surrounding vicinity as Zone X. This designation indicates that the site is located outside of the 100-year flood plain and also the 500-year flood plain. As such, regarding 100-year flood plain issues, the project would have no impact.

The project site would not be subject to tsunami or seiche due to its distance from the ocean and from large water storage structures or reservoirs, and the relatively flat topography of the project area would not subject the project site to potential mudflow impacts. Thus, implementation of the proposed project would not result in tsunami, seiche or mudflow impacts. No impact would occur.

Mitigation Measures: No mitigation measures are required.

i. No Impact. A significant impact would potentially occur if the proposed project would expose people or structures to a significant risk of loss, injury, or death due to flooding as a result of failure of a levee or dam. The project site is located within an urbanized area of the City of Los Angeles in the San Fernando Valley and is not in the vicinity of a protective levee. The City's General Plan Safety Element, as well as the City's Local Hazard Mitigation Plan indicate that the project site is not located within a Dam Inundation Hazard Area. The project would have no impact regarding dam or levee failure.

Mitigation Measures: No mitigation measures are required.

j. No Impact. A significant impact would potentially occur if the proposed project would expose people or structures to a significant risk of loss, injury, or death due to inundation by seiche, tsunami, or mudflow. The project site is located in an urbanized area of the City of Los Angeles within a relatively flat portion of the San Fernando Valley. The site is not designated as subject to tsunami hazards, or within landslide or hillside areas that may be subject to mudflow by the City's General Plan Safety Element. Additionally, the site is not located in the vicinity of any large bodies of water that could produce seiche conditions that could affect the project site. As such, regarding the risks of inundation from these conditions, the project would have no impact.

Mitigation Measures: No mitigation measures are required.

²³ Los Angeles County Department of Public Works, Flood Zone Determination Website, <http://dpw.lacounty.gov/wmd/floodzone/> (accessed on October 5, 2016).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. No Impact. A significant impact may occur if the proposed project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The project site is located in an urbanized area of the Northridge Community Plan Area. The project site is located adjacent to existing multi-family residential buildings and would not physically divide an established community. No impact with regard to this issue would occur.

b. Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the applicable land use plan, policy or regulation, including the zoning designations that currently apply to the project site. The project site is located within the jurisdiction of the City of Los Angeles and is subject to the land use designations and zoning regulations of local land use plans and the City zoning ordinance. The project would be consistent with the L.A. City General Plan and the L.A. City Zoning Ordinance (set forth in the LAMC) with approval of entitlement requests and density bonuses.

Regionally, the project site is located within the planning area of the Southern California Association of Governments (SCAG), the federally-designated metropolitan planning organization. SCAG is responsible for reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the proposed project is, 1) consistent with local plans, which are encompassed in SCAG's planning documents, and 2) impacts identified within this MND demonstrate that impacts are less than significant with mitigation incorporated and therefore no significant regional impacts would occur. No further analysis of SCAG consistency is required.

The project is also located within the planning area of the Southern California Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). As evaluated in III, Air Quality, the proposed project is consistent with the AQMP, and no further analysis is required.

City of Los Angeles General Plan and Northridge Community Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements, 10 of which are citywide elements and the Land Use Element that consists of the City's 35 Community Plans. Planning for the project area is governed by the Project consistency with the Northridge Community Plan, a component of the General Plan Land Use Element, is discussed below.

As stated in the Community Plan, the goal of the plan is to ensure that sufficient land is designated for housing, commercial and industrial needs as well as educational, cultural, social and aesthetic needs of the residents of the community. The plan also seeks to enhance community identity. Project consistency with the applicable provisions of the Community Plan is presented in **Table X-1, Project Consistency with Applicable Land Use Policies of the Northridge Community Plan**. As shown, the project would be consistent with the applicable the land use policies of the Community Plan.

Table X-1
Project Consistency with Applicable Land Use Policies
of the Northridge Community Plan

Policy	Consistency Analysis
Chapter III: LAND USE POLICIES AND PROGRAMS	
1-1.1 Designate lands for single and multi-family residential development. Maintain single family residential to the maximum extent possible. Commercial development should not intrude into residential areas.	Consistent: The proposed project would be consistent with existing land use designations.
1-1.2 Protect existing single family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	Consistent: The project would provide multi-family residences adjacent to similar uses and would be consistent with existing land use designations.
1-1.3 New single and multi-family residential development should be designed in accordance with the Urban Design Chapter.	Consistent: The proposed project has been designed in accordance to the Urban Design Chapter. Consistency with applicable Urban Design guidelines is provided within this table below.
1-1.4 The City should promote neighborhood preservation, both in existing single family neighborhoods, as well as existing multiple-family areas.	Consistent: The proposed project would provide additional multi-family housing adjacent to similar existing uses.
1-2.1 Locate higher residential densities near commercial centers, commuter rail stations, and bus routes where public service facilities, utilities, and topography will accommodate this development.	Consistent: The proposed project would place multi-family residences adjacent to existing commercial development along Reseda Boulevard.
1-2.3 Provide for an adequate supply of housing to meet the needs of students attending California State University at Northridge, without creating adverse impacts on adjacent permanent residential neighborhoods. Fraternity and sorority housing should not be scattered throughout the community.	Consistent: The proposed project would provide apartment housing adjacent to the CSUN campus, which could potentially be occupied by students. No fraternity or sorority housing is proposed.

Policy	Consistency Analysis
1-3.1 Maintain and preserve the character of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.	Consistent: The proposed project would be consistent with the existing character of the neighborhood by providing additional multi-family housing and commercial uses adjacent to existing similar uses.
1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels, and environmental impacts when changes in residential densities are proposed.	Consistent: The proposed project has been designed to be compatible with existing land uses. Impacts on services and facilities, traffic, the environment, etc. have been evaluated in this document.
1-3.3 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	Consistent: The proposed project is an infill development and has been designed to be compatible with existing land uses including adjacent similar uses.
1-5.1 Promote greater individual choice in type, quality, and location of housing.	Consistent: The proposed project would provide additional housing choices in the community by providing 15% very low affordable units (17 units) of the total 146 residential apartments.
1-5.3 Promote housing in mixed use projects in pedestrian-oriented and transit intensive locations.	Consistent: The proposed project is a mixed-use development to be located adjacent to existing commercial uses and transit stops along Reseda Boulevard. The project site is also located adjacent to CSUN, which has pedestrian-oriented features.
2-2.1 Improve security and parking standards in commercial areas. Where new development occurs, parking should be located in the rear of buildings.	Consistent: The proposed project's commercial component will be provided with dedicated parking spaces within the ground floor of the structure.
2-2.2 Require that mixed-use projects be designed with commercial uses on the ground floor and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.	Consistent: The proposed mixed-use project's commercial uses would be located on the ground floor. The project has been designed to achieve a high level of quality and distinctive character as discussed below in the consistency analysis with Urban Design guidelines, and would be consistent with the other multi-family and commercial uses in the vicinity.
Chapter V. Urban Design – Multiple Residential	
All multiple residential projects of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.	Consistent: The proposed project would include interior courtyard areas for residents. A pedestrian entrance would be provided at the front. Useable open space for outdoor activities would be provided within the project, as well as a swimming pool, common space terrace, fitness/game room, and event room as amenities for residents.
The design of all buildings should be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition.	Consistent: The proposed project has been designed to be consistent with the urban design guidelines, including use of articulations and recesses, complimentary materials for facades, varying design for the ground floor and those above, and screening of rooftop equipment.
Parking structures should be integrated with the design of the buildings they serve	Consistent: The proposed project would incorporate parking within the structure located on the ground floor as well as a subterranean garage level.

Los Angeles Municipal Code

The project consists of two separate parcels, with existing LAMC zoning and General Plan Land Use Designations of RA-1 Zone / Medium Residential, and CR-1L and P-1VL Zones / Community Commercial. The project proposes to retain the existing land use designations, and requests zone changes to R3-1 Zone for the Medium Residential parcel, and C2-1VL Zone for the Community Commercial parcel. The project is also requesting various other entitlements pursuant to LAMC Affordable Housing Incentives – Density Bonus including floor area, density, and height increases and reduced yard setbacks pursuant to LAMC Section 12.22.A.25. In general, Policies and the Programs provided within the Community Plan encourage mixed-use development such as the proposed project.

The project's complete list of entitlement requests are listed in Section 3.0 Project Description. With approval of the requested entitlements, the project would be consistent with the General Plan and Community Plan policies and programs. Therefore, the project would not conflict with applicable land use plans, policy or regulations of agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. With the entitlements requested, the project would have a less than significant impact with regard to this issue.

c. No Impact. The proposed project site is located within a developed urban setting and is not located within an existing habitat conservation plan or natural community conservation plan. Therefore, the project would have no impact with regard to this issue.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b. No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally important mineral resource extraction. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering (1) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (2) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance.

The project proposes an infill development within an urban setting, currently occupied by commercial and residential uses. The project site is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. No mineral resources are known to exist within the project site. No impacts associated with the loss of availability of a known mineral resource would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

The following discussion assesses the noise impacts of the project based on the Noise Impact Analysis for Nordhoff Mixed Use Project prepared by Giroux & Associates provided in **Appendix F** of this MND.²⁴ The following overview provides a brief description of the key terms and concepts used in the analysis of noise impacts.

Noise is unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through a compressible medium such as air. The sound pressure level, expressed in decibels (dB), has become the most common descriptor used to characterize the loudness of an ambient sound level. A dB is a ratio of the unit of sound pressure to an assumed zero sound level. Sound or noise can vary in intensity by over one million times within the range of human hearing so a logarithmic loudness scale similar to the Richter Scale is used to keep sound intensity numbers manageable. The human ear is not equally sensitive to all sound frequencies within the entire spectrum so noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting written as dB(A). Subsequent references to decibels written as dB should be understood as A weighted dB(A).

²⁴ Giroux & Associates, Noise Impact Analysis, Nordhoff Mixed Use Project, Los Angeles, California, November 21, 2016.

Time variations in noise exposure are typically expressed in Leq, a steady-state energy level equal to the energy content of the time varying period. Leq provides a statistical description of the sound level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL), a weighted average of noise levels over time.

a. Less Than Significant Impact.

Noise Compatibility Standards

A significant noise impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element and the City of Los Angeles Noise Ordinance. Based on the Noise Element of the City of Los Angeles General Plan, a 55 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses such as homes, hotels and schools. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 65 dB CNEL for such uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are considered normally unacceptable except in unusual circumstances.

The City's noise standards for non-transportation sources are articulated in Noise Ordinances that regulate noise from one land use crossing the property line of an adjacent property line. Noise ordinances contained in Chapter IX, Noise Regulation, of the LAMC Code restrict the level of noise that one type of land use or activity may broadcast across an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source. If ambient levels are low, Section 111.03, Minimum Ambient Noise Level, of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day to be used as an evaluation baseline.

During the daytime, some deviation from these standards is allowed for short-term (less than 15 minute) noise generation. The Noise Ordinance numerical standards apply to "stationary" sources of noise generation (mechanical equipment such as air conditioning, refrigeration, heating, or pumping). If such activities are not specifically prohibited by ordinance, the noise constraint for general stationary sources is that they may not increase the ambient level by more than 5 dB above²⁵ ambient (measured or presumed minimum) levels associated with the zoning.

Noise measurements were taken at two locations on the site on November 17, 2016, to document existing baseline levels in the area. Meter 1 was located approximately 30 feet from the Darby Avenue centerline, and Meter 2 was located approximately 100 feet north of the Nordhoff Street centerline. Monitoring experience has shown that 24 hour weighted CNELs are typically 2 to 3 dB higher than mid-afternoon Leq readings shown above. Meter 1 recorded noise levels of 67 dB, which would translate to a CNEL of 69-70 dB CNEL. Meter 2 was located approximately 100 feet north of the Nordhoff Street centerline. The meter was partially shielded by intervening medical office buildings. Congestion at the Reseda Blvd. light also caused substantial traffic idling. The measured recorded a noise level of 66 dB Leq at 100 feet from the Nordhoff Street centerline, which would be 69 Leq at a distance of 50 feet from the roadway centerline, for an estimated CNEL of 71-72 dB at 50 feet from the Nordhoff Street centerline.

²⁵ City of Los Angeles Municipal Code Section 111.02.

The limits of perceptibility by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that a noise level has clearly changed until there is a 3 dB difference. Because of this, an increase of 3 dB is commonly used to define "substantial increase" for the purpose of determining noise impacts for projects when the existing noise environment already exceeds the City's standards for noise-sensitive land uses. Therefore, an increase of +3 dBA CNEL in traffic noise would be considered a significant impact if the total noise level also exceeds the City's exterior noise threshold of 65 dB CNEL for areas with noise-sensitive land uses.

Construction Noise Impacts

Construction noise is typically governed by ordinance limitations on allowable times of equipment operations. Chapter XI of the LAMC limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.

In addition, LAMC Section 112.05 prohibits the use of any powered equipment or powered hand tool for construction that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. However, this noise limitation does not apply where compliance is technically infeasible despite the use of mufflers, shields, sound barriers or any other noise reduction device or techniques.

The L.A. CEQA Thresholds Guide states that a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day could exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use.
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.
- Construction activities could exceed the ambient noise level by 5 dBA at a noise sensitive land use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday if construction occurred during those hours.

