

LOS ANGELES DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

DATE: September 7, 2006
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 North Spring Street
Los Angeles, CA 90012

CASE NO: CHC-2000-6446-HCM-CC1
RELATED CASE NOS: CHC-2001-53839-
MAEX, ENV-2003-1228-EIR & AA-2004-509-
PMLA
CEQA: SCH No. 2003071049 (EIR)
Location: 13401 Riverside Drive
Council District: 2
Plan Area: Van Nuys – North Sherman Oaks
Neighborhood Council: Sherman Oaks
Plan Land Use: Low Medium II Residential
Zone: [Q]RD1.5-1
District Map No. 168B157
Legal Description: TR 1000, MB 19-3, Lot FR
189

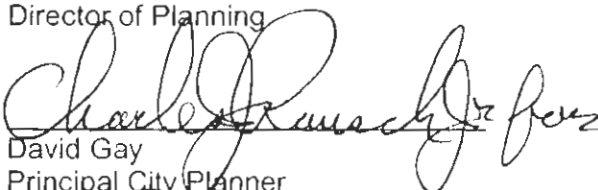
REQUEST: APPROVAL OF PROPOSED MODIFICATIONS TO THE HISTORIC CHASE
KNOLLS GARDEN APARTMENTS; HISTORIC-CULTURAL MONUMENT 683 AND NATIONAL
REGISTER ELIGIBLE PROPERTY.

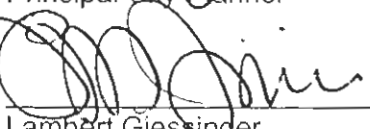
APPLICANT: Bisno Development Company
Allan J. Abshez, Owner's Representative

RECOMMENDATION: That the Cultural Heritage Commission:

1. **NOT OBJECT** to the issuance of building permits for the rehabilitation project
2. **ADOPT** the report findings

S. GAIL GOLDBERG, AICP
Director of Planning


David Gay
Principal City Planner


Lambert Giessinger
Deputy Historic Preservation Officer
(213) 978-1200

ATTACHED EXHIBITS:

Attachment A: August 9, 2006 Owner-Supplied Project Booklet (Provided Under Separate Cover)
Exhibit 1: February 3, 2006 City Council Motion
Exhibit 2: September 26, 2003 Kaplan Chen Kaplan Historic Resources Impact Analysis
Exhibit 3: January 12, 2006 City Planning Commission Determination
Exhibit 4: Zone Information and Map Access System (ZIMAS) Property Profile Map and Report
Exhibit 5: Draft Environmental Impact Report (EIR) and Final EIR (in file)

***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, 200 North Spring Street, Room 525, Los Angeles, CA 90012*. While all written communications are given to the Commission for consideration, the initial packets are sent 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** agendaized 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) 978-1300.

PROJECT SUMMARY

The proposed project is the addition of six new two- and three-story buildings on the site of the historic Chase Knolls Garden Apartments. The existing complex contains 260 apartments in 19 two-story buildings. The new apartment buildings, with a total of 141 units, would be constructed on areas now occupied primarily by parking garages, driveways, laundry facilities, and limited landscaping along an existing on-site east-west access road. The existing 19 apartment buildings and landscaped courtyards will be preserved. In addition, the project would expand 11 of the 260 existing apartments with additional bathrooms and bedrooms, and add a swimming pool and gym to the site. The project would result in a net increase of 286 parking spaces, including 88 surface parking spaces. When the project is completed, the site would consist of a total of 401 dwelling units and approximately 546 parking spaces. The site was designated Historic-Cultural Monument 683 by the City Council in April 2000. The property is also subject to a Mills Act Historical Property Contract between the City and the property owner that was entered into in 2001.

The existing structures are walk-up type units arranged around primary and secondary courtyard spaces. The new structures are located towards the interior of the site and are designed as double-loaded corridor buildings. Two of the new buildings will contain underground parking. The new units will provide accessibility (ADA compliance). The final landscape plan shall address the design of the newly created spaces between buildings. around new buildings, mitigate the loss of approximately 65 mature trees and plan for the management of the historic landscaped areas. This plan is to be reviewed and approved by the Commission prior to the issuance of building permits.

BACKGROUND

On September 20, 2005, in accordance with the provisions of Section 17.53 of the Los Angeles Municipal Code, the Advisory Agency of the Planning Department approved Parcel Map No. AA-2004-5099-PMLA to create two new parcels on the Chase Knolls property. The Chase Knolls Residents and Neighbors Association filed an appeal of this approval.

On December 15, 2005 the Planning Commission reviewed the project as part of the appeal of the Advisory Agency's decision. The Planning Commission granted the appeal in part, approved the two-parcel subdivision and the construction of 141 new apartments in six new buildings. The Planning Commission modified the massing of the project by approving Building Nos. 1, 2 and 3 at two-stories in height, Building Nos. 4 and 5 at three-stories and Building 6 at two and three-stories. The Planning Commission also reviewed and approved the additions to 11 of the existing structures and certified the Environmental Impact Report for the project.

The Chase Knolls Residents Association further appealed the Planning Commission decision to City Council, and on January 13, 2006 the City Council asserted jurisdiction over the action of the Planning Commission and the review of the project. The attached Council Motion adopted February 3, 2006 (Exhibit 1) finds that the project is consistent with the Secretary of the Interior's Standards for Rehabilitation and the provisions of the Mills Act Historical Property Contract. The City Council action further reduced the massing of three of the proposed buildings and required further articulation of building footprints (see Exhibit 1). This City Council action leaves the Cultural Heritage Commission's jurisdiction intact per Los Angeles Administrative Code Sections 22.132 and 22.133, as follows:

Sec. 22.132. Permits Required.

No permit for the demolition, substantial alteration or removal of any building, structure or site contained in said list shall be issued, and no such site, building or structure shall be demolished, substantially altered or removed by the City without first referring the matter to the Commission, except where the Superintendent of Building or the City Engineer determines that demolition, removal or substantial alteration of any such building, structure or site is immediately necessary in the interest of the public health, safety or general welfare.

Sec. 22.133. Time for Objection by the Commission.

Where any matters subject to Sec. 22.132 of this Code are referred to the Commission, it shall have 15 days from the date of such notification within which to object to the proposed demolition, major alteration or removal. If no such objection is filed with the appropriate Department or Board within the said 15 days, all such objections shall be deemed to have been waived. If the Commission objects to the proposed demolition, major alteration or removal, it shall file its objection with the appropriate Department or Board. The filing of such objection shall suspend the issuance of such permit, the demolition or major alteration of such building or structure or the removal of such site for a period of not less than 30 nor more than 180 days, during which time the Commission shall take such steps within the scope of its powers and duties as it determines are necessary for the preservation of the site, building or structure to be demolished, altered or removed. At the end of the first 30 days, the proponents of preservation of the building, structure or site shall report their progress to the Commission which may, upon review of the progress report, withdraw and cancel the objection to the proposed demolition, major alteration or removal. If the Commission determines, upon the basis of said progress report to withdraw and cancel any such objection, it shall promptly notify the Department or Board concerned of its action. Upon receipt of such notification, the permit may be issued and the building, structure or site may be demolished, altered or removed, as the case may be. If at the end of the first 100 days of the aforesaid 180 day period it is found that the preservation of the site, building or structure cannot be fully accomplished within the 180 day period, and the Commission determines that such preservation can be satisfactorily completed within an additional period not to exceed 180 days, the Commission may recommend to the City Council that a request for extension be made to the appropriate Department or Board. Such recommendation shall set forth the reasons therefore and the progress to date of the steps taken to preserve the monument. If it appears that preservation may be completed within the time requested, the City Council may approve such request for extension and upon such approval shall request the appropriate Department or Board to grant an extension of time not to exceed 180 days for the purpose of completing the same. The Department or Board to which such request is made shall grant such extension, except where it determines that granting such an extension is not in the best interest of the public health, safety or general welfare. No such request for such extension shall be made after the expiration of the original 180-day suspension period.

FINDINGS

The staff recommendation is that the Commission Not Object to the issuance of building permits for the proposed project; and the Commission find that the project does not warrant delay to provide additional time for the Commission to take steps for the preservation of the site and that

additional time is not needed for the developer and/or interested parties to take other/additional steps to preserve the site.

CONCLUSION

The project retains the existing 260 units of apartment housing and the major landscape features of the historic site. The loss of some of the major trees may be offset by the new planting plan. It is also anticipated that the details of the landscaping plan can address the space between new and existing structures to better integrate the site plan design as a whole. This plan shall also address the site deficiencies that have been noted with respect to top-heavy trees that failed in recent storms and replacement of trees that have reached their expected lifespan. It is anticipated that the final landscaping plan will be reviewed and approved by the Commission prior to the final sign-off of building permits.

FRANK T. MARTINEZ
City Clerk

KAREN E. KALFAYAN
Executive Officer

When making inquiries
relative to this matter
refer to File No.

CITY OF LOS ANGELES CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - (213) 978-1044
General Information - (213) 978-1133
Fax: (213) 978-1040

CLAUDIA M. DUNN
Chief, Council and Public Services Division

06-0077

CD 2 (SEE ATTACHED SHEET FOR FURTHER NOTIFICATIONS)

February 6, 2006

Councilmember Greuel
Councilmember Reyes
City Attorney
Fire Department
Advisory Agency
Department of Building & Safety
c/o Zoning Coordinator
cc: Residential Inspection Unit
City Planning Department
City Planning Commission

Bureau of Engineering,
Land Development Group
Department of Transportation,
Traffic/Planning Sections
Bureau of Street Lighting,
"B" Permit Section

Los Angeles County Assessor
500 W. Temple Street, Rm. 290
Los Angeles, CA 90012

RE: PARCEL MAP AND ENVIRONMENTAL IMPACT REPORT APPEALS FILED BY SUSAN JAGIELLO ON BEHALF OF THE CHASE KNOLLS RESIDENTS AND NEIGHBORS ASSOCIATION FOR PROPERTY AT 13401 WEST RIVERSIDE DRIVE

At the meeting of the Council held FEBRUARY 3, 2006, the following action was taken:

Attached report adopted as amended.....	<u>X</u>
Attached amending motion (Greuel - Reyes) adopted.....	<u>X</u>
FORTHWITH.....	
Mayor concurred	
To the Mayor FORTHWITH	
Motion adopted to approve communication recommendation(s).....	
Motion adopted to approve committee report recommendation(s).....	
Findings adopted.....	<u>X</u>
Attached amending motion (Greuel - Reyes) adopted.....	<u>X</u>

Frank T. Martinez

City Clerk
SOS
#Lemo/060077a

M O T I O N TO AMEND THE PLUM REPORT

The Chase Knolls Garden Apartments located at 13401 Riverside Drive, Sherman Oaks, California were designated a Historic-Cultural Monument by the Los Angeles City Council in July, 2000.

The current owner of the property proposes to construct new apartments on the site in six locations currently occupied by carports and a clothes drying yard. Each of the proposed six buildings is three stories high with double-loaded interior corridors and contains two-level subterranean parking. The California Office of Historic Preservation and the National Parks Service have determined that the proposed Project is consistent with the applicable Secretary of Interior Standards.

Yesterday the applicant met with the community and has redesigned some of the buildings to achieve more architectural compatibility between the existing historic structures and the proposed new construction, as well as echo the courtyard design found at the site. Based on these volunteered changes that the applicant has agreed to incorporate into the project and which are set forth in detail below at Paragraph 2 a and b, we now support the proposed project and find that it complies with the Secretary of Interior Standards.

I THEREFORE MOVE that we amend the PLUM Report to City Council (06-0077).

1. RESOLVE TO DENY THE APPEAL filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association from the decision of the City Planning Commission certifying the EIR (ENV 2003-1228-EIR) and THEREBY CERTIFY THE FINAL EIR by adopting the Deputy Advisory Agency's September 20, 2005 CEQA findings and mitigation measures as the City Council's own CEQA findings and mitigation measures, subject to the project changes set forth in Paragraph a and b.
2. RESOLVE TO DENY THE APPEAL filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association, from the decision of the Deputy Advisory Agency, AND THEREBY APPROVE Vesting Parcel Map (Case No. AA-2004-509-PMLA) to permit a maximum two-parcel subdivision for the construction of an up to 141 new apartment unit development subject to conditions of approval, for property at 13401 West Riverside Drive, by adopting the Deputy Advisory Agency's September 20,

2005 findings and conditions of approval as the City Council's own findings and conditions subject to the following conditions and modifications:

Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. The applicant shall submit a revised parcel map showing the revised building footprints, and revised elevations. The revised parcel map and elevations shall be reviewed by the Council Office prior to approval by the Deputy Advisory Agency. The parcel map shall reflect the following modifications to the project: Building 1 shall be modified to eliminate the western projection of the building and to limit its western element to two-stories substantially as shown on Exhibit A hereto; with the remainder of the building being three stories. Building 4 shall be modified to limit its western element to two-stories substantially as shown on Exhibit A hereto; with the remainder of the building being three stories. Building 6 shall be modified to limit its eastern element to two-stories substantially as shown on Exhibit A; with the remainder of the building being three stories. All other new apartment buildings shall be limited to three stories. The applicant shall adjust the footprint of buildings No. 4 and No. 6 to accommodate new courtyard/patio areas or similar articulation as shown on Exhibit A; provided that it is acknowledged that factors may render such courtyard/patio areas infeasible as determined by the Deputy Advisory Agency.
- b. Prior to issuance of building permits for the new apartments, the applicant shall submit for approval by the Deputy Advisory Agency a comprehensive landscaping and irrigation plan for the property prepared by a licensed landscaped architect. The plan shall address the areas around the six new apartments, as well as the rejuvenation, enhancement, and maintenance of the existing mature trees and landscaped areas that will be retained as part of the project. The plan shall be developed in consultation with the Council Office, and shall be submitted to the Cultural Heritage

Commission for its review and recommendation prior to final approval by the Deputy Advisory Agency.

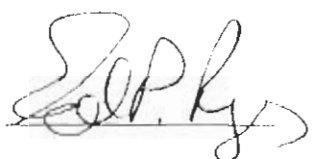
- c. Prior to the clearance of any parcel map conditions, the applicant must show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
 - d. Modify the Deputy Advisory Agency's letter of approval to include all of the revised conditions of approval contained in the determination of the City Planning Commission excluding the revisions to the heights of Building Numbers 1, 2, 3, and 6.
 - e. Condition No. 14e of the Deputy Advisory Agency's approval is revised in its entirety to read as follows: "Specify the lot area for each parcel on the map."
 - f. The applicant shall withdraw the applications for Vesting Tentative Tract Map No. 65363 and ENV-2006-465-EAF.
3. FIND that the project, as modified hereby, is CONSISTENT with the Secretary of INTERIOR'S STANDARDS FOR HISTORIC REHABILITATION and CONSISTENT with the HISTORIC PROPERTY CONTRACT pertaining to the Chase Knolls Apartments between the City Council of Los Angeles and the property owner.

I FURTHER MOVE that the Department of City Planning be directed to modify as necessary the findings of fact for the Vesting Parcel Map approval (AA-2004-509-PMLA), and any associated CEQA findings relating to the certification of ENV-2003-1228-EIR).