The project would be required to comply with the City's restrictions on allowable times for construction activities, so the remainder of this construction noise evaluation will address the significance thresholds associated with exceeding existing ambient noise levels. Based on the project's Noise Impact Analysis, construction noise is maximally anticipated to be 88 dBA exterior (63 dBA interior) at the nearest noise-sensitive land uses, which are multi-family residences north of the project site, when equipment operates near the project boundary. Therefore, the project's construction activities could exceed existing noise levels of approximately 72 dB CNEL at adjacent residences by a margin that may occasionally exceed significance thresholds. Project compliance with applicable City codes regarding construction noise requires that:

- Construction activities are limited to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday or at any time of detention center dormitory use.
- Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited unless no means exist to reduce such noise below 75 dBA.
- All construction equipment shall use properly operating mufflers.

As provided for in the LAMC, unless technically infeasible, the project will comply with the applicable regulations pertaining to noise including the limitations specified in Ordinances 144,331 and 161,574.

Compliance with the regulatory requirements of the LAMC would reduce temporary construction noise impacts to less than significant.

Operational Impacts

Long-term noise impacts from residential uses center primarily on vehicular noise generation on project area roadways. The project's Noise Impact Analysis used the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA RD 77-108) to calculate the Leq noise level that could result from project operations.

The project would result in a significant noise impact if:

- Project related off-site traffic noise were to increase by + 3 dB CNEL or more at any off-site sensitive land use and exceed noise compatibility guidelines.
- Any project related stationary noise sources (such as parking lot noise or HVAC equipment) would result in an off-site noise levels exceeding levels specified in the LAMC.
- If any proposed facilities would be constructed in noise environments exceeding the noise/land use compatibility criteria City of Los Angeles General Plan, Noise Element, or Noise Ordinance.

The Noise Impact Analysis evaluated the 24-hour CNEL level at 50 feet from the roadway centerline area for eight roadway segments in the project site vicinity. Because traffic volumes are already high and because the project's trip generation would not be substantial relative to existing traffic volumes, the project itself would not cause any roadway segment in the vicinity to have more than a +0.1 dB impact. There is no discernible impact along any analyzed roadway segment. The Noise Impact Analysis also evaluated noise impacts under future conditions (Year 2020) with the project's trip generation in addition to cumulative increases in noise from additional growth in the vicinity as projected by the project's Traffic Impact Report. The traffic noise evaluation for the Year 2020 determined that the largest traffic noise increase on the roadways in the project vicinity would be approximately +0.5 dB, which would not exceed the +3 dB threshold to be a perceptible difference. Therefore, the project's traffic noise impacts would be less than significant.

Development of the project would not result in an increase in noise due to parking because the project's parking spaces will be internal to the proposed structure. The entry and exit point for the underground parking garage would be located along Darby Avenue, and is not directly adjacent to existing sensitive uses.

Therefore, project operations would not have a perceptible noise impact upon the existing noise environment, which would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant noise impact may occur if the proposed project would expose people to or generate excessive groundborne vibration or groundborne noise levels. Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or is engaged in soil movement. The effects of ground-borne vibration may include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Ground vibration is quickly damped out within the softer sedimentary surfaces of much of Southern California. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of human responses to various vibration levels is as follows:

Human Response to Transient Vibration

Vibration Level ppv (inches/second)	Average Human Response
2.00	Severe
0.90	Strongly perceptible
0.24	Distinctly perceptible
0.03	Barely perceptible
Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.	

According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, and 0.2 in/sec for fragile structures. Below this level there is virtually no risk of building damage. The onsite construction equipment used in construction of the project that would create the maximum potential vibration is a large bulldozer. The stated vibration source level for such equipment is 0.191 ppv at 15 feet from the source. The closest sensitive uses adjacent to the project boundary are 15 feet from the property line, but 25-30 feet from the closest building facade. Even at 15 feet, the predicted vibration levels generated by construction equipment would be below levels that could create structural damage in fragile buildings (i.e., 0.2 in/sec) and would also be below a “strongly perceptible” level. Effects of vibration such as rattling windows could occur at the nearest structures when larger bulldozers or similar large equipment would operate along the northern or western site boundary.

When activities are occurring at a distance of 50 feet or greater from nearby structures, which would include the majority of the project site, vibration levels from a large bulldozer would be approximately 0.031 ppv, or about the level where vibration effects are barely perceptible. At a distance of only 15 feet, vibrations from a large bulldozer would be 0.191 ppv, or about 20 percent below the level that vibrations are considered to be “distinctly perceptible”. As the project’s vibration impacts would not result in structural damage, and due to the temporary and intermittent occurrence of vibration levels that would register above a “barely perceptible” level, vibration impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant noise impact may occur if the proposed project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed above in Section XIIa, once operational, the project would result in minimal permanent increases in ambient noise levels due to increased vehicle trips. The Noise Impact Analysis found that noise increases due to the increase in the number of trips generated by the project would be +0.1 dB over existing conditions, which is below the significance criteria of +3 dB CNEL at any off-site sensitive land use.

The use of air conditioning (a/c) systems would also be a source of noise generated once buildings are operational. The Noise Impact Analysis found that background noise at the closest adjacent houses is likely in excess of 69 dB due to roadway proximity. Noise from roof-mounted a/c system components would be attenuated by spreading losses during propagation to the nearest homes and the partial shielding

by the roof parapet. The building equipment would be required to comply with existing LAMC requirements limiting the off-site noise increase from mechanical equipment to no more than 5 dB. Therefore, these sources are not expected to result in a substantial increase in ambient noise levels in the project vicinity. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant noise impact may occur if the proposed project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed above in Section XIIa, based on the City's construction noise limitations, temporary noise impacts due to construction activity would be less than significant.

Mitigation Measures: No mitigation measures are required.

e and f. No impact. A significant noise impact may occur if projects located within an airport land use plan or within two miles of a public airport, or within the vicinity of a private airstrip, would expose people residing or working in the project area to excessive noise levels. The project is neither located within an airport land use plan nor within two miles of a public use airport that would expose people residing or working in the project area to excessive noise levels. The airport closest to the project site is the Van Nuys airport located 2.25 miles to the southeast. Therefore, the project would have no impact with regard to this issue.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on population and housing growth is to be made considering (1) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and would result in an adverse physical change in the environment; (2) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (3) the extent to which growth would occur without implementation of the project.

Based on the Northridge Community Plan Area’s current household demographics (e.g., an average of 2.8 persons per household), the construction of the proposed project’s 146 residential dwelling units would provide housing for approximately 409 residents.²⁶ According to the Southern California Association of Governments (SCAG), the City’s growth forecasts from the years 2012 to 2040 project increases in housing and population of 364,800 and 763,900, respectively²⁷ as shown in **Table XIII-1, City of Los Angeles Population and Housing Growth Forecast**. The proposed project would represent approximately 0.04 percent of the projected housing increase and 0.05 percent of the projected population increase citywide for the period from 2012 to 2040.

As such, the project would fall within population projections and would not cause growth that exceeds projected/planned levels for the year of occupancy/buildout resulting in an adverse physical change in the environment. Further, the project would not involve the extension of roads or other infrastructure that

²⁶ <http://planning.lacity.org/documents/demographics/oct2015.pdf>

²⁷ Southern California Association of Governments, 2016-2040 RTP/SCS, Appendix Current Context Demographics and Growth Forecast, Adopted April 2016

would indirectly induce substantial population growth. Therefore, the significance of potential impacts associated with population growth would be less than significant.

Table XIII-1
City of Los Angeles Population and Housing Growth Forecast

Projection Year	Population	Households
2012	3,845,500	1,325,500
2040	4,609,400	1,690,300
Net Growth	7,63,900	364,800
Source: SCAG 2016-2040 RTP/SCS		

Mitigation Measures: No mitigation measures are required.

b-c. No Impact. A significant impact may occur if a project would result in the displacement of existing housing units or people, necessitating the construction of replacement housing elsewhere. The project proposes to replace commercial uses and one currently unoccupied single-family residence with a mixed-use structure providing 146 apartment units, including 17 very low income units, and 2,000 square feet of commercial space. As such, the project would not displace persons and would result in a net increase of 145 residential units on the property, which would not necessitate the construction of replacement housing elsewhere and would have no impact regarding displacement of housing or people.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high density residential and commercial neighborhoods and a LAFD fire station that houses an engine company is 1.5 miles and 2.0 miles for a LAFD fire station that houses a truck company.²⁸

The project site is occupied by commercial uses, as well as a vacant residential structure, and is currently served by existing LAFD fire stations in the vicinity. The nearest fire station is LAFD Fire Station No. 103, located at 18143 Parthenia Street, 0.9 driving miles southeast from the project site. LAFD Fire Station No. 73, located at 7419 Reseda Boulevard, is the nearest fire station housing a truck company. Station 73 is located 2.1 miles from the project site, which is 0.1 mile beyond the 2.0-mile maximum response distance for an LAFD truck company. Other LAFD fire stations in the project vicinity and approximate distances include Stations 70 (1.1 miles), 104 (2.9 miles), and 87 (3.1 miles). Of these, station 87 also provides a truck company. As discussed in existing conditions, the project site is surrounded by urban development, including commercial and multi-family housing, which would likewise be located beyond a 2.0-mile distance from a LAFD truck company station. Pursuant to LAMC Section 57.507.3.3, projects located beyond this response distance would be required to install automatic fire sprinklers. Current building codes would require installation of such sprinklers regardless of the response distance.

²⁸ Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.

The project would be required to submit plans to LAFD for review and approval of all fire prevention and safety features, including adequate street widths and access to the building, fire flow pressure and fire hydrant placement per city code, onsite fire suppression equipment such as sprinklers, and fire extinguishers, and emergency escape egress routes from the building including upper floors and the subterranean garage area.

Based on the substantial number of LAFD stations in the vicinity, and required compliance with City code and LAFD site plan review requirements, the project would not require construction or expansion of existing fire stations that could potentially have environmental effects. Potential impacts to fire services would be less than significant.

Mitigation Measures: No mitigation measures would be required.

b. Less Than Significant With Mitigation. Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact if it requires new or expanded police station facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (1) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (2) the demand for police services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (3) whether the project includes security and/or design features that would reduce the demand for police services.

The project site is located in the Devonshire division of the Los Angeles Police Department's (LAPD) Valley Bureau, located 1.9 miles north of the project site. In addition, the CSUN campus police is located 0.2 miles east of the project site. The Devonshire Community Police Station, located at 10250 Etiwanda Avenue, serves the neighborhoods of Chatsworth and Northridge, as well as parts of Canoga Park, Granada Hills, North Hills, Porter Ranch, West Hills, and Winnetka. Within the Northridge Area, the project is located within Reporting District (RD) 1785. RD 1785 is defined by the following boundaries: Prairie Street to the north, Lindley Street to the east, Parthenia Avenue and the Metrolink line to the south, and the Aliso Canyon Wash to the west.²⁹

Construction

Construction sites have the potential to attract trespassers and/or vandals that could result in graffiti, excess trash, and unsafe conditions for the public. Scenarios such as these may adversely affect the aesthetic character of the project site and surrounding area and could cause public health and safety concerns. During construction, Mitigation Measure **MM PS-2** would reduce potential trespassing within the site.

Operation

The response time period is initiated by a call for assistance and concludes with the appearance of a police unit on scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire

²⁹ LAPD, Los Angeles Times, Mapping L.A. website (LAPD Devonshire Division), accessed at <http://maps.latimes.com/lapd/reporting-district/1785/> on December 13, 2016.

protection services, police units are most often in a mobile state; hence, actual distance between a headquarters facility and a given project site is of little relevance. Instead, the number of police officers on the street is more directly related to the realized response time. The LAPD has a preferred maximum response time of seven minutes to emergency calls.

The project site is currently occupied by commercial uses served by existing LAPD personnel and facilities. The project would add 146 new dwelling units to the Devonshire division, resulting in 438 net additional residents,³⁰ while removing the existing commercial uses and a vacant residence from the project site. Impacts would be limited to a nominal change in the ratio of police personnel to community population in the Devonshire area based on demographics and boundaries. Therefore, the project would not result in an increase of the service area population such that new or physically altered police facilities would be needed to maintain current response times. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities. LAPD recommends that projects be designed to incorporate features to enhance security and safety, and as such, Mitigation Measure **MM PS-3** has been provided to ensure site plans are submitted to LAPD for review and approval prior to construction, which would reduce potential impacts to a less than significant level.

Mitigation Measures

MM PS-2 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen construction activity from view at the local street level and to deter unauthorized entry into the construction area.

MM PS-3 Public Services (Police – Facility Security)

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

c. Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the LAUSD. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (1) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (2) the demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (3) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or

³⁰ LA CEQA Thresholds Guide, 2006, 'Police Service Population Conversion Factors', Page K.1-3

classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (4) whether the project includes features that would reduce the demand for school services (e.g., onsite school facilities or direct support to LAUSD). State legislation dictates that payment of school fees is adequate mitigation under CEQA for development impacts on the need for school facilities; the City also looks to potential physical impacts to schools or associated with schools.

The project area is currently served by the following LAUSD public schools: Calahan Community Charter School (K-5); Oliver Wendell Holmes Middle School (6-8); and Grover Cleveland High School (9-12)³¹. **Table XIV-1, Student Generation**, summarizes the anticipated number of new students to be generated by the proposed project that would potentially attend LAUSD schools.

**Table XIV-1
Student Generation**

Residential Units	# of Units	Student Generation per Grade Level					
		Elementary K-5		Middle School 6-8		High School 9-12	
		Rate ^(a)	Students	Rate ^(a)	Students	Rate ^(a)	Students
Apartment – 1 bedroom	56	0.0	0	0.0	0	0.0	0
Apartment – 2 bedroom	81	0.22	18	0.1	9	0.14	12
Apartment – 3 bedroom	9	0.52	5	0.2	2	0.27	3
Totals	146		23		10		15
^(a) L.A. CEQA Thresholds Guide Page K.3-34							

As shown in Table XIV-1, the project would generate approximately 23 elementary students, 10 middle school students, and 15 high school students, for a total of approximately 48 students. It is likely that some of the students generated by the proposed project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, this evaluation assumes that all students generated by the proposed project would be new to LAUSD.

In accordance with Senate Bill 50 (SB 50), the applicant will be required to pay mandatory developer fees to offset the proposed project's demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."³² As such, compliance with regulatory requirements to pay developer fees would reduce potential school impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (1) the net population increase resulting from the project; (2) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services

³¹ Los Angeles Unified School District, Resident School Identifier, <http://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed on October 25, 2016.

³² Senate Bill 50, August 27, 1998, p.87.

(renovation, expansion, or addition) and the project's proportional contribution to the demand; and (3) whether the project includes features that would reduce the demand for park services (e.g., onsite recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the proposed project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

Based on the Northridge Community Plan Area's current household demographics (e.g., an average of 2.8 persons per household), the construction of the proposed project's 146 residential dwelling units would provide housing for approximately 409 residents.³³

Public park facilities located within three miles of the proposed project include: Vanalden Park (1.69 miles), Dearborn Park (3 miles), Jesse Owens Mini Park (2.67 miles), Louise Park (2.84 miles), and Northridge Recreation Center (1.26 miles). The project proposes to provide recreational facilities onsite as amenities for project residents.

The proposed project would provide Open Space in accordance with LAMC Section 12.21-G, which specifies open space requirements for developments of six or more residential units. The project's proposed recreational and open space areas would include the following:

- Fitness Room (3,557 sf)
- Rear Yard (2,695 sf)
- Courtyard 1 (2,291 sf)
- Courtyard 2 (3,474 sf)
- Fifth floor terrace (4,089 sf)
- Private patios/balconies (1,300 sf) – 26 dwelling units x 50 sf each

In addition the project would include a 957-square foot indoor event room, and an onsite swimming pool and spa which would contribute to the project's onsite recreational amenities.

LAMC Article 1.10 (Sections 21.10.1 through 21.10.6) specifies requirements for payment of Dwelling Unit Construction Tax funds to be placed in a "Park and Recreational Sites and Facilities Fund," for the acquisition and development of park and recreational sites and facilities. Additionally, LAMC Section 12.33-E specifies Park Fees for Non-Subdivision Residential Projects pursuant to LAMC Section 19.17 non-subdivision park mitigation fees. By providing onsite recreation and open space, and payment of regulatory taxes and fees associated with park and recreation uses, the project's potential impacts to public park facilities would be reduced to less than significant.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant Impact. The project is not anticipated to have a significant effect on other public services in the vicinity. The Los Angeles Public Library (LAPL) maintains a branch library facility directly across Nordhoff Street from the project site. Given that the project site is adjacent to the CSUN campus, there is an expectation that some of the proposed apartment units would be occupied by students attending CSUN, which would have access to the Delmar T. Oviatt Library within the CSUN campus, reducing potential public library use by residents of the project. The addition of 146 new apartment units within the western San Fernando Valley area would not be expected to generate a volume of demand on existing library services that would necessitate the construction of new or expanded library facilities by

³³ <http://planning.lacity.org/documents/demographics/oct2015.pdf>

LAPL to continue to serve the public. As such, potential impacts on other public services would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less Than Significant. A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (1) the net population increase resulting from the project; (2) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project’s proportional contribution to the demand; and (3) whether the project includes features that would reduce the demand for park services (e.g., onsite recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

As discussed in Section XIVd, the project would provide onsite recreation amenities and opportunities within the proposed project plan would reduce or entirely offset the demand for off-site recreation services within the local area. The proposed plan would include a fitness room/game room for residents, an event room, a swimming pool and spa, and common open spaces that include courtyards and a fifth-floor terrace. Private open spaces would be provided for a total of 26 units as ground floor patios and podium level balconies.

LAMC Article 1.10 (Sections 21.10.1 through 21.10.6) specifies requirements for payment of Dwelling Unit Construction Tax funds to be placed in a “Park and Recreational Sites and Facilities Fund,” for the acquisition and development of park and recreational sites and facilities. Additionally, LAMC Section 12.33-E specifies Park Fees for Non-Subdivision Residential Projects pursuant to LAMC Section 19.17 non-subdivision park mitigation fees.

By providing onsite recreation and open space, and payment of regulatory taxes and fees associated with park and recreation uses, the project’s potential impacts to public park facilities would be reduced to less than significant.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in section XVa., above, the project would provide recreational amenities onsite, including a fitness room and swimming pool, and courtyard areas within the site. The project does not propose to construct or expand park facilities off site that would have an adverse effect on the environment. Therefore, the project would have no impact regarding this issue.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The following section summarizes and incorporates the information provided in the Traffic Impact Report (Traffic Study) for the Proposed Nordhoff (18401) Mixed-Use Project, prepared by Crain and Associates, dated September 2016. The Traffic Study and related inter-departmental correspondence letter from the Los Angeles Department of Transportation (LADOT), dated November 8, 2016,³⁴ are provided as **Appendix G.1 and G.2**, respectively to this MND. The traffic analysis evaluated a total of six intersections for potential impacts as listed in Attachment 1 of the LADOT inter-departmental correspondence letter. LADOT issued a revised letter regarding the review of the project’s traffic analysis, dated March 16, 2017, which is provided as **Appendix G.3**.³⁵

³⁴ City of Los Angeles Inter-Departmental Correspondence from Department of Transportation (LADOT) to the Department of City Planning regarding Traffic Assessment for the Proposed Mix Use Project Located at 18401 Nordhoff Street CPC-2016-4190-DB-VZC-HD-BL-SPR ENV-2016-4191-EAF VTT-74504, November 8, 2016.

³⁵ The LADOT revised letter dated March 16, 2017 provided a correction to confirm that six intersections were evaluated rather than seven, and clarification of the number of gross trips generated versus net new trips.

a. Less Than Significant Impact. LADOT Thresholds for determining significance of traffic impacts, which are included in the Thresholds in *LADOT Traffic Study Policies and Procedures* and L.A. CEQA Thresholds Guide, are as follows:

Significant impacts on intersection capacity if the project causes an increase in the volume-to-capacity (V/C) ratio on the intersection operating condition after the addition of project traffic of one of the following:

- V/C ratio increase ≥ 0.040 if final LOS* is C
- V/C ratio increase ≥ 0.020 if final LOS* is D
- V/C ratio increase ≥ 0.010 if final LOS* is E or F

* 'Final LOS' is defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation.

The Traffic Study evaluated a total of six signalized intersections with the greatest potential to experience significant project-related traffic impacts.³⁶ The evaluated intersections are:

1. Yolanda Avenue & Nordhoff Street
2. Reseda Boulevard & Prairie Street
3. Reseda Boulevard & Dearborn Street
4. Reseda Boulevard & Nordhoff Street
5. Reseda Boulevard & Rayen Street
6. Etiwanda Avenue & Nordhoff Street

Construction Traffic

During site clearing and excavation, the proposed project would require the use of haul trucks and other construction vehicles throughout the construction period of the proposed project, conducted in accordance with City requirements. The addition of these vehicles onto the street system would contribute to increased traffic volume in the project vicinity. All truck staging would either occur onsite or at designated off-site locations and radioed to the site to be filled on demand. The local haul route to and from the 118 Freeway would likely utilize Reseda Boulevard, a major north-south arterial designated as a Boulevard II³⁷ roadway. Trips by construction traffic for the proposed project would be a fraction of the operational traffic and therefore would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that the project's construction traffic would contribute to a significant increase in the overall congestion within the project vicinity. In addition, any construction activity would be limited to the duration of the project's construction. Due to the off-peak and temporary nature of construction traffic, construction impacts would be less than significant.

Operational Project Impacts

Existing Site Conditions

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in May 2016 when most schools were in session. In accordance with LADOT Traffic

³⁶ The traffic study evaluated a total of six intersections per Attachment 1 of the LADOT letter. The LADOT inter-departmental correspondence letter regarding the project's traffic assessment (dated November 8, 2017) states that the traffic study included the analysis of seven intersections, which is incorrect per the list of intersections on Attachment 1.

³⁷ Los Angeles Department of City Planning, Mobility Plan 2035, Page 21 (Map A1), Adopted September 7, 2016.

Study Policies and Procedures, the traffic counts cover the weekday morning and afternoon peak commute periods.

Estimated Project Trip Generation

The Traffic Study assessed the net increase in traffic to result from the proposed project, and the removal of existing land uses on the project site. The project site currently contains a vacant single-family dwelling unit, detached garage and approximately 7,500 square feet of medical office space, which will be torn down in order to build the proposed project. Therefore, estimated traffic generated by the existing uses have been subtracted from the proposed project's total traffic to determine the net increase that would result.

Trip generation from the proposed project was estimated using trip rates from Trip Generation Manual – 9th Edition (Institute of Transportation Engineers, 2012). Although the LADOT Traffic Assessment Letter (dated November 8, 2017) Discussion and Findings indicates 728 daily trips, 54 AM peak-hour trips, and 64 PM peak-hour trips would be the project's "net" increases, Attachment 2 of the LADOT Letter shows that the project's net increase (proposed uses minus existing uses) would be 687 new trips per day at area intersections, including 53 AM and 61 PM peak-hour trips. Per LADOT's Transportation Impact Study Guidelines dated December, 2016, traffic trips associated with existing active land uses at the project site are allowed to be credited for the traffic impact analysis. Accordingly, the project's traffic impacts have been evaluated based on a net increase of approximately 687 new trips per day at area intersections, including 53 AM and 61 PM peak-hour trips.³⁸ The net new trip generation calculations are based on adjustments for internal, transit and pass-by trips, and the removal of existing site uses. These peak-hour trips were used to analyze project impacts at all of the study intersections.

Existing With Project Impacts

Table XVI-1, Existing With Project Traffic Impacts, summarizes the estimated level of service for study area intersections under the existing conditions with the addition of the project's net increase in trip generation for the AM and PM peak hours respectively. This analysis indicates that for the AM and PM peak hours, the addition of proposed project traffic would not cause the level of service to be significantly impacted at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the proposed project would not cause any significant traffic impacts in either the AM or PM peak hours under the Existing with project scenario.

Future (2020) With Project Impacts

Analysis of the future traffic impacts has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. An ambient growth factor of 2.0% per year compounded annually was applied to existing traffic volumes to represent year 2020. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes to estimate the future without project conditions. The project's incremental addition to the Future (2020) "Without Project" condition was used to determine the Future (2020) "With Project" condition to determine impact significance.

³⁸ The LADOT revised letter dated March 16, 2017 provided a correction to confirm that six intersections were evaluated rather than seven, and clarification of the number of gross trips generated versus net new trips.

LADOT indicated there are a total of seven potential related projects, based on those that might be developed within the study timeframe within approximately 1.5 miles of the project site. The Traffic Study provides a map of these related project locations. Traffic volumes that result from ambient growth up to the year 2020, as well as traffic increases from related projects in the vicinity of the project site, were added in the Existing peak hour traffic volumes to create the cumulative condition baseline. Proposed project volumes were then added to these cumulative baseline volumes. **Table XVI-2, Future with Project Conditions (Year 2020)**, summarizes the level of service for the future with project conditions at the analyzed intersections for the AM and PM peak hours respectively under this Future with project scenario. As shown in this table, although the addition of Project traffic will increase the CMA value at all of the study intersections during both peak hours, the incremental Project traffic additions will not result in a change in the levels of service at any study intersection. Under the Future (2020) conditions for without and with the addition of Project traffic, it is estimated that five of the study intersections will continue to have good levels of service (LOS A through LOS C) during both peak hours. The remaining study intersection, Reseda Boulevard and Nordhoff Street, is expected to operate at LOS C during the AM peak hour and LOS E during the PM peak hour. As shown in Table XVI-2, none of the six study intersections would be significantly impacted by Project traffic under Future (2020) conditions, and no mitigation measures will be required.

Table XVI-1
Existing with Project Traffic Impacts

No.	Intersection	Peak Hour	Future without Project Conditions ^a		Future with Project Conditions			
			CMA	LOS	CMA	LOS	Change	Impact
1	Yolanda Avenue & Nordhoff Street	AM	0.509	A	0.512	A	0.003	NO
		PM	0.509	A	0.512	A	0.003	NO
2	Reseda Boulevard & Prairie Street	AM	0.360	A	0.360	A	0.000	NO
		PM	0.489	A	0.495	A	0.006	NO
3	Reseda Boulevard & Dearborn Street	AM	0.342	A	0.342	A	0.000	NO
		PM	0.507	A	0.507	A	0.000	NO
4	Reseda Boulevard & Nordhoff Street	AM	0.602	B	0.604	B	0.002	NO
		PM	0.719	C	0.720	C	0.001	NO
5	Reseda Boulevard & Rayen Street	AM	0.577	A	0.585	A	0.008	NO
		PM	0.636	B	0.640	B	0.004	NO
6	Etiwanda Avenue & Nordhoff Street	AM	0.421	A	0.423	A	0.002	NO
		PM	0.459	A	0.461	A	0.002	NO

^a Critical Movement Analysis (CMA) is a method that determines the volume to capacity (V/C) ratio on a critical lane basis and Level of Service (LOS) associated with each V/C ratio at a signalized intersection.