Presented by: 

Wb
Wendy Greuel
Councilmember, 2nd District
Los Angeles City Council

Non-
ADOPTED
FEB 03 2006
LOS ANGELES CITY COUNCIL

Seconded by: 

501
TO THE COUNCIL OF THE
CITY OF LOS ANGELES

2-3
FILE NO. 06-0077

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	<u> </u>

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to Parcel Map and Environmental Impact Report (EIR) appeals filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association for property at 13401 West Riverside Drive.

Recommendations for Council action, pursuant to Motion (Greuel - Weiss):

1. ADOPT the FINDINGS of the Planning and Land Use Management Committee as the Findings of the City Council.
2. RESOLVE TO GRANT THE APPEAL filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association, from the decision of the City Planning Commission certifying the EIR (ENV 2003-1228-EIR) and THEREBY SET ASIDE the certification of the EIR.
3. RESOLVE TO GRANT THE APPEAL filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association, from the decision of the Deputy Advisory Agency, thereby DISAPPROVING the Parcel Map (Case No. AA-2004-509-PMLA) to permit a maximum two-parcel subdivision for the construction of a 141 new apartment unit development subject to conditions of approval, for property at 13401 West Riverside Drive.

Applicant: Eric Hoffman, Bisno Development Co. LLC

AA 2004 509-PMLA

TIME LIMIT FILE - FEBRUARY 3, 2006

(LAST DAY FOR COUNCIL ACTION - FEBRUARY 3, 2006)

Fiscal Impact Statement: None submitted by the Planning Department. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

(On January 13, 2006, the City Council adopted Motion (Greuel - Weiss) asserting jurisdiction over the December 15, 2005, action of the City Planning Commission, pursuant to City Charter Section 245.)

Summary:

At their meeting held on January 31, 2006, the Planning and Land Use Management (PLUM) Committee conducted a public hearing on appeals filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association, from the entire decision of the Deputy Advisory Agency in approving Parcel Map (Case No. AA 2004-509-PMLA) and related Environmental Impact Report (ENV 2003-1228-EIR), to permit a maximum two-parcel subdivision for the construction of a 141 new apartment unit development subject to conditions of approval, for property at 13401 West Riverside Drive in Council District Two. The applicant for this project is Bisno Development Co. LLC (BDC).

On December 15, 2005, the Deputy Advisory Agency recommended that the City Planning Commission sustain the Advisory Agency's decision to approve the Parcel Map for the BDC project, and deny the appeal. At the December 15, 2005 hearing, the City Planning Commission, granted the appeal in part and denied the appeal in part, modifying the project, as now described in the matter now before the Council.

On January 6, 2006, appeals to the Council were filed by Susan Jagiello on behalf of the Chase Knolls Residents and Neighbors Association, from the entire decision of the Deputy Advisory Agency in approving Parcel Map (Case No. AA 2004-509-PMLA) and related Environmental Impact Report (ENV 2003-1228-EIR).

On January 13, 2006, the City Council adopted Motion (Greuel - Weiss) asserting jurisdiction over the December 15, 2005, action of the City Planning Commission, related to the Parcel Map and included in the Motion consideration of the related EIR, pursuant to City Charter Section 245.

At the PLUM Committee hearing on January 31, 2006, staff from the Planning Department described the project, and reported that the complex has been designated as a City of Los Angeles Historic - Cultural Monument. In addition, it was reported that the property has a Mills act contract (with the City), that requires the property to be maintained and rehabilitated in a manner consistent with the Secretary of the Interior's (Secretary of Interior's) Standards in exchange for receiving property tax credit. It was further noted by staff, that the project has applied for Historic Preservation Tax Credit Certification through the National Park Service and has received a consistency finding from that body.

Several speaker cards were submitted in opposition to the project and in support of the appeal. Other speaker cards were submitted in support of the project.

Susan Jagiello, the appellant speaking on behalf of the Chase Knolls Residents and Neighbors Association provided the Committee with documents and illustrations and discussed various aspects of an alternative design for the proposed project. In addition, the appellant noted that the project fails to meet the Secretary of Interior's Standard's particularly with respect to the mass, scale of the buildings, density and overall site plan considerations. It was also reported that the project consisting of six buildings, approximately 20 feet apart virtually cover all open space. She added that the community's opposition to this project is primarily based upon density and its effects on traffic and pedestrian safety, open space and parking, and the marginalizing of the historic structures. The appellant reported that the project, as proposed is not consistent nor compatible with the existing neighborhood.

Two representatives from the Sherman Oaks Neighborhood Council reported that changes were made to the proposed project in the past year and a half which were not reviewed by the Neighborhood Council. These representatives and other speakers in opposition to the project spoke in support of the alternative plan submitted by the neighbors, and also reported on concerns related to the height, scale, mass, treatment of open space, and internally orientated site plan for the project. Those speaking in opposition to the project reported that Chase Knolls is an outstanding example of garden style apartments, and reported that the project, as proposed by the applicant has not been sensitive to the historic nature of the existing development. A speaker identifying himself as a landscape architect suggested that the quality of maintenance at the site does not meet the requirements for the tax break. He used the poor maintenance of trees at the site as an example.

A representative for the Los Angeles Conservancy reported that there are multiple ways of achieving historical preservation through alternative design while keeping with the Secretary of Interior's Standards for Rehabilitation.

Representatives for the applicant discussed the various merits of the project, and reported that proposed project is intended to provide affordable housing and is consistent with City zoning standards. In addition, the representatives reported that the 260 units of rent-controlled apartments, whose rents are significantly below market, will not displace or result in any impacts the existing tenants. It was also reported by the representative

that the zoning would permit up to 403 units. The representatives also contended that pursuant to the Property Contract pertaining to the Chase Knolls project, BDC is entitled to make alterations that are consistent with the Secretary of Interior's Standards by the California Office of Historical Preservation (OHP) which administers the Mills Act contract program together with the City and by the National Park Service of Interior's designee in making consistency determinations. One representative contended that the BDC proposed project will jeopardize the long-term preservation of Chase Knolls, and constitute a violation of the Historical Preservation Contract. In addition, it was contended that failure to approve the project would constitute a violation of the City's State Law obligations, pursuant to Government Code Section 65900, which prohibits a local agency from disapproving or reducing a housing project that complies with the zoning standards in the absence of findings that would have specific adverse impact upon the public safety. Another representative for the applicant reported that he is a member of the Sherman Oaks Association, and that the project has undergone multiple redesigns from three to two stories. He also reported that the variation in height between the project and other buildings nearby is approximately seven feet.

In response to the Committee queries regarding the Council limitations related to this matter, the representative advised that the matter before the Committee/Council is the Parcel Map and related EIR, which are subject to the California Environmental Quality Act and the Subdivision Map Act. She reported that the Council has the discretion to consider these matters pursuant to these two statutes.

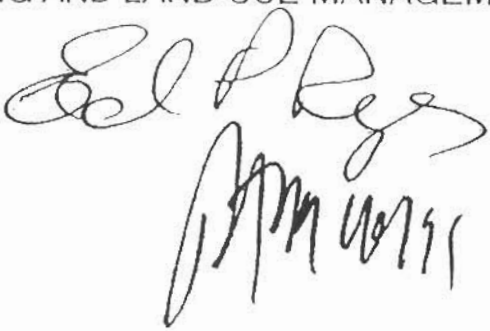
Councilmember Wendy Greuel, representing Council District Two, and her Chief Planning Deputy advised that the Council office has worked on resolving the issue related to this project for seven years with the Planning Department, Community, Neighborhood Council, and the City. The Councilmember and staff reported that the issue is the question as to whether the design of the proposed project is consistent with the Secretary of Interior's Standards for rehabilitation. After careful review by the Councilmember and staff it was determined that the project is not certifiable and the project was not consistent. Therefore, the recommendation of Councilmember Greuel and staff is the Council grant the appeal, and make the appropriate findings to support the disapproval of the project and the EIR.

Planning Department staff then provided verbal findings for the Committee recommendation to the Council.

After careful consideration of the documents on file and the testimony provided, the Committee recommended the Council adopt the recommendations as reflected in the "Recommendations for Council action" portion of this Committee report. The Committee asked that the Planning Department prepare final findings for the Council consideration.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
REYES:	YES
HUIZAR:	ABSENT
WEISS:	YES

BG:bg
#060077a
Enc: ZA
Attachment: Findings
CD 2

FINDINGS & RECOMMENDATIONS
ADOPTED
* AS - AMENDED
FEB 03 2000
LOS ANGELES CITY COUNCIL
SIC AMENDED

VERBAL MOTION

I HEREBY MOVE that Council AMEND (Item #1, Special Meeting, CF 06-0077) relative to the appeal filed on behalf of the Chase Knolls Residents and Neighbors Association regarding property at 13401 Riverside Drive in Sherman Oaks to reflect that the statement on Page 39 of the applicant's Environmental Impact Report (EIR) is not appropriately a part of the EIR analysis under CEQA; has no legal significance; and that the discretion and jurisdiction of the Cultural Heritage is governed by City Codes.

PRESENTED BY _____

WENDY GREUEL
Councilmember, 2nd District

SECONDED BY _____

ED REYES
Councilmember, 1st District

February 3, 2006
CF 06-0077

Nonon
ADOPTED

FEB 03 2006

LOS ANGELES CITY COUNCIL

Introduction

Kaplan Chen Kaplan conducted an historical resources impact analysis of a proposal to add new apartments and to modify existing buildings at the Chase Knolls Apartment complex located at 13401 Riverside Drive in the City of Los Angeles. Chase Knolls Apartments has been designated a City of Los Angeles Historic-Cultural Monument (#683 in 2000). A former owner of the property, Legacy Partners, submitted "Historic Preservation Certification Application—Part 1 Evaluation of Significance" to the National Park Service in 2001 seeking designation as a "certified historic structure" in order to pursue federal historic tax credits for a proposed project. The complex was determined eligible for the National Register of Historic Places. A "Part 2—Description of Rehabilitation" was also submitted by Legacy Partners. The proposed project to rehabilitate, expand some existing units, add approximately 47 new units (on the site of existing carports), and add new tenant amenities was approved by the National Park Service as meeting the Secretary of the Interior's "Standards for Rehabilitation" in 2001.

This report has been prepared for use in an Environmental Impact Report (EIR). According to the California Environmental Quality Act (CEQA) historical resources include any resource listed in, or determined to be eligible for listing in the California Register of Historical Resources. As eligible for listing in the National Register the Chase Knolls Apartments is eligible for listing in the California Register.

This report assesses the environmental consequences of the proposed project on the historic apartment complex. This report includes: analysis of the basis for designation of this historic resource, its features and significance; review of existing conditions; assessment of potential impacts to significant features of the historic resource resulting from the proposed project; and presentation of project-specific mitigation measures for significant resources following guidelines set forth in CEQA and state preservation law.

Neighborhood Description

Chase Knolls is located in the Sherman Oaks area of the San Fernando Valley in the City of Los Angeles. The Ventura Freeway (U.S. 101), one block South, runs parallel to Riverside Drive. Between Riverside Drive and the freeway is a neighborhood of single-family houses. The intersection of Riverside and Fulton Avenue contains commercial structures. East of Fulton, Riverside Drive is lined with multi-family residential buildings. On Riverside Drive, west of Chase Knolls is the Notre Dame High School campus. The school's athletic fields and bleachers are located directly across from the western side of Chase Knolls. To the north of Chase Knolls, across Huston Street, is a neighborhood of single-family houses.

Description of Chase Knolls Apartments and Grounds

The garden style apartment complex is located at 13401 Riverside Drive. The complex is bounded by Riverside on the South, Fulton Avenue on the East, Huston Street on the North and Sunnyslope Avenue on the West. The approximately 14-acre residential development features 19 one and two-story multi-family residential buildings containing 260 units (110 one-bedroom units and 150 two-bedroom units). Two private drives run through the complex. One spans the entire length of the site in an east-west direction. It is met in the center by a road running in a north-south direction from Riverside Drive.



The area to the southeast was developed as a separate parcel with commercial buildings and is not a part of the Chase Knolls Apartment complex.

Throughout the complex, buildings are grouped to create a series of courtyards. There are three major courtyards open on the north along Huston Street and to the east on Fulton Avenue and five other courtyards that face Riverside Drive on the south and Sunnyslope Avenue to the west. Each courtyard has its own character and is a space unto itself. The courtyards are not connected directly to each other. They are discontinuous, separated by barriers such as buildings, walls, and landscaping such as shrubs. Thus, it is circuitous to move from one courtyard to another within this superblock. Each of the major courtyards is traversed with pedestrian paths.



Historic Resources Group, an historic preservation consulting firm that meets the professional requirements of the National Park Service for Historic Architect and Architectural Historian, prepared Historic Preservation Certification Applications for the former owners, Legacy Partners. Both Parts were approved by the National Park Service in 2001. The Part 1 Evaluation of Significance ("Part 1") divides the property into areas. There are three major courtyards on the North side along Huston Street. Each of the courtyards is aligned with one of the neighborhood's North/South Streets. Courtyard 1 is cross-shaped with entry from Greenbush Avenue. Courtyard 2 is aligned with Varma Avenue. Although as deep as Courtyard 1, Courtyard 2 does not have a cross axis; but rather has a stub to the East. The grade rises by Courtyard 2 and a retaining wall obscures visual access to the courtyard from the street. Courtyard 3 is oriented around one of the knolls for which the complex is named. This area was also the site of the Chase dairy farm. Courtyard 3 is aligned with Nagle Avenue on the Huston Street side. There is also access from Courtyard 3 to Fulton Street on the East. This courtyard is the only area of the complex where two buildings come together to create a V (all other buildings are placed at 90 degree angles to each other). The siting choices in this courtyard were sensitive to the existing topography of the knoll and possibly landscape, although no report to date has confirmed that plantings, such as a stand of deodar cedars mentioned in the Part I application, predate the complex.



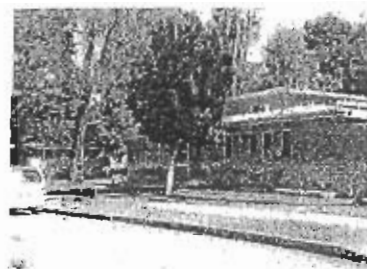
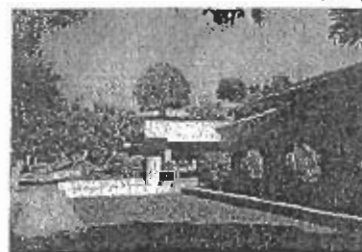
On the Riverside Drive side of the complex courtyards are linear and shallower. The "Part 1" places the courtyards at the lower Southwest section of the complex into two groups. The first is called the "Double Horseshoe" with two narrow deeper courtyards, each with buildings grouped in a U shape (with the open end at the sidewalk/street). Although the area between the "Double Horseshoes" and adjacent buildings are narrow, they feature landscaping (trees and shrubs) and pedestrian paths.

Another area includes the set of buildings sited at 90 degrees to each other at the corner of Riverside Drive and Sunnyslope Avenue, dubbed the "Southwest Corner". The courtyards at this corner, also defined by buildings grouped in a U shape, are shallower than the "Double Horseshoe" courtyards. The one-story wings of each building come towards each other at the corner. Although there is an open space between these buildings, it is not as fully defined as the courtyards are.