Table XVI-2
Future with Project Conditions (Year 2020)

No.	Intersection	Peak Hour	Future without Project Conditions ^a		Future with Project Conditions			
			CMA	LOS	CMA	LOS	Change	Impact
1	Yolanda Avenue & Nordhoff Street	AM	0.579	A	0.582	A	0.003	NO
		PM	0.577	A	0.578	A	0.001	NO
2	Reseda Boulevard & Prairie Street	AM	0.402	A	0.402	A	0.000	NO
		PM	0.539	A	0.546	A	0.007	NO
3	Reseda Boulevard & Dearborn Street	AM	0.383	A	0.383	A	0.000	NO
		PM	0.562	A	0.563	A	0.001	NO
4	Reseda Boulevard & Nordhoff Street	AM	0.792	C	0.795	C	0.003	NO
		PM	0.912	E	0.917	E	0.005	NO
5	Reseda Boulevard & Rayen Street	AM	0.637	B	0.645	B	0.008	NO
		PM	0.701	C	0.705	C	0.004	NO
6	Etiwanda Avenue & Nordhoff Street	AM	0.720	C	0.722	C	0.002	NO
		PM	0.689	B	0.692	B	0.003	NO

^a Critical Movement Analysis (CMA) is a method that determines the volume to capacity (V/C) ratio on a critical lane basis and Level of Service (LOS) associated with each V/C ratio at a signalized intersection.

b. Less Than Significant Impact. In accordance with the procedures outlined in the 2010 Congestion Management Program for Los Angeles County, an analysis of the project area's regional transportation facilities was performed.

The local CMP requires that all CMP monitoring intersections be analyzed where a Project would likely add 50 or more trips during the peak hours. The nearest such intersection is Reseda Boulevard and Victory Boulevard, located approximately three and a half miles south of the Project site. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to this CMP intersection. It is estimated that the Project would generate at most 21 trips (zero northbound and 21 southbound) during the AM peak hour and 24 trips (10 northbound and five southbound) during the PM peak hour at the intersection of Reseda Boulevard and Victory Boulevard. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a Project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segments are the Ronald Reagan Freeway (SR-118) east of Woodley Avenue, the San Diego Freeway (I-405) north of Roscoe Boulevard and the Ventura Freeway (US-101) at Winnetka Avenue. Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 53 trips during the AM peak hour (one inbound, 52 outbound) and 61 trips during the PM peak hour (48 inbound, 13 outbound) to the adjacent street system. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary. As such, CMP impacts would be less than significant.

c. No impact. The project site is not located within two miles of a public airport or private airstrip. The nearest airport is the Van Nuys Airport located approximately 2.25 miles southeast of the project site. The City of Los Angeles Zone Information and Map Access System (ZIMAS) shows the site is subject to a 300' height limit above elevation 790 to minimize airport hazards that may obstruct airspace required for aircraft in landing or taking off at an airport or is otherwise hazardous to aircraft.³⁹ The project site is located at an elevation of approximately 850 feet at ground level, with little variation in elevation across the site. The proposed five-story structure would be 56 feet tall, which would be well below the 300-foot height limit noted in ZIMAS. Therefore, the project would not affect air traffic patterns. No impact would occur.

d. Less Than Significant Impact. A significant impact may occur as a result of proposed driveway configuration or their placement in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.⁴⁰

The project has been designed with access from Darby Avenue as recommended by LADOT, to avoid placing residential access directly onto a major arterial roadway. Because Darby Avenue at the project location is not a dedicated street, but is a public easement granted to the City of Los Angeles by CSUN, LADOT recommends that the applicant work with CSUN, the Los Angeles Bureau of Engineering, and LADOT to accommodate this preferred access. The project would dedicate additional frontage along Darby for additional roadway width and to align a proposed sidewalk with the existing sidewalk from the adjacent property to the north. The project design, including driveway design, will be subject to City

³⁹ City of Los Angeles Department of City Planning, Zoning Information and Map Access System website: <http://zimas.lacity.org> (accessed October 24, 2016).

⁴⁰ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.

review during plan check after submittal of a permit application with the Department of Building and Safety, prior to construction, to assure City codes and dedication requirements are met. Therefore, potential impacts related to design feature traffic hazards would be less than significant.

e. Less Than Significant Impact. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The proposed project would not directly impact an adopted emergency response or evacuation plan, and would not introduce significant traffic impacts at area intersections that may be used for emergency access. Therefore, this potential impact would be less than significant.

f. Less Than Significant Impact. During the grading, demolition, and construction phases of the project there is potential for pedestrian pathways to be blocked or closed. However, prior to closure of a sidewalk within the public right-of-way, the closure along with pedestrian protection⁴¹ would be required to be approved by the Bureau of Street Services and the Department of Building and Safety, pursuant to LAMC Section 62.45 and 91.3306.

The project would dedicate additional frontage along Nordhoff Street and Darby Avenue for the purpose of providing sidewalks to promote pedestrian use. The project would provide dedicated bicycle parking spaces in long-term and short-term parking areas for the residential and commercial components, and would provide bicycle maintenance areas for use by residents to promote bicycle use and reduce reliance on automobile use.

Public transit options in the area include a number of bus lines operated by Metro and LADOT, as well as a Metrolink station located approximately 1.25 miles southwest of the project site. About six bus lines provide stops within approximately one-quarter mile walking distance of the Project site. These routes, which are described in the Traffic Study, have headways ranging from eight (8) to 60 minutes for most service lines during peak hours. For a conservative evaluation, 16 service buses per hour during weekday peak hours (six lines, each with 45 minute headways per direction) were assumed for this analysis.

The Traffic Study analysis determined that the Project would generate an average weekday transit ridership of approximately 53 person trips, which would include four riders during the AM peak hour and six riders during the PM peak hour. Distributed among 16 buses during peak hours, this ridership would equate to an average of 0.2 transit riders per bus during the AM peak hour and 0.4 transit riders per bus during the PM peak hour. Given that the capacity of a standard bus is 40 riders, this level of ridership generation would not result in a significant impact. As such, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the level of impact would be less than significant.

⁴¹ Pedestrian protection during construction may include physical separation (by utilization of barriers such as K-Rails or scaffolding, etc.) from construction equipment and vehicular traffic, and provision of overhead protection from falling objects, such as covered walkways.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less than Impact	Potentially Significant No Impact
XVII. TRIBAL CULTURAL RESOURCES.				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Public Resources Code section 21074⁴² defines tribal resources as follows:

(a) "Tribal cultural resources" are either of the following:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

⁴² California Legislative Information, website accessed at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21074 on January 6, 2017.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Impact Analysis

a-b. Less Than Significant Impact With Mitigation. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, or is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

The project site is located in a highly urbanized area of the San Fernando Valley in the City of Los Angeles. The project site and surrounding areas are relatively flat, with no geographically distinct landforms. The project site has been subject to past disturbance, including the construction of commercial and residential structures that currently occupy the site. The proposed project would remove existing commercial buildings from the site and construct a new structure with residential and commercial uses.

As discussed above in Section V, the cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. The NAHC provided a list of 13 potentially interested Tribal Groups, which were all contacted by letter of notification and request for comment. To date, one (1) of the Tribal Groups contacted had provided a written response, which noted that historical Native American villages were in the area.⁴³ This response is included in Appendix D. Representatives from two (2) other Tribal Groups contacted have provided confirmation via telephone communication with Envicom Corporation that the project site is outside of their historic tribal area, as reported in Appendix D.⁴⁴ Based on the results of the Phase I(a) cultural resource assessment of the project site, no evidence of known tribal cultural resources specific to this site has been recorded in archived records or provided by any Tribal Group that the NAHC has identified as potentially interested parties. Additionally, the site is not listed in the California Register of Historical Resources, or in a local register of historical resources, and no evidence was found to indicate it may be eligible for such listing.

As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City’s AB 52 notice. The City has provided such notice in conformance with the tribal consultation requirements of Assembly Bill (AB) 52 by letter, dated December 27, 2016. The City received one written response to the City’s AB 52 notice.

⁴³ Andrew Salas of the Gabrieleno Band of Mission Indians - Kizh Nation, email communication with Wayne Bischoff, October 31, 2016.

⁴⁴ Collins, Freddie of the Northern Chumash Tribal Council, telephone communication with Wayne Bischoff, November 16, 2016, and Romero, Freddie of the of the Santa Ynez Band of Mission Indians, telephone communication with Wayne Bischoff, November 16, 2016.

Dr. Wayne Bischoff, Archaeologist and Director of Cultural Resources at Envicom Corporation, completed a Phase IA (surface observation) pedestrian survey of the site on October 22, 2016, to assess if cultural resources existed on the property that were not recorded by the SCCIC of the NAHC. The pedestrian survey was negative for cultural resources, however, due to substantial coverage by pavement and buildings on the commercial and residential portions of the site, and organic humus and vegetation within the yard surrounding the residence, visibility of the ground surface was limited. Due to the lack of ground visibility on the property and the appearance that much of the property around the existing buildings has not been modified greatly since initial construction, the cultural resource Phase I(a) assessment included a recommendation for a qualified archaeologist and Native American monitor to be provided on site for the initial site grading to a depth of three-feet. Mitigation Measure MM CR-1, described in Section V, Cultural Resources, would require monitoring during initial site disturbance to a depth of three feet by an archaeologist and a Native American monitor to ensure that the project would not significantly impact unrecorded Tribal cultural resources. Therefore, the project's potential to inadvertently impact unknown tribal cultural resources would be reduced to less than significant with mitigation.

Mitigation Measures: Mitigation measure MM CR-1 would be required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS.				
b. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. **No Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate RWQCB. The RWQCB would then authorize a National Pollutant Discharge Elimination System permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area.

Wastewater from existing land uses on the project site is conveyed via existing municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant. The project does not include any uses that would impact the quality of the wastewater leaving the project site. As a public facility, the Hyperion Treatment Plant is subject to operating within the State's wastewater treatment requirements. Wastewater from the project site would also be conveyed via the City's sewage

infrastructure and would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

b, d and e. Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (1) the total estimated water demand for the project; (2) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (2) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (4) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Existing Infrastructure and Projected Water Supplies

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system, comprising 7,337 miles of distribution pipes, 119 storage tanks, and a total storage capacity of 315,245 acre-feet.⁴⁵ According to the LADWP 2015 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2040 with existing passive conservation, as well as for a sequence of multiple dry years. Water supplies for the Year 2020 for an average weather year are projected by the UWMP to be 611,800 acre-feet per year (AFY).

As shown in **Table XVIII-1, Project Water Demand**, the net increase in water demand resulting from the demolition of existing uses and construction of the proposed project would be 23,694 gallons per day (gpd), or 26.54 AFY, which is approximately 0.004 percent of the projected water demand for the Year 2020. Additionally, the Sustainable City pLAN (pLAN) was released in 2015 establishing short-term and long-term conservation targets for the City over the next 20 years to strengthen and promote sustainability, including reductions in water use.

Based on the above evaluation, the project is not expected to require new or expanded water treatment facilities to serve project demand. The project would have a less than significant impact on existing water demand and facilities.

⁴⁵ LADWP, "Facts and Figures," www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water (accessed October 11, 2016).

**Table XVIII-1
Project Water Demand**

Type of Use	Proposed Units	Demand Rate ^(a)	Water Demand (gpd) ^(b)
Residential: Apt. - 1 Bedroom	56 du	144/du	8,064
Residential: Apt. - 2 Bedroom	81 du	192/du	15,552
Residential: Apt. - 3 Bedroom	9 du	240/du	2,160
Coffee House	1,000 sq. ft.	144/1,000 Gr.sq.ft.	144
Restaurant: Take-Out	1,000 sq. ft.	360/1,000 Gr.sq.ft.	360
Total Project Demand			26,280
Existing Uses	Existing Units	Demand Rate	Water Demand (gpd)
Medical Office	7,758 sq. ft.	300/1000 Gr.sq.ft.	2,310
Single-Family Residence - 3 Bedroom	1 du	276/du	276
Total Existing Demand			2,586
Total Increase in Water Demand			23,694
^(a) City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.			
^(b) gpd = gallons per day			

Wastewater Treatment Facilities and Existing Infrastructure

Based on criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant wastewater impact if (1) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (2) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the proposed project area. Wastewater generated from the project site is conveyed to the Hyperion Treatment Plant. Currently an average wastewater flow rate of nearly 300 million gallons per day (mgd) is generated in the System. The Hyperion Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 50 mgd.

As shown in **Table XVIII-2, Project Wastewater Generation**, the net increase in wastewater generation would be 19,730 gpd, which would be less than 0.04 percent of the excess treatment capacity at Hyperion Treatment Plant. As such, no new wastewater treatment facilities would be required to serve the project and the level of significance of potential impacts would be less than significant.

**Table XVIII-2
Project Wastewater Generation**

Type of Use	Proposed Units	Demand Rate ^(a)	Water Demand (gpd) ^(b)
Residential: Apt. - 1 Bedroom	56 du	120/du	6,720
Residential: Apt. - 2 Bedroom	81 du	160/du	12,960
Residential: Apt. - 3 Bedroom	9 du	200/du	1,800
Coffee House	1,000 sq. ft.	120/1,000 Gr.sq.ft.	120
Restaurant: Take-Out	1,000 sq. ft.	300/1,000 Gr.sq.ft.	300
Total Project Demand			21,900
Existing Uses	Existing Units	Demand Rate	Water Demand (gpd)
Medical Office	7,758 sq. ft.	250/1000 Gr.sq.ft.	1,940
Single-Family Residence - 3 Bedroom	1 du	230/du	230
Total Existing Demand			2,170
Total Increase in Water Demand			19,730

The project site is presently served by a network of sewer lines located beneath major streets that convey sewage from the project site to the Hyperion Treatment Plan. As part of the pre-construction process, detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point for the project site. The applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the proposed project.

If the Bureau of Sanitation determines that existing sewer lines have insufficient capacity to serve the proposed project, the developer may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the proposed project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public rights-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. As such, the level of significance of wastewater impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. **Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. The proposed project would not result in a significant increase in site runoff or significant changes in the local drainage patterns. Runoff from the project site currently is, and would continue to be, collected on the site and directed towards existing storm drains inlets in public rights-of-way. The project will be required to demonstrate compliance with LID standards (see also Section IX, Hydrology and Water Quality) and retain or treat the first 3/4-inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff would be reduced under the proposed project. The proposed project results in some increase in impervious surface area, such as elimination of the existing single-family home yard area. However, the project would be required to retain

any additional runoff volumes onsite and infiltrate or treat onsite per LID requirements. The proposed project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f. Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (1) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (2) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (3) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Sunshine Canyon Landfill is the nearest municipal waste landfill within the County that could serve the proposed project, and is permitted to accept residential, commercial, and construction nonhazardous waste. This landfill is currently permitted to receive up to 12,100 tons per day (tpd). Actual daily disposal rates for the year 2014 averaged 7,582 tpd, leaving a surplus daily capacity of 4,518 tpd.⁴⁶

According to the Countywide Integrated Waste Management Plan 2014 Annual Report, the County would have surplus disposal capacity through the year 2029 under a status-quo planning scenario utilizing existing landfill facilities without expansions or permitting extensions, and existing waste export agreements.

Construction

Construction and demolition activities would generate solid waste consisting of materials from existing structures to be removed, and excess/waste construction materials and packaging associated with the proposed structure. Demolition of the existing single-family residence and commercial structures, and construction of the proposed project would generate approximately 981 tons of waste material as shown in **Table XVIII-3, Construction and Demolition Waste Generation**. Compliance with LAMC, Section 99.04.408.1, Construction and Demolition will require construction waste reduction of at least 50 percent of the generated quantity as a condition of permitting. As such, after the required diversion of 50 percent of recyclable materials, the estimated construction waste to be disposed of at landfills would be reduced to 490.5 tons. Pursuant to LAMC Sections 66.32 through 66.32.5, all solid waste haulers and contractors transporting C&D waste obtain a permit and may only deliver C&D waste to a Certified Construction and Demolition Waste Processing Facility that accepts C&D waste for the purpose of recovering reusable and recyclable materials and disposing of non-recyclable residual materials.

⁴⁶ County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2014 Annual Report (December 2015), Appendix E-2, Table 1.

Additionally, the project would require excavation and disposal of approximately 24,475 cy of soil for construction of subterranean parking. Exported soil is used as ground cover when deposited at landfills, and thus may be beneficial to landfill operations and are not considered further in this evaluation. Pursuant to LAMC Section 99.05.408.3, all land clearing debris, including trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing of the project site would be required to be reused or recycled.

**Table XVIII-3
Construction Solid Waste Generation**

Type of Use	Size	Generation Rate ^a	Total Waste (pounds)	Total Waste (tons)
Demolition				
Commercial	7,725 sq. ft.	158 lbs/sq. ft.	1,220,550	610
Single-Family Residential	2,380 sq. ft.	50 lbs/sq. ft.	119,000	59
Construction				
Multi-family Residential	154,016 sq. ft.	4 lbs/sq. ft.	616,064	308
Commercial	2,000 sq. ft.	4.34 lbs/sq. ft.	8,680	4
Total Construction and Demolition Waste Generation			1,964,294	981
Diversification of 50% for Recycling ^b			982,147	490.5
Total Construction and Demolition Waste for Landfill Disposal			982,147	490.5
^a United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount.				
^b Required by LAMC, Section 99.04.408.1				

Disposal of construction waste would occur over a limited period of time. The total volume of project construction and demolition waste requiring disposal would represent approximately 0.02 percent of the annual total waste disposal received at Sunshine Canyon Landfill in 2014. Project construction waste disposal would not exceed the daily permitted capacity of the Sunshine Canyon Landfill, even if all 490.5 tons of construction waste disposal were to occur on a single day. As such, solid waste disposal from construction activities would be less than significant.⁴⁷

Operations

Solid waste generation rates for various land uses are provided in the City's CEQA Thresholds Guide, which estimate solid waste generation prior to recycling, composting, or other waste diversion programs.⁴⁸ Residential uses are estimated to generate 12.23 pounds per household per day, which would result in a total project generation of approximately 1,786 pounds per day. The solid waste generation rates for commercial uses provided in the City's CEQA Threshold Guide are reported as 10.53 pounds per employee per day. Although the number of employees that the project's commercial uses may employ is not known, for a conservative evaluation, an estimate of one employee per 70 square feet was used based on the Institute of Transportation Engineers estimates for a fast food restaurant without a drive-thru, which results in an estimate of 29 employees. Based on a rate of 10.53 pounds per employee per day, the project would generate approximately 305.4 pounds of solid waste per day from operations of the

⁴⁷ It cannot be known at this time which landfill would receive any project-related residual C&D materials not diverted by a certified processing facility, however, the Sunshine Canyon Landfill data is provided to demonstrate that the County maintains adequate landfill space to accommodate the proposed project's solid waste.

⁴⁸ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. M.3-2.

commercial components. Therefore, the combined solid waste generation for the project prior to recycling diversion would be approximately 2,092 pounds per day. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 1,046 pounds per day (0.523 tpd) to be disposed in landfills.

Pursuant to LAMC Section 12.21-A(19)(c), the project would be required to provide a recycling area or room for collection of recyclables separated from non-recyclable materials by project residents or employees. Adequate size specifications for a recyclables collection area as well as other design criteria are specified in LAMC Section 12.21-A.

The project's estimated disposal of 0.523 tpd would represent approximately 0.01 percent of the surplus permitted daily capacity of Sunshine Canyon Landfill reported in 2014 of 4,518 tpd. Potential solid waste impacts regarding landfill capacity would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The proposed project would generate solid waste that is typical of residential and the proposed commercial uses (e.g. coffee shop, café, etc.) and would comply with all federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Appropriate disposal of potentially hazardous construction materials from demolition of existing structures are discussed in Section VIII., Hazards and Hazardous Materials. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant With Mitigation. The project site is within an urbanized area of the City, surrounded by urban uses including a major arterial street, and adjacent residential and commercial uses, and would have a less than significant potential to degrade the quality of the environment, based on the analysis above. The project would be completely constructed within previously developed lots, which do not represent substantial habitat for fish or wildlife. The project would not affect any natural drainage courses and would have a less than significant impact regarding urban runoff as it affects water quality entering the storm drain system. The project would not eliminate a plant or animal community or restrict the range of any plant or animal. Given proposed tree removals, a mitigation measure would be required to remove the potential for significant effects to nesting birds.

Although the project site does not contain any known important examples of the major periods of California history, a mitigation measure would be required to address the potential for construction activities to uncover unknown archaeological resources.

b. Less Than Significant. A significant impact may occur if the project, in conjunction with other projects in the vicinity, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. All identified impacts were determined to be less than significant or reduced to less than significant with the implementation of attached mitigation measures. As such, the project’s contribution to cumulative impacts would be less than significant.

c. Less Than Significant. A significant impact may occur if the project would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. All identified environmental impacts were determined to be less than significant or reduced to less than significant based on compliance with existing regulations and implementation of mitigation measures incorporated throughout this analysis document. Therefore, the project's potential to result in substantial adverse effects on human beings would be less than significant.

5.0 REFERENCES

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- Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.
- Los Angeles Municipal Code, Chapter 9 Building Regulations, Article 9 Green Building Code, Section 99.05.106.8. Light Pollution Reduction.
- Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>
- Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>
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MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation

- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Aesthetics

AES-1 Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source does not directly illuminate adjacent residential properties, the public right-of-way, or the atmosphere above.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Biology

BIO-1 Habitat Modification (Nesting Native Birds)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area

- (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

BIO-2 Tree Preservation (Grading Permits)

“Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of the city street tree to be retained or as recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

Enforcement Agency: Board of Public Works; Department of Building and Safety

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: During field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Cultural Resources

CR-1 Archaeological Resource Inadvertent Discovery

During the course of any ground disturbance activities, the applicant, or their agent, shall retain a qualified archaeologist and Native American monitor(s) to observe the initial site grading to a depth of three feet. Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

- The applicant, or their agent, shall obtain the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
- The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Gabrieleno Band of Mission Indians – Kizh Nation. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;
- A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;
- In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;
- In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit or any ground disturbance activities listed above.

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

CR-2 Paleontological Resource Inadvertent Discovery

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Public Services

PS-2 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

PS-3 Public Services (Police – Facility Security)

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.

- *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior’s Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and

other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building 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 review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building 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 review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- ground stabilization
- selection of appropriate foundation type and depths
- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** 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 written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building 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 review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated,

or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**

- **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall

pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management

Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

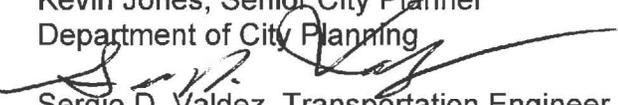
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

18401 Nordhoff Street
DOT Case No. SFV 16-
DOT Project ID No. 44862

Date: November 8, 2016

To: Kevin Jones, Senior City Planner
Department of City Planning

From: 
Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MIX USE PROJECT
LOCATED AT 18401 NORDHOFF STREET CPC-2016-4190-DB-VZC-HD-
BL-SPR ENV-2016-4191-EAF VTT-74504**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated September 2016, prepared by Crain and Associates for the proposed mix use project, located at 18401 Nordhoff Street in the Northridge Community Planning Area of the City of Los Angeles. Based on DOT's traffic impact criteria¹, the traffic study included the analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

- A. Project Description
The project proposes to build a 146-unit apartment building with 2,000 square feet of ground floor retail at 18401 Nordhoff Street. Vehicular access to the project site would be accommodated via a driveway on Darby Avenue. Currently the site is developed with 7,758 square feet of medical office space and single family home. The project is expected to be completed by 2020.
- B. Trip Generation
The project is estimated to generate a net increase of approximately 728 daily trips, 54 trips during the a.m. peak hour and 64 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2**.
- C. Freeway Analysis
The traffic study included a Congestion Management Program (CMP) intersection and freeway impact analysis that was prepared in accordance with the State-mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to the traffic study, the proposed project

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Transportation Authority (MTA). According to the traffic study, the proposed project will not add 50 or more trips during the weekdays a.m. and p.m. peak hours to the three CMP intersection monitoring locations identified in the report along Topanga Canyon Boulevard; therefore, no further review of potential impacts to CMP intersections is needed. The traffic study included two CMP freeway monitoring locations in the project, US-101 at Reseda Boulevard and I-405 at the Nordhoff Street. According to this analysis, the proposed project would not result in significant traffic impacts on the two evaluated freeway mainline segments.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Nordhoff Street** is designated as a Boulevard II requiring a 40-foot half-width roadway, a 15-foot sidewalk and a 55 foot half right-of-way. Nordhoff Street currently has a 40 foot-half roadway and a 10 foot sidewalk, and therefore an additional 5-feet of dedication is required to bring the sidewalk to the current standard.

The applicant should check with Bureau of Engineering's (BOE) Land Development Group to confirm the specific highway dedication, street widening and/or sidewalk requirements for this project. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

C. Driveway Access and Circulation

The Department recommends that access to this site be from Darby Avenue in order to best accommodate the vehicular traffic from this site. Darby Avenue at this location is not a dedicated street, but a public easement granted to the City of Los Angeles by Cal State Northridge. The Department recommends that the applicant work with the Cal State Northridge, the Los Angeles Bureau of Engineering and Los Angeles Department of Transportation to accommodate this access. In addition the applicant shall either dedicate or grant a 10 foot pedestrian public easement along

their property on Darby Avenue to the satisfaction of the Bureau of Engineering and the Department of Transportation. In addition since Darby Avenue in this portion is a public easement the applicant shall work with Department of Transportation, the Bureau of Engineering and Cal State Northridge to stripe the street in order to take the access of this project from Darby Avenue.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (818) 374-4690.

Attachments

J:\Project Folders\San Fernando Valley\Rem08211 SFV 16-104784

c: Hannah Lee, Council District No. 12
Ken Firoozmand, DOT West Valley District
Edmond Yew, BOE Land Development Group
Ali Nahass, BOE Valley District
Helen Shi, Crain and Associates

Attachment 1

Volume to Capacity Ratios (V/c) and Levels of Service (LOS)

Critical Movement Analysis (CMA) Summary Future (2020) Without and With Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Yolanda Avenue & Nordhoff Street	AM	0.579	A	0.582	A	0.003
		PM	0.577	A	0.578	A	0.001
2.	Reseda Boulevard & Prairie Street	AM	0.402	A	0.402	A	0.000
		PM	0.539	A	0.546	A	0.007
3.	Reseda Boulevard & Dearborn Street	AM	0.383	A	0.383	A	0.000
		PM	0.562	A	0.563	A	0.001
4.	Reseda Boulevard & Nordhoff Street	AM	0.792	C	0.795	C	0.003
		PM	0.912	E	0.917	E	0.005
5.	Reseda Boulevard & Rayen Street	AM	0.637	B	0.645	B	0.008
		PM	0.701	C	0.705	C	0.004
6.	Etiwanda Avenue & Nordhoff Street	AM	0.720	C	0.722	C	0.002
		PM	0.689	B	0.692	B	0.003

An * indicates a significant impact (LADOT Revised Scale).