The remaining area is known as the "Northwest Corner" at the intersection of Sunnyslope Avenue and Huston Street. Most of the frontage of this area is on Sunnyslope. Just north of the alley, a grouping of buildings, similar to the configuration on the "Southwest Corner", are arranged in a U shape around a shallow courtyard. The building at the corner lies closer to the street and does not have a street-facing courtyard.

The Huston Street façade is more closed in than that of Riverside, Sunnyslope or Fulton. Along this length, except for the major courtyard entrances that align with the cross streets, buildings and carports (attached to one-story units) create sections of street wall broken up by driveways and by entrances to major courtyards. All structures are set back from the street and feature a lawn strip. Between Greenbush and Varna the site rises and steps are required from the sidewalk to reach the buildings and Courtyard 2. At the Fulton Avenue end, the site is at grade with the street. Along Huston Street, in addition to trees on the Chase Knolls property, many mature trees are located in the planting strip between the sidewalk and street.



Pedestrian paths, rectilinear and curved, depending on topography, create access and connections throughout the site. Open space and landscaped areas are park-like lawns covered with grass, emphasizing passive recreation activities (there are no built-in BBQs, no picnic tables, no active recreation areas). Small areas of lawn that service residences are located off the back of some buildings. Except for building footprints, paved garage courts, and drying yards, the grounds are landscaped.

The Chase Knolls site slopes up from the perimeter creating a series of knolls through the middle of the site. No landscape relics remain from the site's Rancho Ex Mission de San Fernando period. The Chase Dairy's farmhouse was thought to be located in the vicinity of Courtyard 3 and it is possible that some of the mature trees in Courtyard 3 may have been part of the dairy homestead, although the analysis of remaining trees in

the major courtyards has not yet been completed. Most of the landscape of today's Chase Knolls began with the development of the site as multi-family housing between 1947 and 1949. The Chase Knolls landscape followed in the footsteps of contemporaneous developments such as the Mar Vista tract and Baldwin Hills Village where the relationship between building and landscape was exploited to enhance living spaces. Gardens incorporating fruit trees, shade trees, and communal open spaces were designed to make life easier for residential families.

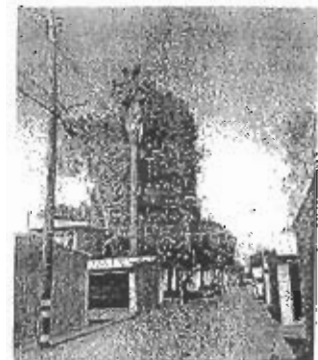


Chase Knolls' landscape, designed by architect Margaret Schoch, is comprised of simple turf, ivy and trees. A preliminary landscape analysis (Katherine Spitz Associates' Preliminary Landscape and Tree Report) to address trees and landscaping located in areas potentially impacted by new construction. This Preliminary Report did not cover the landscape history, design and significance of the major courtyards.

Although no original landscape plan has been uncovered, the Spitz report indicates that there were two major planting periods at Chase Knolls. The first dates from the 55 to 65 years ago (1938-48) and the second from 35-45 years ago (1958-68). The first planting era featured fast growing eucalyptus trees chosen to rapidly create a park-like atmosphere throughout the complex and pines chosen because they would develop more slowly over decades. The Eucalyptus species were a significant part of the visual language of Southern California's landscape architecture in the decades of the 1940s and 50s both because of practical aspects (drought tolerance) as well as for their dramatic and lacey form that created picturesque shadow patterns against buildings. The Eucalyptus' thin, neutrally colored trunks vertically punctuated the simple planes of Chase Knolls modern architecture.

Trees from the second planting period include: more Eucalyptus, strawberry, liquid amber, Victorian Box, Apricot, Mexican Fan Palm and Italian Cypress trees. In general, trees are in reasonably good health and are not in decline. Trees were planted to contribute to the overall park-like setting of the complex and to provide a variety of functions: marking alley entrances, providing shade to parking lots, mitigating grade changes to support service areas, providing shade for south-facing apartments, shading and defining walkways, and creating an edge between adjacent commercial uses.

There are five vehicular entrances to parking areas along Huston Street. Major vehicular circulation also occurs along an east-west drive. This traffic spine is the service artery and predominantly lined with structures or pavement. Many carports are located along this drive as are laundry rooms, drying yards and areas for trash. In a few locations along the spine and discontinuous from the courtyards (i.e., to the southwest of Building 7, to the southeast of Building 12), there is open space with lawn and landscaping including a few small clusters of trees. Small strips or areas of lawn and landscaping are located throughout the complex between buildings and carports. At Riverside Drive, along the east end a series of carports runs the length of the north/south alley. Carports do not have doors, and many are in a dilapidated condition. At the Riverside Drive end of this drive, a small building contains the leasing offices.

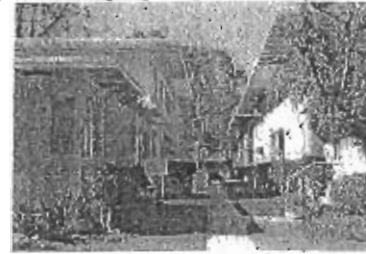




Around the complex, one-story units are arranged on the perimeter (facing the city streets) providing transition from the surrounding neighborhood of single-family homes. These units are either the ends of or wings of two-story buildings. One-story carports are located on Huston Street but not on any other street frontage.



The buildings are predominantly Modern in style with rectangular volumes incorporating standardized elements designed as sets of interlocking parts. Placement of one-story structures around the perimeter and at the end of two-story apartment structures de-emphasized the mass of the larger buildings giving the complex a lower-scale appearance. Some buildings are free standing; others linked together. Often they are joined side-by-side or at right angles to enclose and create the common space of a courtyard. Buildings are often joined in a staggered manner, decreasing shared walls increasing light and air.



The Modern style buildings are of wood frame construction, clad in stucco. One deviation from the Modern style is the hipped roof of the buildings. The City of Los Angeles Cultural-Heritage Monument Nomination presents a theory behind this stylistic anomaly. It posits that the project was financed with federal housing funds under the Section 608 program and under the program guidelines flat roofs, a hallmark of the Modern style, were discouraged. Projects with pitched roofs would conform to the guidelines so the roof featured hipped roofs with a low pitch. The design of the hipped roof has it receding, thus appearing almost flat and mimicking a Modern style roof. Roofing consists of composition roll covered with gravel. Rafters are exposed in the deep overhanging eaves. Portions of the eaves, typically at entryways, are uncovered creating exterior skylights. Windows are steel casement typically disposed in groups of two and three. Front doors are solid wood slabs.

From a design standpoint, the sets of buildings have unity, yet each building is slightly different, subtly distinguished in detailing, usually around the main entrances. A variety of treatments are used and are differentiated by materials and design devices including: brick; panels of widely proportioned wood siding; porticos; and wood boards organized in geometric patterns. The complex is in good condition with minor exterior alterations including metal security doors and enclosure of open spaces in the roof over the entrances.



Development History and Significance

Development History

After the era of Ranchos and statehood, San Fernando Valley lands were divided into ranches, many producing wheat in the late 19th Century. By the early 20th Century the transition from agricultural to residential land use began but was slow to develop. Around 1909 J.W. Chase purchased two lots (Lots 182 and 189 of Tract 1000 of Rancho Ex Mission de San Fernando). Chase built a large house on a knoll at the

south end and developed a dairy farm on the rest of the property. J.W. died in 1934 but his son, Joseph Chase continued dairy operations with a wholesale milk business.

The transition of the area from agriculture was evidenced by the construction of Notre Dame High School in 1938. After World War II single-family residential construction increased dramatically in the San Fernando Valley. In 1947 Joseph Chase began redevelopment of the dairy site to new residential and commercial uses. The large L shape portion of the land, today known as Chase Knolls Apartments, was built between 1947 and 1949. The southeastern most corner of the property, reserved for commercial development, was developed into a commercial shopping strip in 1955. Chase was involved in the Sherman Oaks community in both civic and business affairs. He died in 1980 at the age of 85.

Chase hired architect Heth Wharton to design the Chase Knolls Apartment complex. A journeyman architect, Wharton's largest projects were Lincoln Place Apartments in the Venice section of Los Angeles and Chase Knolls Apartments. Chase Knolls was designed in 1947. The 795-unit Lincoln Place garden apartment complex was designed in 1949. Others involved in the design of Chase Knolls included stylist Ralph Vaughn and Landscape Architect Margaret Schoch. Both the City of Los Angeles Cultural Heritage Monument Application and the "Part 1" contain limited information on the significance of the careers of Vaughn and Schoch. Ralph Vaughn, an African-American designer who later became an architect, was Wharton's business partner and worked with him on the design of the project. Vaughn had earlier worked for the renowned architect Paul Williams.

Significance of Relationship to Garden City Movement

In the late 19th and early 20th centuries, rapid urbanization created dense residential neighborhoods in American and European cities. Working class people moved from rural areas to cities as economies shifted from agrarian to industrial. The need to house burgeoning populations resulted in development of a form of housing that was expedient and efficient in terms of land use. Characteristics of this urban tenement housing included deep, multi-story buildings with poor air circulation and limited access to direct light. There was little or no greenspace or garden available to building residents.

In response to the impacts of this rapid urbanization progressive planners, housing reformers and architects looked to new ideas in planning and new architectural styles. The "Garden City" concept was popularized by Ebenezer Howard in England at the turn of the 20th Century. Howard's progressive ideas were rooted in economic and social reform but it was his ideas about the physical form of new cities that became influential. Followers Raymond Unwin and Barry Parker adapted Howard's ideas and promoted the Garden City movement. In 1902 near York, Unwin and Parker developed a village of cottages grouped together around communal greens and pedestrian paths.

By the 1920s progressive political reform movements and the emergence of city planning in the U.S. spawned efforts to reform housing and develop new planning and housing typologies. The new town of Radburn in suburban New Jersey, planned by the influential Regional Planning Association of America (RPAA), was built in 1928. An innovative element of the Radburn plan was the use of the "superblock". Rather than dividing the vacant land into a traditional neighborhood grid system of streets and blocks, the "superblock" segregated uses and divided the area into park-like commons with a series of drives and cul-de-sacs. Radburn gained critical acclaim and became a powerful model promoting new theories of land use, community and mobility in a "new town." Influential members of the RPAA promoted Radburn in the emerging field of urban planning.

Concurrently planners were developing an interest in housing reforms. European influences included master-planned residential neighborhoods based on new social forms and collective ways of living. These

European prototypes incorporated emerging Modern architectural style that focused on spatial character incorporating geometric forms and using industrial materials. American housing reformers were especially interested in the emphasis on light and air circulation and elements that promoted healthier residential environments.

As the role of the U.S. federal government grew during the Great Depression of the 1930s, the ideas of the RPAA, influenced by the European Garden City and Modern architecture movements, were adopted by federal agencies such as the Federal Housing Administration (FHA) and promulgated through agencies' regulations. As a result the large garden apartment complex emerged as a property type with elements including: superblock development of site; segregation of automobile and pedestrian traffic; low to medium density and building coverage; maximum of three stories in height; standardization of building types; and emphasis on open space.

Significance of Relationship to Federal Housing Administration

The Federal Housing Administration (FHA) was created in 1934 under the National Housing Act (NHA) to ensure loans and mortgages for modernization and improvement for homes and rental housing projects. This New Deal program was enacted to stimulate the construction industry and relieve unemployment. Based on the program's strict financial criteria and adherence to prevailing discriminatory real estate practices, funding was skewed towards suburban projects. During the 1940s Los Angeles constructed its first public housing projects and their design was heavily influenced by the Garden City and Modern movements. Many projects developed by the Housing Authority of the City of Los Angeles (HACLA) were designed as superblocks and featured: one-, two-, and three-story buildings clustered around open space; segregated pedestrian and auto traffic; Modern architectural form; non-grid street patterns.

In 1942 Section 608 was added to the NHA to stimulate production of rental housing for war workers. After World War II the FHA continued to direct its mortgage assistance to new housing developments in suburban areas to stimulate construction of housing for veterans. During this era the FHA took a more active role in determining the physical form of projects and produced guidelines and established minimum standards and explicitly stating a preference for the garden style apartment complex in less developed areas with lower population density. Examples featured housing blocks facing landscaped courtyards, areas designated for garages and parking; and segregated pedestrian and auto traffic. Buildings were oriented to open spaces and setback from the street and the complex designed to accommodate automobiles with parking and service drives internal to the site. In terms of style, monotonous long row-structures were discouraged in favor of "harmonious" designs with "architectural unity." The Garden City and Modern movements' concepts of physical form of apartments communities were popularized in the U.S. through the influence of FHA programs and funding.

While no information was identified to confirm that Chase Knolls was developed with Section 608 loans, the project is very similar to Lincoln Place in Los Angeles, an even larger garden apartment complex that was financed by a Section 608 loan and designed by the same architect, Heth Wharton.

Regulatory Status and Significance

National Register of Historic Places

The Chase Knolls Apartments has been determined potentially eligible for the National Register of Historic Places through a "Historic Preservation Certification Application—Part 1 Evaluation of Significance" [National Park Service Project Number: 537.9-19-0253(7769)] ("Part 1") that was submitted in 2001 by

Legacy Partners, former owners of the property. The National Park Service (NPS) of the United States Department of the Interior determined that Chase Knolls Apartments "appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Office (SHPO) according to the procedures set forth in 36 CFR Part 60." It further noted "all of the residential buildings and parking garage structures within the complex contribute to the significance of the property." (The State Historic Preservation Office forwarded the application to the NPS in July 2001; NPS correspondence and signed certification from National Park Service to Legacy Partners dated October 24, 2001). The resource was nominated under Criterion C in that it "embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." Characteristics of the property type included: superblock design; segregation of auto and pedestrian traffic; low to medium density and building coverage of the site; maximum of three stories in height; standardization of building types; and lush and generally mature character of landscaping throughout the complex.

The NPS stated "Chase Knolls Apartments is a good example of the property type, the 'garden apartment.'" It goes on to note that this type is defined as "low density, low-scale, multi-family residential developments that have their roots in the English garden city and the German superblock concepts. General characteristics include low-density superblock development, buildings clustered around landscaped courtyards, separation of pedestrian and vehicular traffic, and the use of shallow building plans and staggered setbacks to increase ventilation and light." The NPS also noted "all of the structures residential and garages contribute to the significance of the property."

The "Part 1" observed "construction of Chase Knolls responded to the demand for more housing...while at the same avoiding the traditional building forms of the past." It stated "by placing the one-story units around the perimeter of the site and at the end of two-story apartment blocks, Wharton (project's architect) de-emphasized the mass of the larger buildings giving the complex a low-scale appearance."

It further noted "buildings are predominately Modern in style" and "geometric forms found at the building entrances and in many of the hardscape features provide an unusual vernacular-Modern touch. The standardization and repetition of building types is also characteristic of the type."

California Register of Historical Resources

According to CEQA historical resources include any resource listed in, or determined to be eligible for listing in the California Register of Historical Resources. As potentially eligible for listing in the National Register the Chase Knolls Apartments is eligible for listing in the California Register.