Critical Movement Analysis (CMA) Summary Existing (2016) Without and With Project

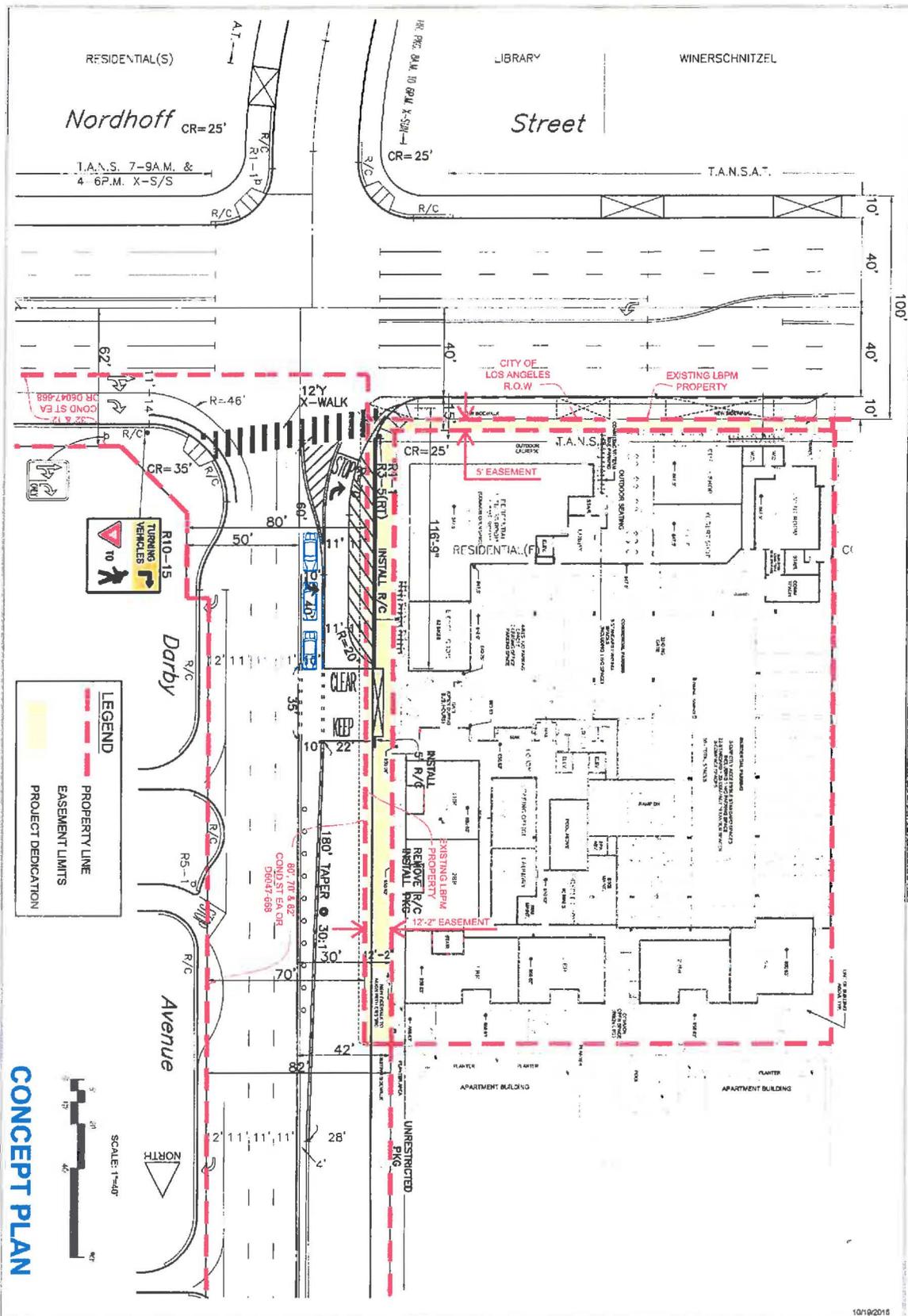
<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Yolanda Avenue & Nordhoff Street	AM	0.509	A	0.512	A	0.003
		PM	0.509	A	0.512	A	0.003
2.	Reseda Boulevard & Prairie Street	AM	0.360	A	0.360	A	0.000
		PM	0.489	A	0.495	A	0.006
3.	Reseda Boulevard & Dearborn Street	AM	0.342	A	0.342	A	0.000
		PM	0.507	A	0.507	A	0.000
4.	Reseda Boulevard & Nordhoff Street	AM	0.602	B	0.604	B	0.002
		PM	0.719	C	0.720	C	0.001
5.	Reseda Boulevard & Rayen Street	AM	0.577	A	0.585	A	0.008
		PM	0.636	B	0.640	B	0.004
6.	Etiwanda Avenue & Nordhoff Street	AM	0.421	A	0.423	A	0.002
		PM	0.459	A	0.461	A	0.002

An * indicates a significant impact (LADOT Revised Scale).

Attachment 2

Estimated Project Traffic Generation Project Trip Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
PROPOSED USES										
220	Apartments	146	du	971	15	59	74	59	32	91
826	Retail	2.0	ksf	<u>89</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>5</u>
	Subtotal [A]			1,060	16	60	76	61	35	96
	<i>Internal Linkages</i>									
	Apartments	Based on Retail		(4)	0	0	0	0	0	0
	Retail	5%		<u>(4)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal [B]			(8)	0	0	0	0	0	0
	<i>Transit/Bicycle/Walk-in Trips</i>									
	Apartments	5%		(48)	(1)	(3)	(4)	(3)	(2)	(5)
	Retail	5%		<u>(4)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal [C]			(52)	(1)	(3)	(4)	(3)	(2)	(5)
	[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]			1,000	15	57	72	58	33	91
	<i>Pass-by Trips</i>									
	Apartments	0%		0	0	0	0	0	0	0
	Retail	50%		<u>(41)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(3)</u>
	Subtotal [E]			(41)	(1)	0	(1)	(1)	(2)	(3)
	[F] Area Intersection Trips (Proposed Uses) = [D]+[E]			<u>959</u>	<u>14</u>	<u>57</u>	<u>71</u>	<u>57</u>	<u>31</u>	<u>88</u>
EXISTING USES										
210	Single Family Home	1	du	10	0	1	1	1	0	1
720	Medical Office	7.7	ksf	<u>278</u>	<u>14</u>	<u>4</u>	<u>18</u>	<u>8</u>	<u>19</u>	<u>27</u>
	Subtotal [G]			288	14	5	19	9	19	28
	<i>Internal Linkages</i>									
	Single Family Home	5%		(1)	0	0	0	0	0	0
	Medical Office	Based on Residential		<u>(1)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal [H]			(2)	0	0	0	0	0	0
	<i>Existing Transit/Bicycle/Walk-in Trips</i>									
	Single Family Home	5%		0	0	0	0	0	0	0
	Medical Office	5%		<u>(14)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>
	Subtotal [I]			(14)	(1)	0	(1)	0	(1)	(1)
	[J] Driveway/Adj. Int. Trips = [G] + [H] + [I]			272	13	5	18	9	18	27
	<i>Pass-by Trips</i>									
	Single Family Home	0%		0	0	0	0	0	0	0
	Medical Office	0%		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal [K]			0	0	0	0	0	0	0
	[L] Area Intersection Trips (Existing Uses) = [J]+[K]			<u>272</u>	<u>13</u>	<u>5</u>	<u>18</u>	<u>9</u>	<u>18</u>	<u>27</u>
NET PROJECT TRIP GENERATION										
	Driveway/Adjacent Intersection Trips = [D] - [J]			<u>728</u>	<u>2</u>	<u>52</u>	<u>54</u>	<u>49</u>	<u>15</u>	<u>64</u>
	Area Intersection Trips (Net Project) = [F] - [L]			<u>687</u>	<u>1</u>	<u>52</u>	<u>53</u>	<u>48</u>	<u>13</u>	<u>61</u>



CONCEPT PLAN

18401 NORDHOFF STREET MIXED USE
CONCEPTUAL DARBY AVENUE IMPROVEMENTS

CRAIN & ASSOCIATES
 Transportation Planning
 Traffic Engineering
 800 Corporate Pointe, Suite 470
 Irvine, CA, California 92612
 Tel: (949) 473-5588 • Fax: (949) 444-9721
www.crainandassociates.com

FN-Nordhoff\18401\MixedUse\Conceptual\STRP\STRP-Darby\20161018

10/19/2016

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

18401 W. Nordhoff Street
DOT Case No. SFV 16-104361
DOT Project ID No. 44432

Date: November 23, 2016

To: Deputy Advisory Agency
Department of City Planning

From: Taghi Gharagozli, Associate Transportation Engineer III
Department of Transportation

Subject: **CPC-2016-4190-DB-VZC-HD-BL-SPR**
VTT-74504
ENV-2016-4191-EAF

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.
2. A driveway width of W=30 feet is required for residential sites with more than 25 parking spaces.
3. A minimum of 40-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation.
4. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the 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 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
5. That the condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

If you have any questions, you may contact me at taghi.gharagozli@lacity.org or 818-374-4699.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

18401 W. Nordhoff Street
DOT Case No. SFV 16-104361
DOT Project ID No. 44432

Date: November 23, 2016

To: Deputy Advisory Agency
Department of City Planning

From: Taghi Gharagozli, Associate Transportation Engineer III
Department of Transportation

Subject: **VESTING TENTATIVE TRACT NO. 74504**
CPC-2016-4190-DB-VZC-HD-BL-SPR
ENV-2016-4191-EAF

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.
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If you have any questions, you may contact me at taghi.gharagozli@lacity.org or 818-374-4699.



May Sirinopwongsagon <may .sirinopwongsagon@lacity.org>

VTT-74504 - 18401, 18417, & 18419 W. Nordhoff Street LADBS-Grading Report

1 message

Casey Jensen <casey.jensen@lacity.org>
To: Planning Expedited <planning.expedited@lacity.org>

Tue, Nov 29, 2016 at 3:04 PM

11/29/2016

Planning,

The Grading Division of the Department of Building and Safety has reviewed the subject Vesting Tentative Tract Map No. VTT-74504 located at 18401, 18417, & 18419 W. Nordhoff Street and it appears that geology/soils reports are not required prior to planning approval of the Tract Map as the property is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and, does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

Per Sec. 17.56 of the Los Angeles Municipal Code, each approved Tract Map recorded with the County Recorder shall contain the following statement; "The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property . Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits."

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

If you have any questions, or need additional information, please let me know.

Thank you,
Casey

[\(213\) 482-0490](tel:(213)482-0490)

Casey Lee Jensen, PG, CEG
Engineering Geologist Associate II
Los Angeles Department of Building and Safety
Grading Division, Mail Stop 1 15

221 N. Figueroa Street, 12th Floor NEW

Los Angeles, CA 90012

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ



ERIC GARCETTI
MAYOR

FRANK BUSH
GENERAL MANAGER

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

November 21, 2016

LOG # 95647
SOILS/GEOLOGY FILE - 2

Nordhoff Darby, LLC
4730 Woodman Ave, #200
Sherman Oaks, Ca 91428

TRACT: 2334
LOT(S): FR 136 (ARB:3 & 4)
LOCATION: 18401 & 18417-18419 W. Nordhoff St.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	A9499-06-01	11/01/2016	Geocon West, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed 5-story mixed-use development over 1 story of subterranean parking. The site is currently occupied by a single story residence and a 2-story mixed-use structure which will be demolished. The earth materials at the subsurface exploration locations consist of up to 1 feet of uncertified fill underlain by alluvium. The consultants recommend to support the proposed structure on conventional foundations bearing on native undisturbed soils.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis () refer to applicable sections of the 2014 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports. (7006.1)
2. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
4. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2, 7011.3)
7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)
8. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)

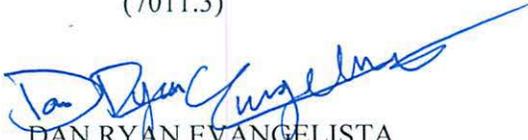
6262 Van Nuys Blvd. Ste 351, Van Nuys (818) 374-4605

9. All loose foundation excavation material shall be removed prior to commencement of framing. (7005.3)
10. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2014-121.
11. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
12. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
13. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)
14. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit. (3307.3.2)
15. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
16. Unsurcharged temporary excavation may be cut vertical up to 5 feet. Excavations over 5 feet shall be trimmed back at a uniform gradient not exceeding 1:1 (horizontal to vertical), from top to bottom of excavation, as recommended.

17. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring" starting on page 25 of the 11/01/2016 report; all surcharge loads shall be included into the design.
18. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.]
19. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
20. In the event piles are driven in the vicinity of existing structures, the following conditions shall be complied with:
 - a. Ground vibrations shall be monitored during pile shoring installation adjacent to the pile driving operation.
 - b. Peak particle velocities (PPV) for any single axis shall be limited to ½ inch/second.
 - c. Settlement monitoring monuments shall be surveyed: prior to pile driving, daily during the first week of pile driving operations, and weekly thereafter, until completion of pile installation, as recommended.
 - d. In the event any PPV is measured above the specified threshold (½ inch/second) or any settlement is measured/detected, pile driving shall be stopped and corrective actions shall be submitted to the Department for review before resuming pile driving.
21. In the event predrilling is needed for shoring pile installation:
 - a. The diameter of the predrilled holes shall not exceed 75 percent of the [depth of the web of the I-beam.
 - b. The depth of the predrilled holes shall not exceed the planned excavation depth.
 - c. The auger shall be backspun out of the pilot holes, leaving the soils in place.
22. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.
23. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3). Note: Soils with an Expansion Index greater than 20 are considered to be expansive, in accordance with Section 1803.5.3 of the 2014 LABC.
24. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
25. Retaining/Basement walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 20 of the 11/01/2016 report. Note: All surcharge loads shall be included into the design.
26. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 23 of the 11/01/2016 report (1803.5.12).

27. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
28. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)
29. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
30. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)
31. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
32. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2014-118.
33. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.
34. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2014-118)
35. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured.
36. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the discharge of the proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.
37. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
38. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to utilization in the field. (7008.2, 7008.3)
39. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)
40. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
41. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, shoring, pile installation, protection fences and dust and traffic control will be scheduled. (108.9.1)

42. Installation of shoring and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
43. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He/She shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)



DAN RYAN EVANGELISTA
Structural Engineering Associate I

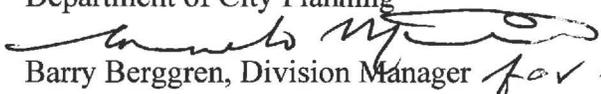
DRE/dre
Log No. 95647
213-482-0480

cc: Geocon West, Inc., Project Consultant
VN District Office

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 13, 2016

TO: David Weintraub
Maya Zaitzevsky
Deputy Director of Planning
Department of City Planning

FROM: Barry Berggren, Division Manager 
Wastewater Collection System Division
Bureau of Sanitation

SUBJECT: CPC-2016-4669-DB-SPR

TRACT MAP No. 73277
TRACT MAP No. 73422

TRACT MAP No. 73679
TRACT MAP No. 73836
TRACT MAP No. 73891
TRACT MAP No. 74137
TRACT MAP No. 74222
TRACT MAP No. 74228
TRACT MAP No. 74280
TRACT MAP No. 74293
TRACT MAP No. 74504
TRACT MAP No. 74583
TRACT MAP No. 74640
TRACT MAP No. 74596
TRACT MAP No. 74646
TRACT MAP No. 74705
TRACT MAP No. 74735
TRACT MAP No. 74864

AA-2016-3163-PMLA
AA-2016-3790-PMLA
AA-2016-3793-PMLA
TRACT MAP No. 73678
TRACT MAP No. 73682

2418-2432 East Cesar Chavez Avenue
234-242 North Soto Street
323-341 North Matthews Street
4344 West Willow Brook Avenue
716-730 West Olympic Boulevard
1016-1060 South Figueroa Street
607-613 West 11th Street
1041-1061 South Flower Street
1048 South Oxford Avenue
599 West Avenue 28
11460 West Gateway Boulevard
1415 South Reeves Street
7105 North Tampa Avenue
900 South Kenmore Street
5271 North Eagle Dale Avenue
1718 North Vine Street
18401 West Nordhoff Street
5701 North Etiwanda Avenue
1100-1146 South Main Street
1000 South Mateo Street
4737 West Elmwood Avenue
8811 North Sepulveda Boulevard
6516 West Selma Avenue
1118 North Avenue 56
1310 Cudahy
417-419 North Norton Avenue
1347 North Lucile Avenue
907 South Gramercy Drive
6001-6015, 6053-6059 Van Nuys Boulevard
14500-14522 Aetna Street
14514-14553 Oxnard Street
6054 Vesper Street

Our office has reviewed the sewer/storm drain lines serving the subject tracts/areas, and found no potential problems to our structures or potential maintenance problems, with the **exception of AA-2016-3163-PMLA (1310 Cudahy), AA-2016-3790-PMLA (417-419 N Norton AV), AA-2016-3793-PMLA (1347 N Lucile AV), TR 73678 (907 S Gramercy DR) and TR 73682 (6001-6015 & 6053-6059 Van Nuys BL; 14500-14522 Aetna ST; 14514-14553 Oxnard ST; 6054 Vesper ST) .**

There are easements contained within the aforementioned property. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This Approval is for the Tract Map only and represents the office of the Bureau of Sanitation/WCSD. The applicant may be required to obtain other necessary Clearances/Permits from the Bureau of Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 30, 2016

TO: Jae H. Kim, Deputy Advisory Agency
Department of City Planning

FROM: *TA* Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC-2016-4190 / VTT-74504 / 18401 West. Nordhoff Street

The Urban Forestry Division has investigated this project and recommends the following conditions:

1. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 1, 2016

TO: Nicholas Hendricks, Deputy Advisory Agency
200 N. Spring Street, Room 721
Department of City Planning

FROM: Eric Wong, Subdivision Review
Ara Sargsyan, Development Services Case Management Chief
201 N. Figueroa Street, Room 1030
Department of Building and Safety

SUBJECT: **TRACT MAP NO. 74504 - Vesting**

The Department of Building and Safety Zoning Section has reviewed the above Subdivision Map, date stamped on November 3, 2016 by the Department of City Planning. The site is designated as being in a **RA-1/CR-1L/P-1VL** Zone. A clearance letter will be issued stating that no Building or Zoning Code violations exist relating to the subdivision on the subject site once the following items have been satisfied.

- a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
- b. Provide a copy of CPC case CPC-2016-4190-DB-VZC-HD-BL-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.
- c. Zone Change must be recorded prior to obtaining Zoning clearance.
- d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
- e. 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.

Notes:

Density based on 35% density bonus and required yard setback per affordable housing off-menu incentives (LAMC Section 12.22 A.25).

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 submitted Map may not comply with the number of parking spaces required by Section 12.21 A.4(a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

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

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

cc: Nicholas Hendricks, planning.expedited@lacity.org

Craig Lawson & Co., LLC

Land Use Consultants

May 23, 2017

Los Angeles City Planning Commission
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 532
Los Angeles, California 90012

RE: CPC-2016-4190-VZC-HD-BL-DB-SPR / ENV-2016-4191-MND
Site Address: 18401, 18417 and 18419 W. Nordhoff Street, Northridge, CA 91325
Applicant: Nordhoff Darby, LLC
City Planning Commission Public Hearing Date: June 8, 2017

Dear President Ambroz and Members of the Los Angeles City Planning Commission:

I am writing on behalf of the project applicant Nordhoff Darby, LLC. We are pleased to present a new mixed-use project located at the northwest corner of Nordhoff Street and Darby Avenue in the Northridge Community Plan area. The project consists of a 5-story building with 146 residential apartment units with 15% of the units designated as restricted affordable for the "very low income" level (17 units) and 2,000 square feet of ground floor commercial.

The project team conducted extensive community outreach over the past several months and we are encouraged by the support and approval we have received from the Northridge East Neighborhood Council ("NENC"), the Northridge Vision Group and the Northridge Beautification Foundation.

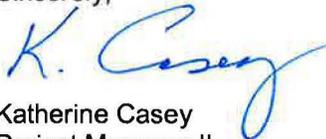
In response to the recommendations and comments from the Professional Volunteer Program ("PVP") and the NENC Planning and Land Use Committee, we would like to bring to your attention the following revisions to the project:

Northridge Street frontage: Commercial uses extended westerly (as requested by PVP)
Solar Panels: 15% of rooftop (4,750 sf) to be installed with Solar Panels
Parking: 10 guest parking spaces provided on the ground floor level
(as requested by NENC Land Use Committee)

In addition, 20% of all required parking spaces will be designed as Electric Vehicle ready (45 spaces) and 5% of these spaces will be equipped with Electric Vehicle Charging stations (12 spaces).

Thank you for your review and consideration of this mixed-use project, which we are confident will be beneficial to the Northridge community by providing much needed housing, including affordable units and activating the Northridge and Darby frontage for a more pedestrian friendly experience.

Sincerely,



Katherine Casey
Project Manager II

cc. Hannah Lee, Chief Planning Deputy, CD12
May Sirinopwongsagon, City Planner
Robert Lopata, Owner / Applicant

9045 Etiwanda Ave.
Northridge, CA
91325

April 26, 2017

City of Los Angeles
May Sirinopwongsagon, City
Planner
200 North Spring Street, Room 1763
Los Angeles, CA 90012

Regarding: Case No. YTT-74504;
CPC-2016-4190-VZE-
HO-BL-DB-SPR
ENV-2016-4191-MND

Nordhoff St. and ^{Ave.} Darby
Northridge, CA

Dear Ms. Sirinopwongsagon,
City Planner

This letter concerns a zoning change at Nordhoff Street and Darby Avenue, Northridge, CA. The proposal is a five story mixed-use building. It would have 146 residential units and a 2,000 square foot, ground floor commercial area.

This would put at least 220 people living on three acres or less. To do this a large California ranch house and a small one story medical property would be removed.

This is more than a density issue. It is a safety issue. In this area, 300 feet, drivers in every direction are trying to enter CSUN. Bad, bad driving actions happen and jaywalking is regular here. Pedestrians do not walk east to use the traffic light at Etiwanda. This running across Nordhoff Street happens because students park in the neighborhood south of Nordhoff.

I took a break to walk outside. I live here. I observed much jaywalking on Etiwanda Avenue. I also observed an aggressive driver trying to back into a space

the former driver had not vacated. He came very near the lady's car. Two recent huge apartment complexes were built on Reseda Blvd, near Plummer. This density causes safety chaos daily - hourly.

The proposed development would be about 500 feet from the main South exit of CSAN. This intersection has many traffic accidents. This area is also an Anti-Gridlock Metro bus area.

Please consider not rezoning an already overly busy area. Traffic is stalled at the present with drivers and pedestrians making garck and thoughtless safety choices.

Thank you for your consideration.

4-26-17
9045 Etiwanda Ave.

Sheila Sawin

Sheila Sawin

In agreement!

~~Ann Hoffman 9048 Rathburn Ave Northridge Calif 91325~~

ANN HOFFMAN 9048 RATHBURN AVE NORTHRIDGE CA 91325

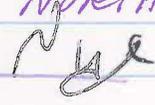
4-27-17 Anna Hoffman 8189034811

Glenn Hoffman 9048 Rathburn Ave Northridge Ca 91325

42717. 

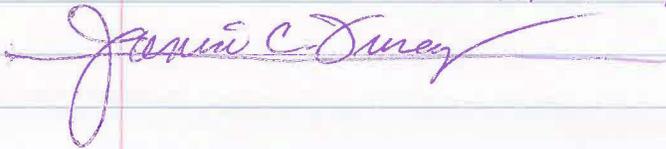
VIRGINIA D. NYE 9055 RATHBURN AVE
NORTHRIDGE, CA 91325

4/28/17

~~Virginia D. Nye~~ 

JANICE FUREY 9055 RATHBURN AVE
NORTHRIDGE, CA 91325

4/29/17



KAREN JENSEN 9017 ETIWANDA AVE
NORTHRIDGE, CA 91325

4/29/17



RE: CPC 2016-4190-VZC-HD-BL-DB-SPRVTT-74504

Dear Planning Commissioners:

My name is Chris Sales and I am currently the chair of the Northridge Vision 2025 Committee. The committee is charged with review of all current planning and long-term development goals in the Greater Northridge area. It is comprised of representatives from each of the three Northridge Neighborhood Councils, the Northridge Chamber of Commerce, the Northridge Sparkle Beautification Group, California State University, Northridge and Council District 12.

I am writing this letter on behalf of Northridge Vision in support of the above-mentioned project at 18401 – 18419 Nordhoff.

I believe that this new mixed use retail and rental project will enhance the neighborhood and is an appropriate expression of the Northridge Vision long-range development plan. With the need for more and more affordable housing, for retail designed with a human scale, and with a need to defuse the effect of a growing student population at CSUN, this development will help to relieve some of that pressure on housing stock and while adding local dining and shopping options. The developers at LBPM have worked cooperatively with Northridge Vision and with CD 12 to work out those outstanding issues that remain. I am satisfied with their level of cooperation as it relates to our planning group.

One of those outstanding issues is the status of Darby Avenue. The university has made it clear that LBPM's project is contingent upon the successful vacation of the ownership rights to Darby by the university. This item, I believe, is yet to be resolved to everyone's satisfaction. However, assuming a satisfactory determination on this issue can be found, I am in full support of the project. If you have any questions, please feel free to contact me a nsncrez@gmail.com

Many thanks,

Chris Sales
Chair, Northridge Vision 2025
18860 Nordhoff Street, Suite 203, Northridge 91324
<http://northridgevision2025.org>

February 15, 2017

By US Mail and email James.k.williams@lacity.org

City Planning Commission
Attn: James Williams
Los Angeles City Planning Commission Office
200 N. Spring Street, Room 532
Los Angeles, CA 90012

Re: CPC-2016-4190-VZC-HD-BL-SPR
Easement Deed #OR-D6047-668

Dear Honorable Members of the City Planning Commission:

Related to Planning Case #CPC-2016-4190-VZC-HD-BL-SPR, the Trustees of the California State University, and California State University Northridge (collectively University), would like to ensure the Commission and City Planning officials are aware that Planning Case #CPC-2016-4190-VZC-HD-BL-SPR relies on the future public right-of-way of Darby Avenue via an unsatisfied Easement Deed (#OR-D6047-668) between the City of Los Angeles and the University.

As indicated in City Records, ZIMAS, and Navigate LA, the conditions of the Easement Deed (#OR-D6047-668) have not been satisfied, and Darby Avenue, between Dearborn Street and Nordhoff Street, is currently University property and therefore not a public right-of-way.

The applicant for Planning Case #CPC-2016-4190-VZC-HD-BL-SPR has advanced its plan for the development with vehicular access, to and from the development, from Darby Avenue with the assumption that Darby Avenue is a public right-of-way.

The University's official position is that, absent the satisfaction of the conditions of approval (vacation by the City of Los Angeles of all of the right-of-ways listed in Easement Deed #OR-D6047-668), the University will not grant the adjacent parcels at 18401-18419 Nordhoff Street the right to use University property to access the development.

CSU CAMPUSES

Bakersfield
Channel Islands
Chico
Dominguez Hills
East Bay

Fresno
Fullerton
Humboldt
Long Beach
Los Angeles
Maritime

Monterey Bay
Northridge
Pomona
Sacramento
San Bernardino
San Diego

San Francisco
San José
San Luis Obispo
San Marcos
Sonoma
Stanislaus

Hon. James Williams
February 15, 2017
Page 2

University officials have also further clarified to the applicant that should the City of Los Angeles fulfill its obligations, per the Easement Deed, the University has no objection to the development as otherwise described provided there is an adequately analyzed and engineered pedestrian and traffic configuration at Darby Avenue and Nordhoff Streets.

Accordingly, the University requests that the City Planning Commission condition approval of Planning Case #CPC-2016-4190-VZC-HD-BL-SPR on the complete satisfaction of the conditions of Easement Deed #OR-D6047-668 and/or continue the hearing until such time the developments' site plan is modified to avoid development access off of University property.

Sincerely,



Gale S. Baker
Assistant Vice Chancellor and Chief Counsel
Academic and Student Affairs

ec: Nicholas Hendricks, Senior City Planner (nick.hendricks@lacity.org)
May Sirinopwongsagon, Department of City Planning (May.sirinopwongsagon@lacity.org)



May Sirinopwongsagon <may.sirinopwongsagon@lacity.org>

LBPM BUILDING

2 messages

don larson <don8819@gmail.com>
To: May.Sirinopwongsagon@lacity.org

Wed, Apr 26, 2017 at 6:03 PM

I am writing in support of the building project by the LBPM company on Nordhoff and Canby. My name is Don LARSON and I live just two blocks south of the proposed site, at 8901 RATHBURN. I have had several opportunities to meet Robert and his team to look over there project. I think it will make a very positive impact on our neighborhood and CSUN. I am unable to be at the hearing May 2nd in Van Nuys, but I would like you to add my letter into the file in support of this project. Thank you. Please keep me posted on your decision.

Sent from my iPhone

May Sirinopwongsagon <may.sirinopwongsagon@lacity.org>
To: don larson <don8819@gmail.com>

Fri, Apr 28, 2017 at 11:11 AM

Hello,

Thank you, your comments have been incorporated into the file.

Sincerely,

May Sirinopwongsagon
(213)978-1372
Department of City Planning
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

[Quoted text hidden]

FRED GAINES
SHERMAN L. STACEY
LISA A. WEINBERG*
REBECCA A. THOMPSON*
NANCI SESSIONS-STACEY
KIMBERLY A. RIBLE
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LAW OFFICES OF
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16633 VENTURA BOULEVARD, SUITE 1220
ENCINO, CA 91436-1872

TELEPHONE (818) 933-0200
FACSIMILE (818) 933-0222
INTERNET: WWW.GAINESLAW.COM

March 14, 2017

ORIGINAL VIA US MAIL

VIA EMAIL may.sirinopwongsagon@lacity.org

May Sirinopwongsagon
Department of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: Darby Avenue Public Street Easement

Dear Ms. Sirinopwongsagon:

The purpose of this correspondence is to provide our opinion as to the whether Darby Avenue may be used for legal access to the project proposed at 18401 Nordhoff Street in the City of Los Angeles (the "Property"). A mixed use project is proposed, and in consultation with the Los Angeles Department of Transportation, access to the project is proposed off of Darby Avenue, north of Nordhoff Street.

As you know, our law firm specializes in the handling of real estate, land use and zoning matters in the County of Los Angeles. I personally have over 30 years of experience in handling such matters in jurisdictions throughout the State of California.

I have reviewed the Easement Deed, Document OR D6047-668, dated and recorded in Official Records of Los Angeles County, October 11, 1973 between the Trustees of the California State Colleges, acting on behalf of the State of California ("University"), and the City of Los Angeles ("City"), wherein the University granted the City "a permanent easement and right of way for public street purposes" in and over the area currently designated as Darby Avenue between Nordhoff Street and Dearborn Street ("Easement").

The Easement was conditional on the City vacating certain streets:

1. Etiwanda Avenue from Nordhoff Street to Dearborn Street
2. Dearborn Street from Darby Avenue to Etiwanda Avenue
3. Vincennes Street from Etiwanda Avenue to Garden Grove Avenue

G&S2137-001

4. Garden Grove Avenue from Vincennes Street to its terminus northerly of Vincennes Street
5. Lindley Avenue from Plummer Street to Halstead Avenue
6. Plummer Street between Zelzah Avenue and a point approximately 800 feet westerly thereof

A 1972 report from Public Works represents that the City Council approved the vacation of the subject streets subject to the University satisfying five conditions. The Public Works report indicates that three of the five conditions had been satisfied, and the remaining two were procedural and would be satisfied prior to the final ordinance ordering the street vacations being presented to Council.

However, according to the City's online records, including ZIMAS and a Bureau of Engineering ("BOE") map, it does not appear that the subject streets have been vacated.

We understand that the University has taken the position that the Easement is not considered a public street, and contends that the Property cannot be granted access points off of Darby for the proposed development unless an agreement with the University about access and use of the road for access is reached. We disagree. The subject portion of Darby Avenue has been used by the public as a public street for decades, and the University may not prevent project access off of Darby as proposed.

The Public's Use of the Easement Area Supports a Common Law Dedication.

"[A]n incomplete or defective statutory dedication, or an ineffectual attempt to make a statutory dedication, will, when accepted by the public ... operate as a common law dedication." Hanshaw v. Long Valley Road Ass'n (2004) 116 Cal.App.4th 471, 477. Under the implied public dedication doctrine, where proof is by "adverse use" the proponent of access must show "various groups of persons have used the land," rather than "a limited and definable number of persons," in which case there is only "a personal easement but not dedication to the public." Gion v. City of Santa Cruz (1970) 2 Cal.3d 29, 39. "The use must be substantial, diverse, and sufficient, considering all the circumstances, to convey to the owner notice that the public is using the passage as if it had a right so to do." Friends of the Trails v. Blasius (2000) 78 Cal.App.4th 810, 826 fn. 7.

Here, the subject portion of Darby Avenue has been improved and used as a public street for decades. No signage pursuant to Civil Code § 1008, or recorded notice pursuant to Civil Code § 813, to inform users of that portion of the street that use is by permission, and subject to control, of the owner exists. The subject portion of the street is a throughway between Nordhoff Street and Dearborn Street, both public City streets. Darby Avenue north of Dearborn Street is public, from Dearborn to Vincennes Street. A University parking lot exists on the east side of the subject portion

of the street, and private properties improved with residential uses exist on the west side. No method of blocking use of the street by the public exists, and it is open for free use by any person that lives, works, or is visiting the area.

Based upon the above, the subject portion of Darby Avenue has been dedicated to the public by implication, even if the City's records ultimately show that the express easement grant is not effective due to the failure to fulfill the conditions precedent.

Please note that the University's implied dedication of the subject portion of Darby Avenue does not require that the City accept it into the City street system. "Although a road is a 'public street' and subject to 'public control,' it need not necessarily be maintained by the local governing entity. All roads over which the public has a right to travel, whether express or prescriptive, are 'public' roads." County Responsibility for Public Roads, 61 Ops.Cal.Atty.Gen. 466, 468 (1978); see Hays v. Vanek (1989) 217 Cal.App.3d. 271, 283-284.

Use of Public Easement Must Be Reasonable.

Based upon the above principles, the question of whether the project may take access off of the public street easement is governed by the following analysis.

"On a fundamental level, every member of the public has an equal right in the use of a public right-of-way." Bello v. ABA Energy Corp. (2004) 121 Cal.App.4th 301, 314-315.

"Although there is no per se ban on private users of a public right-of-way, every encroachment [] should be measured against the standards governing the permissible uses of a public right-of-way... [A] synthesis of the examples found in [case law] establishes that a proposed use of a public right-of-way should: (1) serve as a means, or be incident to a means, for the transport or transmission of people, commodities, waste products or information, or serve public safety (citations); (2) serve either the public interest or a private interest of the underlying landowner that does not interfere with the public's use rights (citation); and (3) not unduly endanger or interfere with use of the abutting property. (Citation)" Id. at 315-316.

Here, no physical encroachment into the Easement is proposed. The necessary curb cut and driveway would be entirely on the private Property and not within the Easement area. The project's residents and visitors would use Darby Avenue just as any member of the public coming from Dearborn Street or Nordhoff Street.

In addition, taking Project access off of Darby Avenue serves the public safety. Primary Project access off of Nordhoff Street would result in a disruption of traffic flow on a busy street designated as a Boulevard II in the City's new Mobility Element, and potentially in unsafe conditions. Moreover, such access point would not interfere with the use of the abutting University property.

May Sirinopwongsagon
March 14, 2017
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In fact, the Project will improve the conditions of the subject portion of Darby Avenue by including an easement for sidewalk purposes, therefore extending the sidewalk that already exists to the north, along the west side of Darby Avenue.

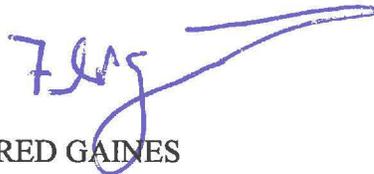
As set forth in detail above, the subject portion of Darby Avenue has clearly been dedicated for public street use, has been used as a public street for decades, and, as a result, the University may not prevent access to the Property off of Darby Avenue as has been proposed to the City.

Please advise us if we can be of any further assistance with regard to this matter. As always, please do not hesitate to contact me at any time with any questions or comments you may have.

Sincerely,

GAINES & STACEY LLP

By



FRED GAINES

cc: Robert Lopata
Katherine Casey

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(vacant) – Alternates (3)



Northridge East Neighborhood Council
*Making Northridge a Better Place to **Live, Work, Play and Learn***

May 2, 2017

City Planning Commission

Greetings:

At its January 18, 2017 Board meeting, the Northridge East Neighborhood Council considered the proposed project described as:

The demolition of existing structures and the construction, use, and maintenance of a new five (5) story mixed-use building consisting of a total of 146 residential dwelling units and 2,000 square feet of ground floor commercial area. The project will set aside 15 percent of the base density (17 dwelling units) for Very Low Income Households, qualifying for a 35 percent density bonus increase. The project will include one-level of subterranean parking and will provide a total of 222 automobile parking spaces on the ground floor and in the subterranean level.

The following action was taken:

MOTION (Beer/Draiman) to recommend approval of proposed five story mixed use development (2,000 SF ground floor commercial space and 146 residential apartments (129 market rate and 17 affordable units) on 58,101 SF lot) at 18401-19 Nordhoff St. (CPC-2016-4190-DB-VZC-HD-BL-SPR & VTT-74504) with a condition that the applicant provide pedestrian safety measures for crossing Darby Avenue at Nordhoff Street. Applicant: Nordhoff Darby LLC.

AMENDMENT (Vega/Faucher) As a condition of approval, a timeline regarding the existing easement deed will be presented to the Northridge East NC Board outlining Darby Avenue's ownership being returned to the City, where as the City planning process can go forward.

Amendment passed 8-3-0 (No: Leiter, Seoane, Shapess)

Vote on MOTION as amended passed 9-1-1 (No: Seoane; Abstain: Vega)

Should you have any questions, please feel free to contact me. Thank you.

Sincerely,


Glenn Bailey, President
Northridge East Neighborhood Council

Email: GlennBaileyNENC@yahoo.com
Office/Voicemail/Text: 818-514-5355



Board Members
Andrea Alvarado
Chris Sales
Don L. Larson
Peter O. Larson
Mel Mitchell

8901 Rathburn Avenue
Northridge, CA 91325
818-401-5522
northridgebeautification@gmail.com

April 25, 2017

RE: CPC 2016-4190-VZC-HD-BL-DB-SPR
VTT-74504

I am writing this letter on behalf of Northridge Beautification Foundation in support of the above-referenced project at 18401, 18417, 18419 W. Nordhoff Street (at Darby).

LBPM has managed other properties in the Northridge area and has proven to be an outstanding partner in the district. They have worked hand-in-hand with the California State University of Northridge, and with the councils in the area to insure that their clients' needs are met. They provide one of the best possible property management services and their follow through with any issues that arise is impeccable.

Corresponding as the founder of Northridge Sparkle, now Northridge Beautification Foundation, our organization feels that this mixed use development project with affordable units will enhance the area.

If you require more information, please feel free to contact me at 818-903-8194, or the email northridgebeautification@gmail.

Sincerely,

Andrea Alvarado
Northridge Beautification Foundation dba Northridge Sparkle



www.northridgesparkle.com
<https://www.facebook.com/northridgesparkle>
[instagram.com/northridge_sparkle](https://www.instagram.com/northridge_sparkle)