City of Los Angeles Historic-Cultural Monument

The Chase Knolls Apartments was designated a City of Los Angeles Historic-Cultural Monument #683 on July 14, 2000 as "an intact and representative example of an exemplary housing type (mid-twentieth century garden apartment) used in the development of affordable dwellings in Los Angeles." The City of Los Angeles report to its Cultural Heritage Commission noted that "the complex of buildings is nominated as being of Modern style. Included features are generous gardens with mature trees and clustered siting of one- and two story wood frame and stucco residential units." Additionally the motion recommending designation stated that "this type of housing was important in the development of Los Angeles after World War II, as it provided a meaningful alternative to single family residential development and as affordable multi-family housing for the surging population."

Regulatory Status and Previously Reviewed Plans of Former Project

An "Historic Preservation Certification Application—Part 2 Description of Rehabilitation" was submitted in 2001 by Historic Resources Group (HRG) for former owners, Legacy Partners. HRG, an historic preservation consulting firm that meets the professional requirements of the National Park Service for Historic Architect and Architectural Historian, advised that the Legacy project appeared to comply with the Secretary of the Interior's Standards, and requested that the Legacy project be certified for the federal tax credit program. The "Part 2" application described a proposed project that included rehabilitation of buildings, additions to buildings, and new construction.

The "Part 2" was forwarded by SHPO to the NPS in May 2001 with the conclusion that the proposed project met the Secretary of the Interior's Standards for Rehabilitation. The transmittal stated that the application had been fully reviewed by SHPO. The evaluation noted that the proposed townhouses and new parking "will be in essentially the same location as a number of original carports which are being replaced with new carports relocated along a traffic spine. On the sides and rears of a number of existing units, bathroom additions will be constructed; however, the historic entry courtyards of the various building complexes will not show these additions, nor will they be seen from the surrounding streets." It also acknowledged "the smaller (sic) of the three principal interior courtyards will contain a new pool and cabana." SHPO noted "one major concern." The 2001 project proposed removal of 232 trees (of which only 25 would conflict with replacement structures). The comment said: "the most significant character-defining feature of the complex is the park-like setting engendered by the abundance of trees. The plans for this project proposed the removal of over half these trees. Wherever trees comprise a genuine hazard, corrective action should of course be taken...the proposal to remove so many trees should be revisited. Like architectural features, the loss of these character-defining landscape features should only occur if reasonable alternatives are non-existent."

The "Part 2" was approved by the National Park Service on July 23, 2001. The certification notes that the NPS determined: "that the rehabilitation described herein is consistent with the historic character of the property or district in which it is located and that the project meets the Secretary of the Interior's Standards for Rehabilitation".

The proposals for the Legacy Project, listed in the "Part 2" application, that were approved as meeting the Secretary of the Interior's Standards for Rehabilitation included:

--"Remove a total of 232 diseased, unstable trees, 125 of which are causing or may cause damage to buildings or hardscape. Remove approximately an additional 25 trees which conflict with construction of townhouses, pool and replacement housing. Replace as many trees as possible with new trees located away from building eaves and foundations." "The trees to be removed from the site are diseased and or conflict with the eaves and foundations of the historic buildings. Trees will be replanted on the site to maintain the character of the landscape."

--"Removal of 31 carport structures (15 carports remain will have garage doors installed), 10 laundry rooms (4 to remain and be reconfigured for use as storage), drying yards and vegetation adjacent to the east-west and north-south service road. Grade site and construct retaining walls to provide pads for new construction. Demolishing 31 carports in the interior of the property, located along the service drives does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant. This area of the property will still be used for parking. Demolishing the 10 laundry buildings attached to the carports along the service drives does not result in a significant adverse impact." "Demolishing 31 carports in the interior of the property, located along the service drives, does not

result in significant adverse impact to the site. These areas are not visible for the public right of way and they are not architecturally significant."



--"Construct 7 buildings with 47 townhouse units...generally located in the area previously occupied by the demolished carports. The new construction is distinctive in design yet compatible with historic buildings. The placement of the new construction in the area of the service drives is compatible with the original plan for the site which concentrates the two-story buildings in the center of the site. Many of the existing two story buildings in this area are set on the knolls, the tallest reaching a maximum height of 31 feet. The one-story bungalow units are located at the perimeter. The placement of the new 47 townhouses units follows the historic pattern of lower heights at the perimeter and taller heights in the interior. Using retaining walls, new buildings will be set at grade and will not negatively impact the historic buildings. The new buildings will not exceed a height of 30 feet. Views of the new buildings from the public right of way will be minimized by the placement of the buildings behind existing structures."



--"New structures are 2 stories over parking and have stucco exteriors with wood trim and metal windows. Window groupings, architectural detail, and garages will distinguish the new construction from the existing buildings...the overall height of the new construction will vary from approximately one foot lower to 6 feet higher than the nearest existing 2 story structure with the tallest structure being located on the interior of the site."

--"Construct a 7' by 7' addition on secondary elevation of 54 buildings; 5 one-story and 49 two-story structures to create 103 additional bathrooms. Finish the exterior of the additions in stucco with wood trim. Differentiate from the existing building with a vertical expansion joint at the junction of the existing and new surface. The bathroom additions are located on either secondary or tertiary elevations to minimize impacts to character-defining spaces. Construct the one-story and two-story structures with a hipped roof with overhanging eaves and exposed rafters."

---"Remove a portion of the landscape area along both service drives to create 377 total (covered and surface) parking spaces to replace parking previously located in demolished carports and provide parking for new construction. New carport structures will be constructed along the service drives."

--"Convert the large northwest courtyard south of the intersection of Greenbush Avenue and Huston Street to a recreation area. Install a swimming pool, spa, and related mechanical building with restrooms and showers."

--"Retain current landscape and hardscape except where it conflicts with new construction. Replace deteriorated vegetation and removed trees with compatible species at more appropriate locations throughout the site."

--"Install two entry monument signs near the intersections of (1) Riverside Drive and Sunnyslope Avenue and (2) Fulton Avenue and Huston Street."

Although the project was approved by the National Park Service, Legacy Partners did not go forward with the rehabilitation and expansion plan for the property, and instead sold the property to the Project Applicant.

Current Project Description

The proposed project combines rehabilitation and additions to existing residential buildings, with the construction of new residential buildings on the site of the same existing carport structures, reconfiguration of parking, and construction of amenities. Additions to existing residential buildings include construction of a second bathroom at 54 locations resulting in a second bathroom in 101 of the complex's 150 two-bedroom units. Like Legacy's approved project, the proposed project entails construction of residential buildings over partially subterranean parking. The Project proposes construction of five three-story buildings (141 new apartments intended for rental; 93 one-bedroom and 48 two-bedroom). Two of the buildings will be at grade and three will have grade level parking. Legacy's approved project proposed construction of seven two-story buildings (containing 47 new "townhomes" with three bedroom, 2 bath units intended for sale). Legacy's buildings were proposed at a maximum of 30 feet high. Existing development is a maximum of 31 feet high. The applicant's proposed buildings will be a maximum of 35 feet high. Like Legacy's project, the Applicant's buildings along with some surface parking will be constructed along the service drive on the present site of the carport structures, laundry rooms and drying yards, all of which will be demolished.

The proposed project will reconfigure carport areas along Huston Street. Existing carports, laundry rooms and drying yards will be removed. The footprint of these service areas will be used for new carport and surface parking spaces. The only area where parking will be expanded beyond the footprint of the service areas is in the northwest corner by Carport Area A which will have six new carports (with 17 spaces) and 16 surface parking spaces. Carport Area B and C will have six new carports (18 spaces), 20 surface spaces and 10 tandem spaces. Carport Area D will have 5 new carports (12 spaces) and 12 surface spaces and 8 tandem spaces. Carport Area E will have 6 carports (14 spaces) and 4 surface spaces.

A recreation center with pool and clubhouse will be located adjacent to one of the new apartment buildings at the juncture of the major and minor service spines (on the site of existing carport Q). Legacy's project proposed a pool and clubhouse in one of the major common spaces, Courtyard 2.

The proposed Project removes fewer trees than Legacy's approved project. Legacy's approved project proposed removal of 232 trees; the Applicant's proposed project removes up to 93 trees (the "worst-case" scenario"). No construction is proposed for any of the major courtyard areas.

Impacts of Current Project

Locations of New Apartment Buildings

Five new three-story apartment buildings (3 with grade level and 2 below grade parking) are proposed along the service drives replacing existing carports, laundry rooms and drying yards.

Carport F and G Area. In the Applicant's project, surface parking (44 spaces) is to be located in the area where carport clusters F and G are located. In Legacy's approved project, the structure of townhouses and partial subterranean parking were to be placed in this same area. The footprint of the Applicant's surface parking covers an area similar to that of Legacy's building and carports.

Carport H and I Area. In the Applicant's project, one building is to be placed on the area where carport clusters H and I are located. In Legacy's approved project, townhouses and carports were placed in this area. The Applicant's project shows an apartment building in the same location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved building and carports. In Legacy's approved project townhomes were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 35 feet.

Carport J and K Area. In the Applicant's project, one building is to be placed on the area where carport clusters J and K (consisting of five carports) are located. In Legacy's approved project, two townhouse structures with carport structure between the buildings were placed in this area. The Applicant's project shows an apartment building in that location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved project's building and carports. In Legacy's approved project townhomes were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 35 feet.

Carport L and M Area. In the Applicant's project, one building is to be placed on the area where carport clusters L and M (consisting of four carports) are located. In Legacy's approved project, one structure of townhomes was placed there. In the Applicant's project, an apartment building is placed there. The footprint of the building of the Applicant's project is larger and thus is closer to existing buildings 10 and 12. No significant common courtyard space is located in this area. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's proposed buildings are three stories over parking with a maximum height of 35 feet.

Carport N and O Area. In the Applicant's project, one building, with a single row of parking along the service drive, is to be placed on the area where carport clusters N and O (consisting of four carports) are located. In Legacy's approved project, one structure of townhomes and two carport structures were placed at this location. The Applicant's project shows an apartment building and a single row of parking. The footprint of the building and parking of the current project is similar to that of the Legacy's approved building and carports. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking and a maximum height of 35 feet.

Carport Q, R and S Area. In the Applicant's project, one building is to be placed on the area where carport clusters Q, R, and S are located. In Legacy's approved project, a townhome building, carport and surface parking were placed in this area. The Applicant's project shows an apartment building in that location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved building and carports. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 35 feet.

Analysis of Potential Impacts—Addition of Residential Buildings and Reconfiguration of Parking

The Applicant's project proposes five new three-story apartment buildings. The buildings will contain a total of 141 new units. The maximum building height is 35 feet. Twenty-six carports will be demolished to serve as the site of new buildings. The original project design took care to preserve most of the perimeter of the superblock (along the public sidewalks) for lower-rise residential use. Only on Huston Street is there any

parking use along a public sidewalk (about one-third of the Huston Street frontage is devoted to carports/parking). Taller buildings are located towards the center of the property and along the service spine. In considering potential locations for any new construction under the Secretary of the Interior's Standards one should stay away from perimeter areas and more importantly, from encroaching on any of the major common courtyard areas. Redevelopment of service areas (laundry rooms, drying yards, carports) would be preferable to demolition of any major residential building on site. The service is the most appropriate location for new construction in that it does not impact any major courtyard or common space. It does not require demolition of any residential building. And it conforms to the superblock design that focused multi-story structures into the site's interior.

Legacy's approved project proposed seven structures containing 47 townhomes over partially subterranean parking. The maximum building height was 30 feet. Thirty-one carports were to be demolished for the townhome structures.

The footprints of the Applicant's five new buildings generally coincide with the footprints of the Legacy project. Legacy's proposed townhomes were substantially larger than those being proposed by the Applicant and were intended for the "for sale" market, rather than the rental market as the Applicant proposes. The massing of the legacy building was less compatible to the existing apartment buildings. One of the five new buildings, the one proposed for Carport Area M and L, is larger and located closer to Buildings 10 and 12. None of the major courtyard areas is impacted by this proposed structure.

The Applicant's project proposes a parking area (44 spaces) at the Carport F and G Area. Legacy's approved project proposed a townhouse and carport for this same area.

The Applicant's project proposes parking spaces along the major spine (the East-West service drive) in the same locations as those proposed in the Legacy project.

While all structures on the site contribute to the significance of the property, supporting structures such as carports are lower in the hierarchy of architecturally significant features. As such, SHPO and NPS determined in the Part 2 that demolition of 31 carports along the service drives did not result in a significant adverse impact to the site. The State Historic Preservation Office's review and recommendation and the National Park Service's certification of the "Part 2" application included placement of new buildings in Carport Area F,G, Carport Area H,I, Carport Area J,K, Carport Area L,M, and Carport Area Q,R,S, as well as placement of parking along the spine. The SHPO and NPS concurred that the Legacy project, including this lot coverage, was "consistent with the historic character of the property or district in which it is located and that the project meets the Secretary of the Interior's 'Standards for Rehabilitation'". It specifically noted that the proposed structures and carports "will be in essentially the same location as a number of original carports" and that "demolishing 31 carports in the interior of the property, located along the service drives does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant. This area of the property will still be used for parking. Demolishing the 10 laundry buildings attached to the carports along the service drives does not result in a significant adverse impact."

Overall, placement of buildings and parking and lot coverage proposed by the Applicant's project is similar to that proposed in Legacy's approved project. The new building locations proposed by both projects is based on analysis of the sites' existing historic features. The site is designed with lower structures located along the perimeter and higher structures recessed to the center of the site. Placement of new buildings adheres to this principle. In the hierarchy of spaces on the site, the major common courtyards are most significant. New construction sited in those courtyards would destroy significant character-defining features of the garden apartment complex. The only way to add onto existing buildings would be to add floors. This

would also be problematic. To retain the stepped relationship, a second floor would be added to the one-story buildings and a 3rd floor to the two-story buildings.

Use of the support spaces along the service spine provides the only choice for additional residential units. Most of the area contains garages, parking surfaces and laundry drying areas. Over the years parking requirements have changed (need to accommodate wider range of vehicles from compact to higher and larger vehicles as well as accommodating ADA parking requirements) as have laundry methods. Both uses are now more typically integrated within buildings.

The Applicant's buildings will be 35.5 feet, only three feet higher than those proposed by the Legacy project. The NPS concurred with the "Part 2" observation that the placement of the new 47 townhouses units follows "the historic pattern of lower heights at the perimeter and taller heights in the interior" and that "the placement of the new construction in the area of the service drives is compatible with the original plan for the site which concentrates the two-story buildings in the center of the site." The placement of new buildings behind existing structures minimizes views of new buildings from the public right of way.

The addition of new three-story residential buildings (at 35 feet in height) does not violate principles of garden apartment design. The approved Part 1 Application states: "The primary characteristics of the garden apartment complex as a property type are development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types and an emphasis on open space."

The Part 1 Application also references FHA Section 608 project guidelines and the FHA's 1947 monograph, "Neighborhoods Built for Rental Housing" (Appendix E to the Application). This monograph includes the example of the Ordway Gardens (Washington, D.C.) complex that included three-story buildings. The project profile also notes that part of the Ordway Gardens site is adjacent to a neighborhood of single-family homes. In the National Park Service's comments to the Part 1 Eligibility Certification Application, the NPS referenced the article "Garden Apartments: Three Preservation Case Studies in Virginia" written by Gail Baker for the NPS's CRM publication (No. 5, 1999). This article features three garden apartment complexes that are listed on the National Register. Baker notes that the Colonial Village garden apartment was "widely featured in national publications and professional journals, leading to widespread emulation of their innovative plans." Baker goes on to note that a "phased development site plan that accomplished a range of objectives: conservation, affordable housing, and redevelopment" was approved for Colonial Village. She states "in all, the exteriors of 75 percent of the units were preserved through historic designation or conservation." The example features a photograph with of a five-story building behind original two-story buildings. Thus, original garden apartment projects included three-story buildings and the addition of reasonably sited taller buildings to National Register listed garden apartment complexes have been deemed appropriate.

One difference between the Legacy project and the Applicant's project is the proposed number of units. The Legacy project proposed 47 large for-sale three-bedroom townhomes, while the Applicant's project proposed a larger number of smaller two and one bedroom rental units. However, the type and size of the units proposed by the Applicant, as well as the fact that they would be rental rather than for sale units, are more consistent with the historic type and size of existing development than Legacy's proposed larger for-sale townhomes.

The approved Part 1 Application states "the garden apartment complex was developed as a way to provide medium-density, low-cost housing that allowed for both open space and automobiles." As built, Chase Knolls has a ratio of just under 20 units per acre (approximately 18.6 units per acre). The Part 1 Application includes Appendix D that lists potentially National Register eligible "Extant 1939-1959 Privately Owner Multi-

Family Garden Apartment Complexes in Los Angeles". Density ranges from a low of 8 units per acre to a high of 28.3 (Chesapeake Rodeo Apartments) units per acre in resources potentially eligible for the National Register. Village Green, a National Historic Landmark, is 9.22 units per acre and ranks towards the low end of the spectrum. Lincoln Place, Heth Wharton's other garden apartment complex, at 24.1 units per acre ranks towards the high end of the spectrum. The approved Legacy project, with its larger for-sale units (two and three-bedroom) increased density to 21.9 units per acre. The Applicant's project (with rental units similar in size to original units) raises the density to 28.6 units per acre. With the additional units, Chase Knolls is closer to the density of Lincoln Place, Wharton's other garden apartment complex, and falls within the range of acceptable density for a garden apartment complex. Thus, it is concluded that the Applicant's proposal for 141 one- and two-bedroom rental units on the same site as the 47 for-sale townhomes proposed by Legacy would not be considered adverse to the historic character of the site. The Applicant's project will preserve and rehabilitate significant historic features of the property, while providing additional housing opportunities, comparable to those offered by existing units, for the region's current expanding population and concomitant housing needs. The property continues to be used for its historic purpose as multi-family rental housing.

Based on the concurrence by the State Historic Preservation Office and the National Park Service the demolition of carports and placement of new buildings along the service drives should result in a less than significant impact.

Analysis of Potential Impacts to Landscaping and Trees

The Legacy project proposed removal of 232 trees from throughout the complex, including trees in the major courtyards. The "Part 2" historic consultant stated that "the landscaping that will be removed from these areas is not significant. All of the character-defining courtyard spaces will be retained." The Legacy project proposed to retain current landscape and hardscape "except where it conflicts with new construction." A proposed mitigation was to replace removed trees with compatible species at more appropriate locations throughout the site. The SOHP and NPS expressed concern about the high number of trees proposed for removal and requested that the applicant (Legacy) review the landscape proposal.

Although the NPS approved the removal of 232 trees (as proposed by Legacy) as consistent with the Secretary's Standards, the Applicant's project proposes the removal of far fewer trees than proposed by Legacy. The Applicant proposes to remove and/or relocate only those directly impacted by new construction. On a worst-case basis, approximately 92 trees will need to be removed and/or relocated to accommodate new surface parking/carport areas and construction of new buildings.

Of the other trees potentially impacted by new construction, 26 date from the first planting period (10 pines and 16 Eucalyptus). These 26 trees are discussed below:

The current plans would not remove any trees from the major courtyards or from the lawns along the perimeter of the complex. As discussed below, and in contrast to the Legacy Plan, the Applicant's Plan will relocate the proposed pool and recreation room from the major courtyard where it was to be developed. Thus, none of the trees in that would have been impacted by Legacy's proposal in such courtyard will be impacted.

Four of the 26 trees are Eucalyptus trees and are located in the area of Carport G. Two of these are located on the footprint of the parking area. Another two are adjacent to the parking surface area. The Legacy Plan proposed a new building containing 7 townhomes and a garage in this area, while the Applicant's proposal

is to use this area for surface parking. The trees potentially impacted are generally the same under either the Legacy proposal or the Applicant's current proposal. While the possibility of reconfiguring parking spaces to accommodate trees might be studied, the trees themselves are located in a parking area, are not a significant historic resource themselves, and are not associated with any significant character defining feature of the property (such as a courtyard).

The new residential building planned in the area of Carports H and I have the potential to impact of to five pines and two Eucalyptus trees from the first planting period. Three pines and the two Eucalyptus trees have to be removed to accommodate the footprint of the new residential building. The Legacy Plan proposed a new building containing 10 townhomes and a garage in this area. The Applicant's proposal is to use this area for an apartment building and garage. The trees potentially impacted are generally the same under either the Legacy proposal or the Applicant's current proposal. It may be possible to work around and retain the two adjacent pine trees. However, the trees themselves are located in a parking area, are not significant historic resources themselves, and are not associated with any character defining feature of the property (such as a courtyard).

The new building proposed for the area of Carports J and K will impact one pine and six Eucalyptus trees from the first planting period. The pine must be removed to accommodate the footprint of the new structure. Four of the six Eucalyptus trees are in the path of the new entrance driveway into subterranean parking. Two of the Eucalyptus trees are adjacent to the proposed drive. The Legacy Plan proposed two buildings and garages along with a surface parking lot in this area. The Applicant's proposal is to use this area for one apartment building and a garage. The trees potentially impacted are generally the same under either the Legacy proposal or the Applicant's current proposal. It may be possible to work around and retain the two adjacent pine trees. The trees themselves are located in a parking area, are not significant historic resources themselves, and are not associated with any character defining feature of the property (such as a courtyard).

New carports and parking are proposed between Building 12 and Carport A. One pine from the first planting period is located at the edge of the parking. Although the Legacy Plan proposed the removal of 232 trees from the complex, it did not propose any buildings or parking in this area. Therefore, it is difficult to determine whether this tree was impacted by the Legacy Plan. Nevertheless, the tree is not itself a cultural resource and is not associated with any character defining feature of the property.

The Preliminary Landscape Analysis and Tree Report identified approximately 60 trees from later planting periods that have the potential to be impacted by new construction of the proposed project. These more recent plantings are well removed from the original development and landscaping of the project (which are the defining elements of the historic cultural resource). None of these later trees are associated with character defining features of the property.

Like the Legacy project, 20 trees along the spine are identified for removal. These Silver Dollar Eucalyptus trees were planted between 1958-1968. these trees appear to have been planted to define the edge between the commercial and residential uses when the adjacent property (the southeast corner of the superblock) was finally developed for commercial uses. Thus, the series of trees does not run along the spine to the west of the intersection of the perpendicular (north-south) drive. The seven trees along this north-south drive would have to be removed to accommodate the footprint of the new residential, and are not significant.

The potential impacts of changes to existing landscaping could be reduced to less than significant with the following Mitigation Measures:

Mitigation Measure 1. Make every effort to retain trees from the first planting period that are not within the area to be impacted by new construction (i.e. evaluated as possibly impacted by the Spitz report) by protecting existing trees in place and working around during construction.

Mitigation Measure 2. In areas where trees must be removed for new project elements, add landscaping along building edge parallel to service spring to define edge of property from adjacent commercial.

Mitigation Measure 3. Develop tree replacement plan (with replacement ratio of at least 1:1) and prepare landscape plan for areas adjacent to new construction.

Analysis of Impacts of Architectural Design of New Buildings

The Applicant's project proposes five new apartment buildings. The plan of each building varies to conform to conditions at its specific location. The buildings are similar to the original buildings in that they are simply detailed. As the original buildings are "standardized", a characteristic of the Garden Apartment property type, the set of new buildings are "standardized." Like the original buildings the new buildings are stucco-clad with a shallow hipped roof with deep overhang. Windows groups of two and three are similar to the feel of the original buildings. Building entries are recessed, a technique used on some of the original buildings. The new buildings are differentiated from the original with the addition of projecting stacked balconies. These balconies are clad with wood siding. The use of wood for the balconies is harmonious with the original design in that wood is used to detail original buildings.

In a logical progression, the one-story buildings are along the perimeter; the two-story buildings are attached behind the one-story wings; and the new three-story buildings (with one story of subterranean parking) are located along the spines. The new buildings are compatible with the original buildings in massing and volume (rectangular in plan; shallow hipped roof with deep overhang) yet differentiated by the projecting stacked balconies.

The conceptual design of the new apartment buildings meets the Secretary of the Interior's Standards for Rehabilitation in that new construction is differentiated from the old and is compatible with the massing, size, scale and architectural features of the historic character-defining features of the original architecture. The architectural design of the new buildings will result in a less than significant impact.

Analysis of Addition of Bathrooms to Existing Historic Buildings

The Applicant's project proposes addition of a second bathroom for 54 locations on current buildings. The number and placement of bathrooms is the same as those in the Legacy project. The exteriors of the bathrooms have not yet been designed for the Applicant's project.

The "Part 2" application described Legacy's proposal as construction of "a 7' x 7' addition on secondary or tertiary elevation of 54 buildings; 5 one-story and 49 two-story structures to create 103 additional bathrooms. Approximately two-thirds of these structures will be constructed on the



secondary elevations." The "Part 2" stated "the new bathroom additions add value to the complex and increase the viability of the rehabilitation. The exterior finishes will be compatible, but differentiated from the historic building. The bathroom additions are located on either secondary or tertiary elevations to minimize impacts to character-defining features." The bathrooms are to be constructed with "a hipped roof with overhanging eaves and exposed rafters. Finish the exterior of the additions in stucco with wood trim. Differentiate from the existing building with a vertical metal screed at the junction of the existing and new surface."

Based on the review by the State Historic Preservation Office and the certification of the "Part 2" application by the National Park Service, the Applicant's proposed addition of bathrooms at these 54 locations is less than significant with the following mitigation measure:

Mitigation Measure 4. The bathrooms should be constructed with a hipped roof with overhanging eaves and exposed rafters. The exterior of the additions should be finished in stucco with wood trim and differentiated from the existing building with a vertical metal screed at the junction of the existing and new surface.

Analysis of Addition of Pool and Spa

A pool and spa with equipment/restroom building and recreation area was proposed Legacy's approved project. These elements were to be located in Courtyard 1 (the westernmost courtyard on the north side) and would have displaced trees including some from the first planting period. The "Part 2" allowed placement of pool and clubhouse in that area stating that the pool area should be "compatible yet distinct from the surrounding buildings and hardscape."

The Applicant's project proposes a pool and clubhouse to be located on the site of existing carport Q. Under the Legacy project, this location was approved as a townhome building site. The Applicant's proposed location for the pool and clubhouse does not remove any trees or space from any major courtyards and is located in an area approved for a structure under Legacy's plan. The pool and clubhouse area would require removal of one pine from the first planting period (discussed earlier under Landscape Impacts). There are no adverse impacts to historic features and no mitigations are needed. While the Legacy Plan was approved by NPS as consistent with the Secretary of the Interior's Guidelines, the Applicant's proposed relocation of pool and clubhouse is a significant improvement and results in preservation of the only major courtyard area impacted by Legacy's proposal.



Analysis of Demolition of Carports along Huston Street

The Chase Knolls complex runs along three blocks of Huston Street from Sunnyslope Avenue to Fulton Avenue. Three neighborhood streets dead-end into Huston Street (Greenbush, Varna and Nagle). On the Chase Knolls (south) side, four areas of carports with five driveways are located along Huston Street. At each location carport walls are attached to one-story residential wings. Drying yards are attached to the side of or behind carport walls. Along Huston Street the sides of carports extend from the residential buildings



to create streetwalls. These carport walls screen portions of parking uses (carports and cars) from public view. The carports are in a dilapidated condition. The surface of the carport parking area is paved. Over 40 percent of the Huston Street frontage is devoted to driveways, parking and carport walls and around 30 percent more accounts for residential building facades.

The entrances of the three major courtyards are located along Huston and accounts for less than 30 percent (approximately 8-9 percent per courtyard) of the street frontage. These courtyard entrances address the street in a different manner than do the courtyards along Riverside Drive and Sunnyslope Avenue. In contrast to Huston Street, on Riverside Drive about half of the street frontage is devoted to courtyard open space and over half of the Sunnyslope street frontage devoted to courtyard open space. The courtyards at the Southwest and Northwest corners are wider, shallower and visually open to the street. Even the Double Horseshoe courtyards on Riverside Drive, although narrower and deeper than those at the corners, are open to the street and provide clear visual access. The only vehicular access along Riverside Drive is the traffic spine at the eastern border. The only vehicular access along Sunnyslope Avenue is the east-west traffic spine that bisects the block.

In contrast, the three major private common area courtyards along Huston Street are relatively narrower and are less visually accessible from the street. While the amount of area and layout within each of the three major courtyards varies, they share some characteristics. Each courtyard's entrance is aligned with a neighborhood street and each entrance is relatively narrow. These entrances act like the stem of a funnel and lead inside to a much larger area. Visual access into the courtyards is limited. For example, a series of stairway retaining walls obscures the complete visual access into Courtyard 2.

The Legacy project retained the carports along Huston Street. The Applicant's project proposes to demolish Carport Areas A, B, C, D, and E and replace with surface parking, retaining the use while increasing the efficiency of each parking area. The adjacent drying yards and laundry buildings would also be demolished. In some carport areas (Areas A, B, and E) the parking will extend into an area of lawn.

The new parking area will not extend beyond the current carport walls on Huston Street. No trees would be impacted by new construction. Hedges adjacent to walls would be impacted.

The greatest expansion of parking will occur in the area west of Carport A. Most of this area will be replaced with parking. Up to eight trees could be impacted by the new parking as well as some lawn area. However, the project has been revised to relocate the proposed pool and recreation complex from the Major Courtyard¹ (which had previously been approved by NPS as consistent with the Secretary's Guidelines). Thus, the loss of lawn and landscaped area in the Vicinity of Carport A would be more than offset by the preservation of Major Courtyard 1. None of the eight major courtyards will be impacted by the applicant's proposed buildings or parking.



Demolition of the carports along Huston Street will result in the loss of all original carports but these areas will continue to be used for parking. The principals of garden apartment design will not be violated in that vehicular use areas will continue in their historic use and will be segregated from pedestrian ways.

Demolition of carports is a potential significant impact. The carports have been noted as contributing structures although secondary to the residential buildings and the eight major courtyards. While the structures provide some screening of cars from residences to north and units to the south, the vehicles are still visible in the open carports. In addition, the carports were not considered architecturally significant in the Part 2, and the loss of all the carports along the service drives was not found to be a significant adverse impact by the State Historic Preservation Office or the National Park Service. Accordingly, demolition of the Huston Street carports could be reduced to less than significant with the following mitigation measures:

- Mitigation Measure 5. Typical carports along Huston Street and the service drives should be photographed using Historic American Buildings Survey (HABS) photographic standards. The photographs should be keyed to a site plan.
- Mitigation Measure 6. Photographs and keyed plan should be placed on file with the City of Los Angeles Cultural Affairs Department and at the Richard Riordan Central Library.
- Mitigation Measure 7. Huston Street carports are connected to residential units. A historic preservation specialist should participate in reviewing selective demolition specifications as well as providing on-site monitoring during demolition and construction phases to insure existing residential units are protected from damage.
- Mitigation Measure 8. Walls, similar in materials and form to that of existing carports, should be constructed to minimize the visual impacts of the parking from street.
- Mitigation Measure 9. Walls, similar in materials and form to that of existing carports, should be constructed to separate parking from residential uses. Areas adjacent to new walls should be landscaped with species appropriate to historic character of garden apartment complex.

As a City of Los Angeles Historic-Cultural Monument, a National Register of Historic Places (NRHP), and California Register of Historic Places (CRHP) eligible resource, work throughout the design development and construction phases should use the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings. To ensure compliance the following mitigation measure is recommended:

- Mitigation Measure 10. A historic preservation specialist will monitor the project throughout design and construction to ensure project conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings.

Implementation of Mitigation Measures 1 through 9 would reduce potentially significant impacts to Chase Knolls to less than significant level and would ensure that the proposed project would not affect the NRHP, CRHP eligibility or the City of Los Angeles Historic-Cultural Monument status.

References

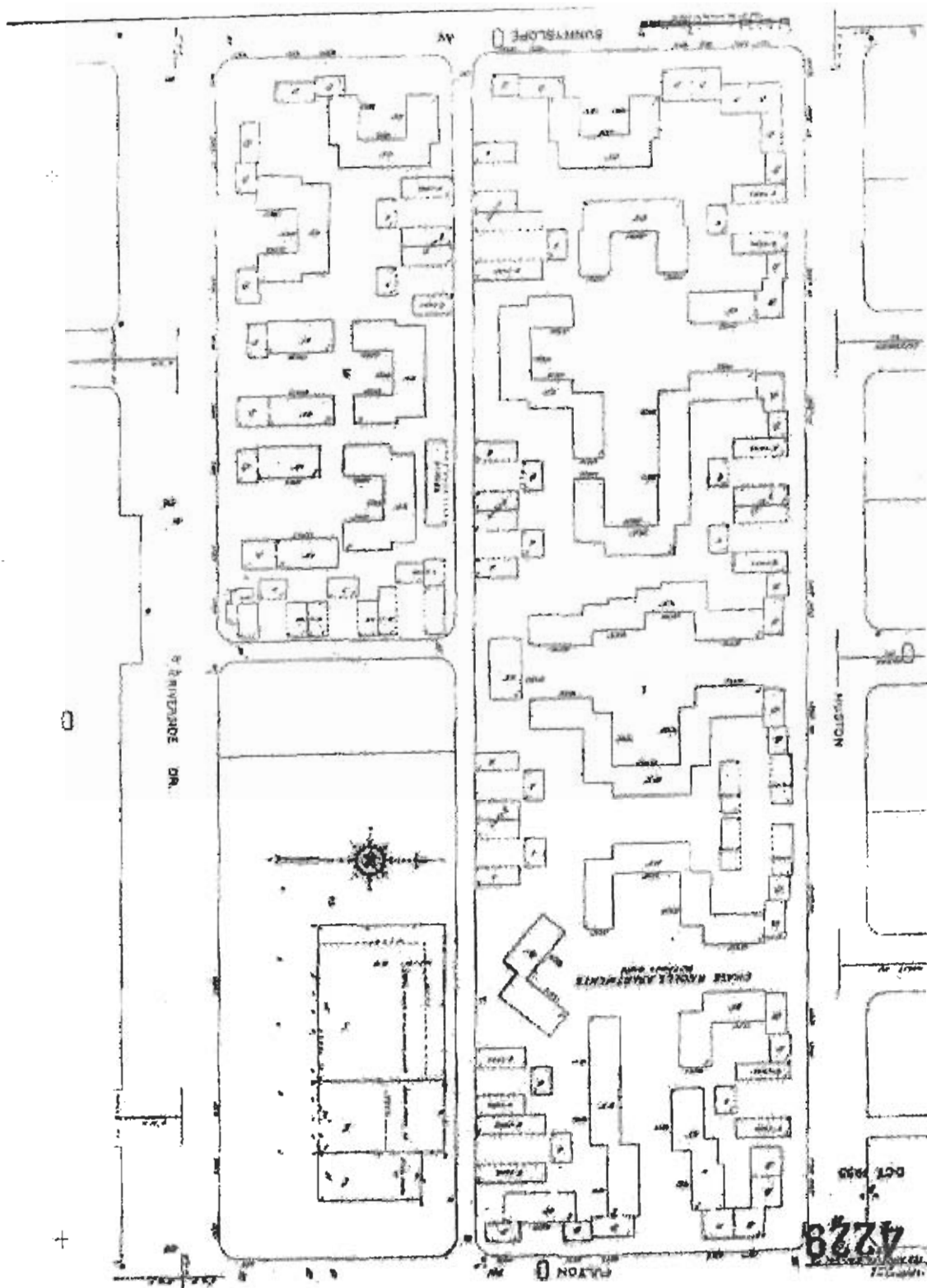
California Office of Historic Preservation, Technical Assistance Series #6. *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*.

City of Los Angeles Cultural-Heritage Monument Nomination and associated records, 2000-2002.

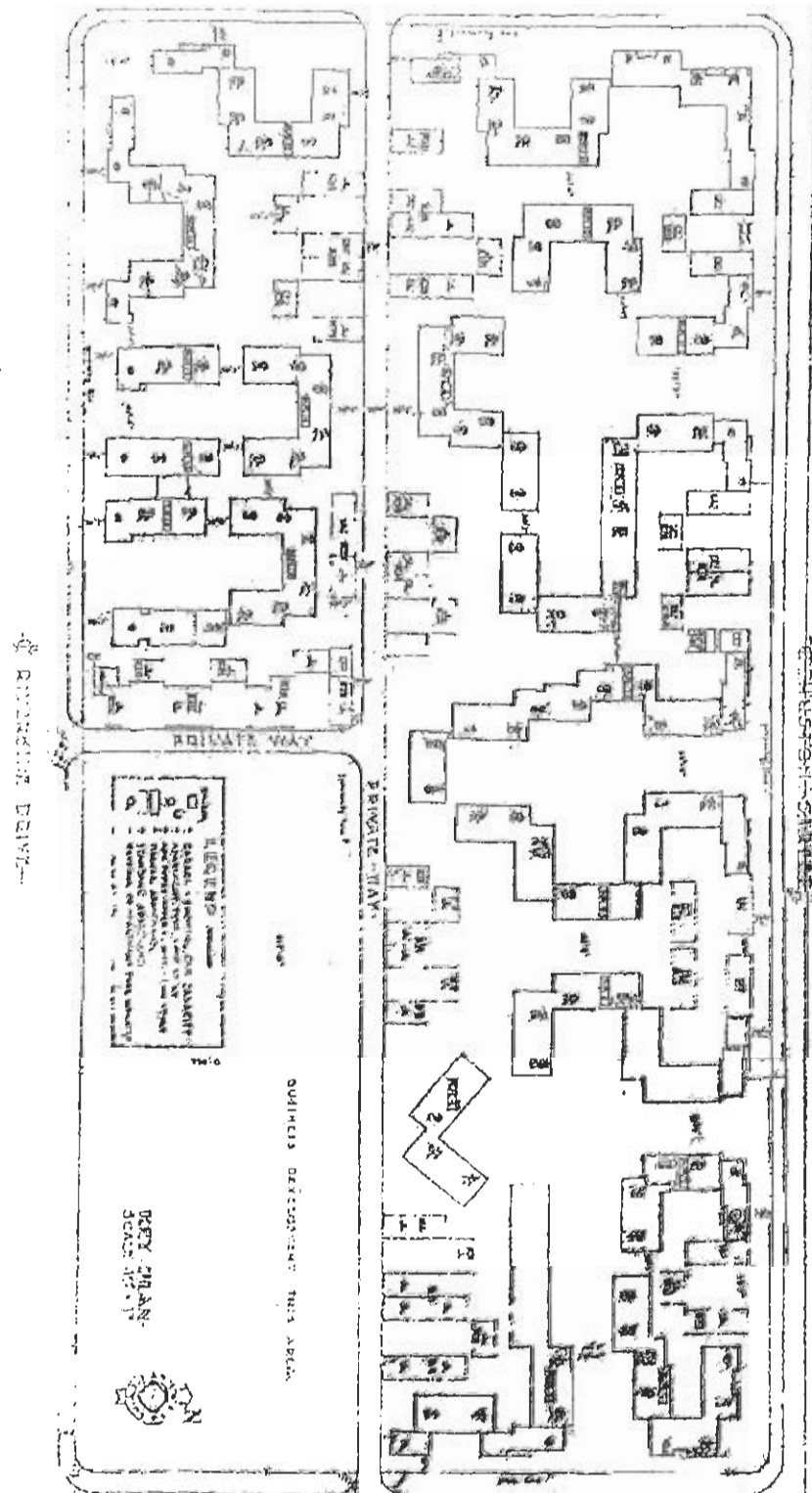
U.S. Department of the Interior, National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*. Washington, D.C.

U.S. Department of the Interior, National Park Service, *Historic Preservation Certification Application – Part 1 Evaluation of Significance* for Chase Knolls Apartments, October 2001.

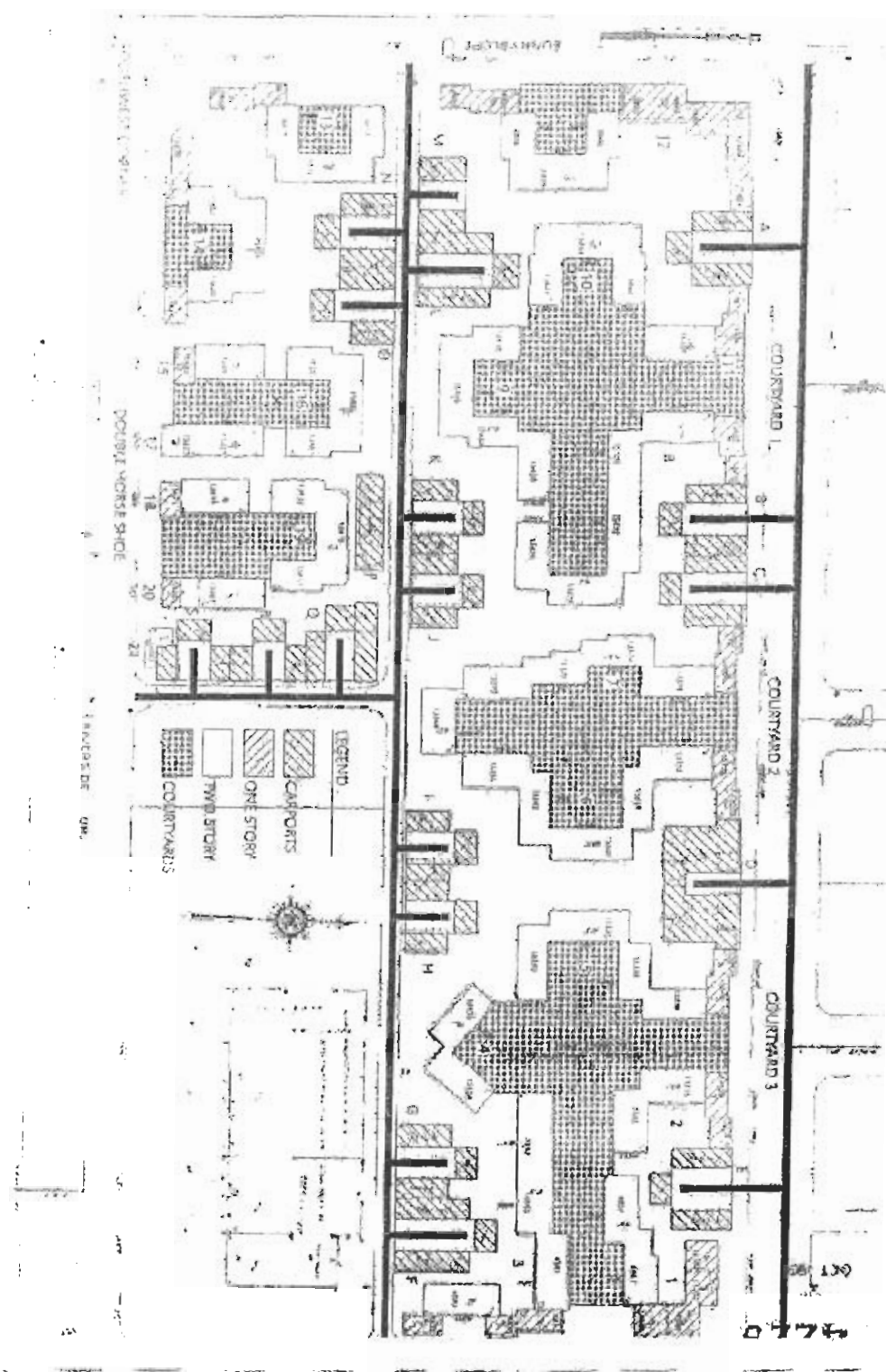
U.S. Department of the Interior, National Park Service, *Historic Preservation Certification Application – Part 2 Description of Rehabilitation* for Chase Knolls Apartments, July 2001.



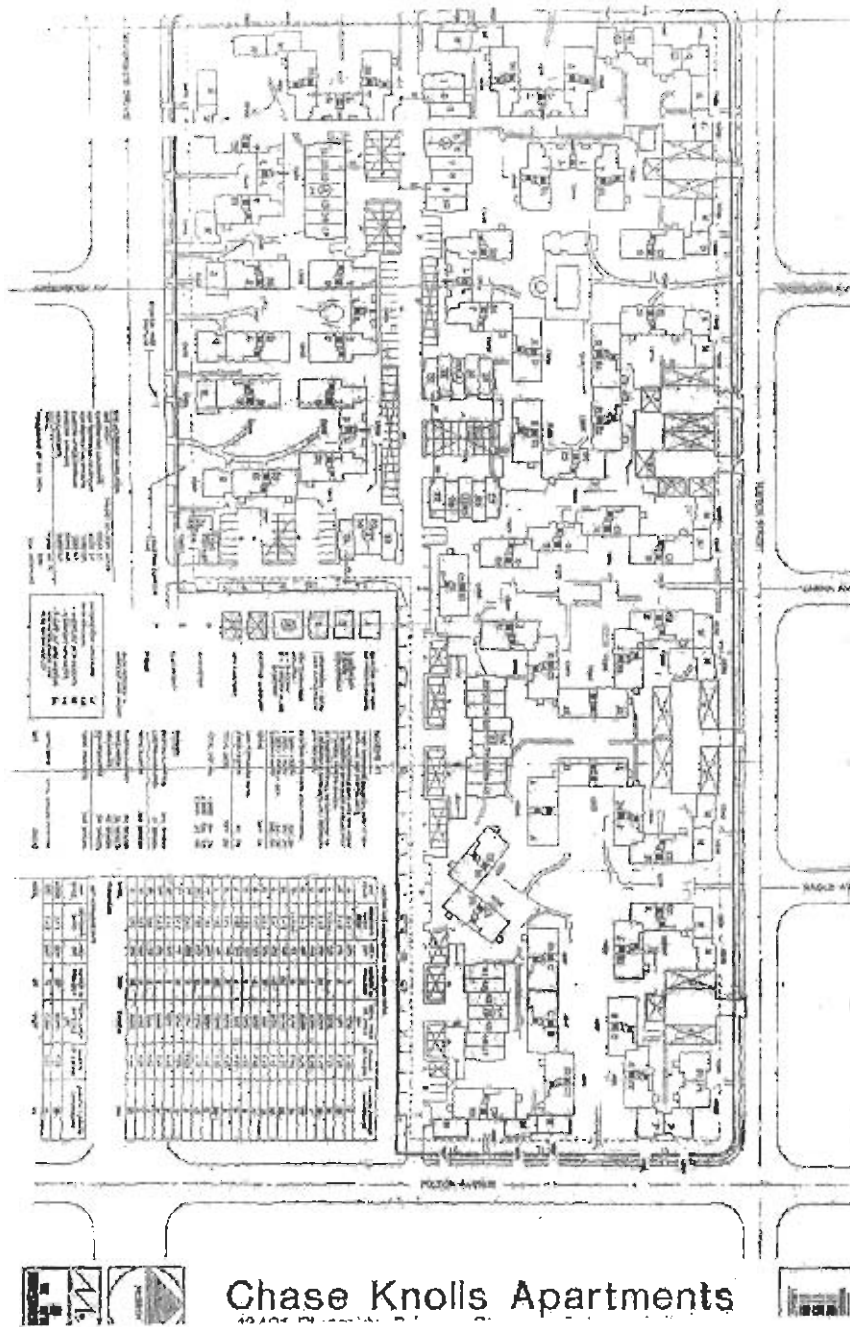
Base Map: Sanborn Map of 1955.
Building addresses and building and carport designations added.



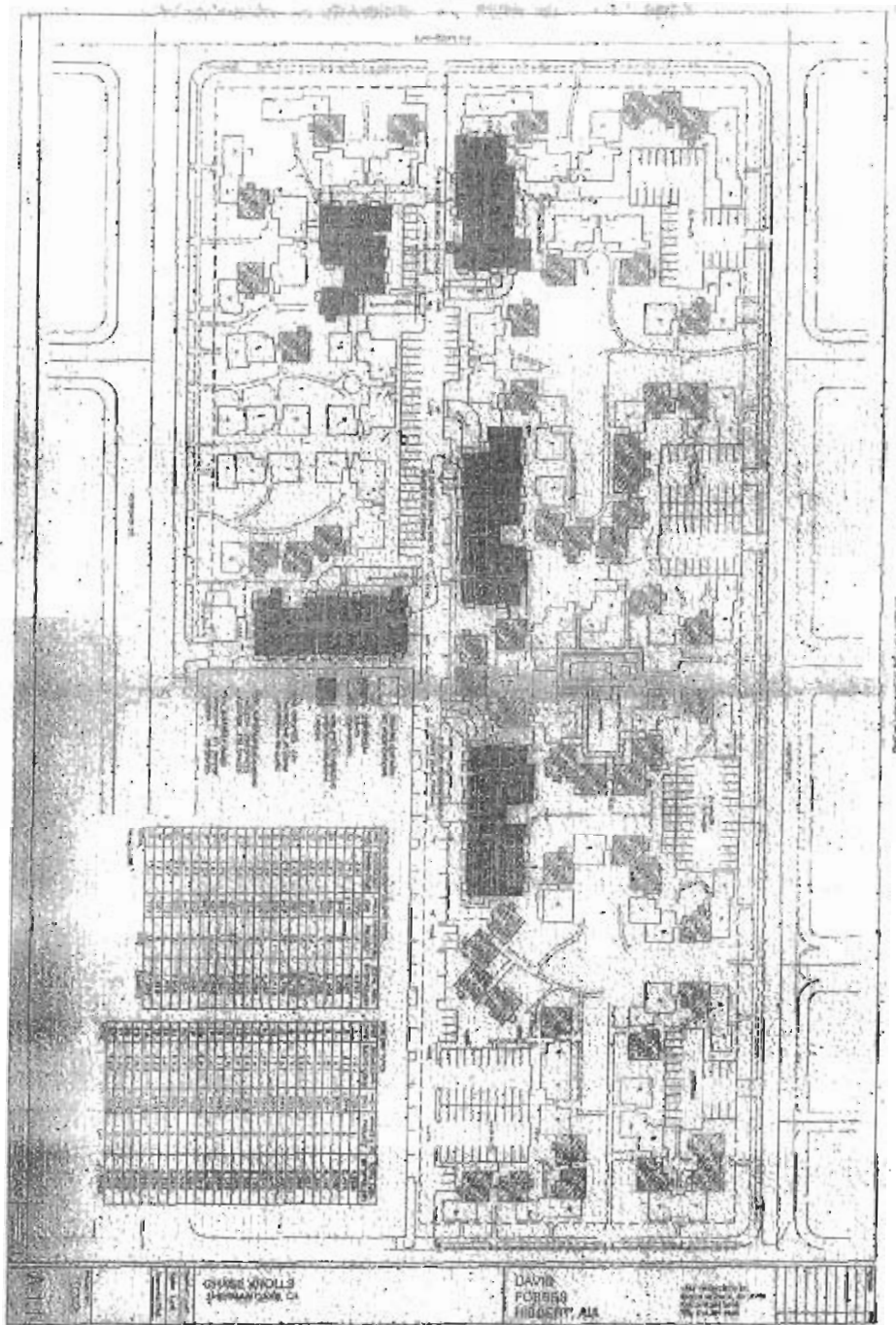
Original Site Plan



Analysis of Site



2001 Project Plan



Current Project Plan



LOS ANGELES CITY PLANNING COMMISSION

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

DETERMINATION OF THE CITY PLANNING COMMISSION

Mailing Date: JAN 12 2006

Case No.: AA-2004-509-PMLA-1A
Location: 13401 W. Riverside Drive
Council District: 2
Plan Area: Van Nuys-North Sherman Oaks

CEQA: ENV-2003-1228-EIR
Zone: [Q]RD1.5-1
District Map: 168B157
Legal Description: See attached
 Parcel Map

Applicant: Eric Hoffman/Bisno Development Co., LLC

Appellant: Susan Jagiello for Chase Knolls Residents & Neighbors Association

At its meeting of December 15, 2005, the City Planning Commission took the following action:

Granted the appeal in part and denied the appeal in part.

Modified the Deputy Advisory Agency decision letter dated October 4, 2005, approving a two parcel subdivision for the construction of 141 apartments in six buildings (Building Nos. 1, 2, and 3 are two-stories in height, Building Nos. 4 and 5 are three-stories, and Building No. 6 is three-stories in height with the exception at the easterly edge which will be limited to two-stories) with 546 parking spaces on a 13.71 net acre site in the [Q]RD1.5-1 zone. The existing historic 260 apartment units are to be retained, 11 of which will be expanded with additional bathrooms and bedrooms. Site Plan Review findings.

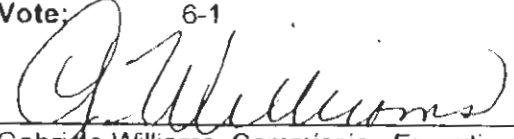
Approved the attached modified Conditions of Approval.

Adopted Environmental Impact Report ENV-2003-1228-EIR.

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

This action was taken by the following vote:

Moved: Roschen
Seconded: Woo
Ayes: Freer, Kay, Kezios, Usher
Absent: Cardoso, Irlando
Vote: 6-1


 Gabrielle Williams, Commission Executive Assistant
 City Planning Commission

Attachment(s): Conditions and Findings, Deputy Advisory Decision Letter of October 4, 2005, Vesting Parcel Map.

c: Notification List

EFFECTIVE DATE / APPEALS:

Effective Date:

Effective upon the mailing of this report.

Appeal Status:

Not further appealable per
Ordinance 176,321

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

On September 20, 2005, in accordance with provisions of Section 17.53 of the Los Angeles Municipal Code, the Advisory Agency approved Parcel Map No. AA-2004-5099-PMLA for a maximum two-parcel, 141 new apartment unit development (the existing 260 apartment units are to be retained, 11 of which will be expanded with additional bathrooms and bedrooms), subject to the following conditions. The Subdivider is advised the Municipal Code may not permit this density and the approved density for the site should be verified with the Department of Building and Safety.

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 will 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.

Note to the Cultural Heritage Commission from the City Planning Commission:
Nothing contained in this certification (of the EIR) shall be deemed to prejudice the rights of the Cultural Heritage Commission as it relates to this and future projects.

Bureau of Engineering

Bureau of Engineering approvals are conducted at 201 N. Figueroa Street, Suite 200.

1. That a 2-foot wide strip of land be dedicated along Riverside Drive adjoining the subdivision to complete a 52-foot wide half street dedication in accordance with Major Highway-Class II Standards including a 20-foot radius property line return at the intersection with Sunnyslope Avenue satisfactory to the City Engineer.
2. That a 20-foot wide strip of land be dedicated along Fulton Avenue adjoining the subdivision to complete a 45-foot wide half street dedication in accordance with Secondary Highway Standards including a 20-foot radius property line return at the intersection with Huston Street satisfactory to the City Engineer.
3. That a 30-foot wide strip of land be dedicated along Huston Street adjoining the subdivision in the vicinity of Fulton Avenue to complete a 60-foot wide total street dedication.
4. That a 2-foot wide strip of land be dedicated along Sunnyslope Avenue adjoining the subdivision to complete a 32-foot wide half street dedication.
5. That a 2-foot wide sidewalk easement be dedicated on Fulton Avenue and Sunnyslope Avenue along the subdivision at driveway locations to comply with requirements of the "Americans with Disabilities Act" satisfactory to the City Engineer.
6. That the existing street dedication of Huston Street and Fulton Avenue be correctly shown on the final map.

7. That two copies of a parking area and driveway plan be submitted to the Valley District Office of the Bureau of Engineering for review and approval or that a Covenant and Agreement be recorded agreeing to do the same prior to the issuance of a building permit.
8. That a Covenant and Agreement be recorded agreeing that the subdivision be restricted by providing for the location of garages and driveways in a manner that it will not be necessary for vehicles to back out onto Riverside Drive and Fulton Avenue.
9. That a Covenant and Agreement be recorded agreeing that a minimum 6-foot wide private sanitary sewer easement be granted within Parcel "A" for the benefit of Parcel "B" after the approval of the Department of Building and Safety, all satisfactory to the City Engineer.
10. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, drainage facilities may be required, including construction of catch basin at the corner of Fulton Avenue and Huston Street.
 - b. Improve Riverside Drive being dedicated and adjoining the subdivision by constructing additional 2.5-foot sidewalk to complete a 7-foot sidewalk adjacent to the property line and remove and replace any broken or off-grade sidewalk satisfactory to the City Engineer.
11. Improve Huston Street being dedicated and adjoining the subdivision by constructing a concrete gutter adjacent to the existing curb and repair broken or off-grade sidewalk and roadway pavement satisfactory to the City Engineer.
 - a. Construct concrete curb ramps at the southeasterly and southwesterly corners of the intersection of Sunnyslope Avenue and Huston Street as required by requirements of the "Americans with Disabilities Act".
 - b. Construct the necessary sewer house connections to serve Parcel "B" separately and the existing house connections have to be evaluated for their adequacy to convey the flows.
12. That any required street tree removal, replacement, new street tree planting, and tree well installation together with tree well covers along the property in all adjacent public right of ways be completed satisfactory to the City Engineer and the Street Tree Division of the Bureau of Street Services. In addition, removal of any street trees within the public right of way will have to be approved by the Board of Public

Works through the Bureau of Street Services.

Department of Building and Safety-Grading Division

Grading Division approvals are conducted at 201 N. Figueroa Street, 3rd Floor, Counter 24.

13. Comply with any requirements 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

Building and Safety approvals are conducted by appointment only-contact John Pourhassan at (213)482-6880.

14.
 - a. Clearly show on plan required 6ft side yard for a three story building and 15 ft rear yard requirement in RD1.5 Zone. Revise map or obtain approval from Department of City Planning for reduced yards.
 - b. The Department recommends that the front, side, and rear yard locations of Parcel B be designated by the Advisory Agency.
 - c. All required parking spaces for all structures located on each parcel shall be located in its corresponding site including its access driveways. Clearly show on plans. Obtain Use of Land permit to relocate driveways and all required parking for each building onto their corresponding sites. Provide copy of permits and signed inspection cards to show work has been completed.
 - d. Provide copy of [Q] conditions and show on plans compliance with conditions and requirements as applicable.
 - e. Specify the lot area for each parcel on the map. Proposed 141 units in Parcel B exceeds allowable "lot area/ density" requirement in RD1.5 Zone. Obtain variance from Department of City Planning.
 - f. Provide a community driveway agreement for street access to Parcel 'B' and driveway access to Parcel 'A' parking areas.
 - g. Show locations of 32 ft. and 15 ft Building Line.
 - h. Show on the map location of 12 ft. passageway for a 3-story apartment building.
 - i. Show all street dedications as required by Bureau of Engineering. "Area" requirements shall be re-checked as per net lot area after dedication.

Department of Transportation

Transportation approvals are conducted at 201 N. Figueroa Street, 4th Floor, Station 3. Please contact DOT at (213) 482-7024 for any questions regarding the following.

15. a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line.
- b. A minimum of 20-foot setback between the garage and the property line to provide on-site guest parking space for all lots with less than 50 feet of street frontage.
- 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.
- d. Access be restricted from Riverside Drive if access is accessible off Sunnyslope Avenue and Fulton Avenue.

Fire Department

Fire Department approvals and review are conducted in Room 1500, 221 North Figueroa Street.

16. a. Submit plot plans for Fire Department review and approval prior to recordation of this Parcel Map Action.
- b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- c. Fire lane width shall not be less than 20-feet. When a fire lane must accommodate the operation of the Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- d. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- e. Adequate public and private fire hydrants shall be required.
- f. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

- g. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- h. Private streets shall be recorded as Private Streets, **AND** Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- i. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- j. 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.
- k. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

Bureau of Street Lighting

Street Lighting approvals are conducted by the Bureau of Engineering if street improvements are required, or at 600 South Spring Street if no street improvements are required.

- 17. New light(s) required- (4 ~~40~~ street lights on Riverside Drive, (3) street lights on Sunnyslope Avenue, (5) streetlights on Huston Street, and (2) street lights on Fulton Avenue. The property within the boundary of the development shall be formed or annexed into a Street Lighting Maintenance Assessment District prior to final recordation for this project or issuance of the Certificate of Occupancy.

Department of Recreation and Parks

Park fees are paid at 200 North Spring Street, Room 750 and City Hall East, Room 709.

- 18. The applicant submit a request for calculation of recreation and park fees for 141 units to the Advisory Agency, to be paid to or be guaranteed to be paid in a manner satisfactory to the Department of Recreation and Parks, as provided by Section 17.12-A of the Los Angeles Municipal Code, within one year after City Council approves the final map.

Department of City Planning-Site Specific Conditions

Approvals conducted at 200 North Spring Street, Room 750, unless otherwise indicated.

- 19. 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. **Use.** Limit the proposed development to a maximum of 141 apartment units on two parcels (the existing 260 apartment units are to be retained, 11 of which will be expanded with additional bathrooms and bedrooms).
- b. **Parking.** Provide a minimum of 353 new parking spaces.
- c. **Landscape Plans.** That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permits before the recordation of the final map.

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

- d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - e. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
20. That the subdivider shall record and execute a Covenant and Agreement to comply with [Q] Condition(s) per 167,939.
21. Prior to recordation of the final parcel map, the applicant shall execute and deliver to the Department of Building and Safety a Covenant and Agreement in the form attached to this decision letter as Exhibit A to hold Parcel Map No. AA-2004-0509-PMLA and the remainder parcel comprising the Chase Knolls apartments as one parcel, **to the satisfaction of the Department of Building and Safety. Any request to terminate the Covenant shall require a parcel map modification and public hearing.**

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

22. That prior to recordation of the final parcel map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No(s). 23 and 24 of the parcel map's approval satisfactory to

the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above-mentioned mitigation items.

23. Prior to the recordation of the final parcel map, the subdivider will 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 The Project Applicant shall be required to submit a final landscaping plan to OHP and NPS for review and approval before the issuance of building permits. The landscaping plan shall include adequate details and specifications, particularly in regard to the parking areas.¹

MM-2 In the event that an archaeological or paleontological resource is inadvertently uncovered, the Project Applicant shall be required to immediately cease all construction at the place of discovery and a qualified archaeologist and/or paleontologist retained to evaluate the find. If the archaeologist or paleontologist determines that potentially significant paleontological or archaeological materials or human remains are encountered, the archaeologist and/or paleontologist must recover, retrieve, and/or remove any paleontological or archaeological materials. The archaeologist shall provide a copy of documentation of all recovered data and materials found on-site to the regional information center of the California Archaeological Inventory (CAI) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data. Project personnel should not collect cultural resources. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone and fire affected stones. Historic period site indicators include: fragments of glass, ceramic, and metal objects (including railroad ties and square nails); milled and split lumber; and structure and feature remains such as building foundations and dumps, respectively.

MM-3 A site-specific, design-level geotechnical investigation shall occur prior to approval of new construction within the project site. This investigation shall be conducted by a licensed geotechnical engineer in accordance with the 1997 Uniform Building Code, which requires structural design that

¹ Because the final landscape plans were approved by OHP and NPS on March 17, 2005, as consistent with the Secretary of the Interior's Standards (See Appendix A to the FEIR), this condition has been satisfied.

incorporates ground accelerations from known active faults. In addition, the geotechnical investigation shall include a liquefaction analysis in accordance with CGS Publication 117. Geotechnical recommendations, including expected ground motions determined by a registered geotechnical engineer and liquefaction analysis, shall subsequently be incorporated into the final structural design as part of the project. The final seismic considerations for the site shall be submitted to and approved by the City.

- MM-4 Prior to issuing building permits, the Project Applicant shall conduct an assessment of the proposed Project site to determine the potential extent of LBP and ACM in existing structures. Should this assessment determine that LBP and/or ACMs are present, the Project Applicant would be required to comply with asbestos removal regulations, discussed in detail in Section 3D of the DEIR, and conditions of approval M-3D.2 and M-3D.3 shall be implemented for all identified structures.
- MM-5 A lead-based paint abatement plan containing, but not limited to, the following elements shall be implemented:
1. Develop an abatement specification approved by an Interim-Certified Project Designer;
 2. Acquire necessary approvals from the Los Angeles County Environmental Health Department for specifications or commencement of abatement activities;
 3. Prepare a site health and safety plan, as needed;
 4. Contain all work areas to prohibit off-site migration of paint chip debris;
 5. Remove all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition;
 6. Provide on-site air monitoring during all abatement activities and background monitoring to ensure no contamination of work areas or adjacent properties;

7. Cleanup and/or High Efficiency Particulate Air vacuum of paint chips;
8. Collect, segregate, and profile waste for disposal determination; and
9. Provide appropriate disposal of all waste.

MM-6 The Project Applicant shall conduct all abatement of ACM and LBP prior to demolition or renovation of existing structures.

24. **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 All construction equipment shall be properly tuned and maintained.
- CM-2 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions.
- CM-3 Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.
- CM-4 Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- CM-5 Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- CM-6 Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers.
- CM-7 Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets.
- CM-8 Hydroseed or apply non-toxic stabilizers to inactive construction areas.
- CM-9 Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- CM-10 Limit traffic speeds on unpaved roads to 15 miles per hour.

- CM-11 Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April).
- CM-12 Replant vegetation in disturbed areas as quickly as possible.
- CM-13 During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.
- CM-14 During construction phases, the contractor shall ensure that all construction be performed in accordance with City of Los Angeles noise standards. ~~The construction contract shall specify that no noise intensive construction or repair work may only be performed between the hours of 6:00 PM and 7:00 AM on any weekday, or before 8:00 AM or after 5:00 PM on any Saturday or national holiday, or at any time on Sundays.~~ **The construction contract shall specify that construction or repair work may only be performed between the hours of 7:00 a.m. and 6:00 p.m. weekdays, between 8:00 a.m. and 5:00 p.m. on Saturdays. No construction may occur on Sundays or National Holidays.**
- CM-15 During construction phases, the contractor shall store and maintain stationary noise generating equipment as far as possible from the adjacent residents.
- CM-16 The contractor shall be restricted from playing loud music in the open construction area audible at local residences.
- CM-17 During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number.
- CM-18 Prior to any work occurring within 50 feet of the residential buildings, a written notice will be sent to those residences indicating the date and time that construction is scheduled to occur. The notice shall include contact numbers of construction manager and inspector.
- CM-19 Noise baffling devices such as sound barriers shall be placed between powered equipment and homes within 100 feet of construction activities.

FINDINGS OF FACT (CEQA):

THE ADVISORY AGENCY OF THE CITY OF LOS ANGELES HEREBY FINDS AND RESOLVES THAT:

The Final Environmental Impact Report ("Final EIR") for the Project has been completed in compliance with the California Environmental Quality Act ("CEQA"), City CEQA Guidelines, and State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.); and consists of:

- Draft Environmental Impact Report EIR No. ENV-2003-1228-EIR, State Clearinghouse No. 2003071049, dated January, 2004 (the "DEIR");
- Draft Environmental Impact Report Supplement, State Clearinghouse No. 2003071049, dated September, 2004 (the "DEIRS");
- Final Environmental Impact Report, volumes 1 and 2, EIR No. ENV-2003-1228-EIR, State Clearinghouse No. 2003071049, a two volume report that was completed and released by the City of Los Angeles Planning Department in May, 2005 (the "FEIR");
- All appendices to the DEIR, DEIRS and FEIR and all attachments and/or documents incorporated by reference.

The Final EIR reflects the independent judgment of the Advisory Agency, **The City Planning Commission**, and the City of Los Angeles. The Final EIR was presented to the Advisory Agency, and the Advisory Agency reviewed and considered the information contained in the Final EIR prior to making its decisions with respect to the Project.

The custodian(s) and location(s) of the documents or other material which constitute the record of proceedings upon which the decision in this matter is based are as follows:

Department of City Planning
Automated Files
Room 500, City Hall
200 North Spring Street
Los Angeles, California 90012

City Clerk
Room 395, City Hall
200 North Spring Street
Los Angeles, California 90012

All mitigation measures recommended in the Final EIR are hereby adopted as conditions of the Advisory Agency's approval of the Project as set forth below. In the event such mitigation measures conflict with other conditions imposed upon the Project's approval, such mitigation measures shall control. The mitigation monitoring program prepared in connection with the Final EIR is hereby adopted.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 22.

Having received, reviewed and considered the foregoing information, as well as any and all other information in the record, the Advisory Agency has conditioned the Project as set forth in the mitigation measures below and makes findings pursuant to and in accordance with Section 21081.6 of the Public Resources Code as follows:

A. Background

The Project is located in the community of Sherman Oaks in the City of Los Angeles. The Project site consists of approximately 13.9 acres presently improved with 260 apartments in 19 one and two-story buildings, walkways and landscaping, carports and laundry facilities, fencing and two internal private roads. The Project site is bounded by Huston Street on the north, Riverside Drive on the south, Sunnyslope Avenue on the east, and by a commercial shopping center and Fulton Avenue on the west.

The complex has been designated as a City of Los Angeles Historic-Cultural Monument, and is also the subject of a Historical Property Contract, executed under the terms of the Mills Act, which requires the owner to preserve and rehabilitate the site in conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation for a period of ten years. The Project is proposed as a tax incentive historic rehabilitation project under Sec. 48(g) of the Internal Revenue Code of 1986, and pursuant to 36 Code of Federal Regulations Section 67.6(c) and, after extensive review and revision, has been formally certified by both OHP and NPS as consistent with the Secretary of Interior's Standards.

The Project proposes the construction of 141 new residential apartments in six new three-story buildings with underground parking, the addition of approximately 286 parking spaces (for a total of approximately 546 parking spaces at the site), and the addition of tenant amenities such as a pool and a gym. The new apartment buildings are to be sited primarily on the locations of existing deteriorated carports, driveways, and laundry drying yards along an east-west private alley through the center of the Project site. The Project will retain existing carports, and six attached laundry rooms, along Huston Street. The Project also includes the addition of bedrooms and bathrooms to 11 existing units, which would transform seven existing one-bedroom/one-bath units into two-bedroom/two-bath units, and transform four two-bedroom/one-bath units into three-bedroom/two-bath units. All of the existing apartments will be preserved, and existing tenants will not be displaced by the Project. Existing units will also continue to be subject to applicable rent control regulations. The proposed subdivision will subdivide the property into two parcels, providing a separate parcel for the six new apartment buildings for financing purposes. Subsequent to subdivision the two parcels will continue to be operated as a single management unit.

B. The EIR and Entitlement Process

An Environmental Assessment Form and an Initial Study and Checklist for the project were submitted by the Applicant on May 15, 2003. A 30-day comment period on the scope of the DEIR was initiated by a Notice of Preparation dated July 8, 2003. A public scoping meeting for the EIR was conducted on July 15, 2003. A DEIR was released for public review on September 9, 2004 and the public review and comment period on the DEIR began on January 29, 2004, and closed on March 29, 2004. As a result of the Initial Study, Notice of Preparation process, and public scoping meeting, it was determined that the EIR should evaluate the following potential categories of environmental impact: Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation/Traffic. The DEIR examined two types of environmental effects: (1) those directly brought about by the Project itself, and (2) cumulative effects. (See State CEQA Guidelines §§ 15126, 15130, 15355, and 15358.) The terms "effect" and "impact" are synonymous. (State CEQA Guidelines § 15358.)

As discussed earlier, the Project is proposed as a tax incentive historic rehabilitation project under Sec. 48(g) of the Internal Revenue Code of 1986, and pursuant to 36 Code of Federal Regulations Section 67.6(c). In February, 2004, after consultation with City preservation staff, the project was submitted for comprehensive review as to consistency with the Secretary of Interior's Standards by OHP and NPS pursuant to 36 CFR 67.6. NPS requested significant revisions to the Project; specifically, all carports along Huston Street (and six laundry buildings attached to Huston Street carports) were required to be preserved, and the footprints of the five originally proposed new apartment buildings were reduced to allow for additional separation between new buildings and existing buildings. The applicant agreed to the requested revisions and in May, 2004, resubmitted the Project (which added a sixth new building as a result of the reductions in the other five originally proposed buildings) to OHP and NPS for a determination as to consistency with the Secretary of Interior's Standards (Appendix L, Draft EIR Supplement).

In June, 2004, NPS issued a final determination that the Project, as revised pursuant to NPS' requests, was consistent with the Secretary of Interior's Standards (Appendices M and N, DEIR Supplement). NPS conditioned its consistency determination upon a requirement that final landscaping plans be submitted for OHP and NPS review and approval.

To inform the public of the revisions in the Project and the determination of consistency with the Secretary of Interior's Standards that had been obtained for the Project, a DEIR Supplement was subsequently circulated on September 8, 2004. The comment period for the DEIR Supplement closed on October 8, 2004.

On March 23, 2005, OHP approved the final landscape plans for the Project as consistent with the Secretary of Interior's Standards, and forwarded its recommendation to NPS. On April 14, 2005, the NPS approved the final landscape plans for the Project as consistent with the Secretary of Interior's Standards. This determination satisfied NPS' and the DEIR

Supplement's requirement for OHP's and NPS' approval of a final landscape plan.

The Final EIR incorporates comments from public agencies and the general public, and contains appropriate responses by the Lead Agency to those comments. The Final EIR has been delivered to commenting agencies and released to the public in accordance with applicable procedures. The Final EIR dated May, 2005, was recommended for certification as complete by the City Planning Department staff.

The EIR Recommends Mitigation Measures to Reduce all of the Project's Potential Effects to Less than Significant Levels

The Final EIR concludes that, with imposition of the mitigation measures identified in the Final EIR, the Project's potential significant project-specific and cumulative impacts (when considered with the past, present and reasonably anticipated future projects) can be reduced to a less than significant level.

C. Discussion of Specific Effects

1. Air Quality

a. Project

The Final EIR indicates that construction of the proposed Project would generate air emissions, including dust generated from grading and site preparation, hydrocarbon emissions from paint and asphalt, exhaust emissions from powered construction equipment, and motor vehicle emissions associated with construction activities. Air emissions calculations conducted for the proposed Project established that nitrogen oxide emissions resulting from heavy-duty diesel equipment used during site grading and preparation would exceed thresholds established by the South Coast Air Quality Management District (SCAQMD) and would result in a potential temporary significant impact (approximately 9 weeks in duration) on air quality.

The Final EIR also indicates that although Project operation would emit criteria pollutants due to electrical energy production and motor vehicle emissions, the estimated daily average emissions would not exceed evaluation thresholds established by SCAQMD. Project operation would not result in fugitive dust emissions and is not anticipated to create objectionable odors that would affect a substantial number of people.

b. Cumulative

The Final EIR indicates that while the Project would contribute to regional air emissions and would add to the cumulative baseline in the South Coast Air Basin (SCAB), the Project is consistent with the Air Quality Management Plan (AQMP), which establishes strategies to achieve emission reductions of the criteria pollutants for which the SCAB is in non-

attainment, i.e., carbon monoxide, ozone, and particulate matter. The Project therefore would not have significant adverse impacts on regional emissions of any criteria pollutant.

c. Section 21081 Finding

Pursuant to Public Resources Code § 21081(a), the following changes or alterations discussed in the Final EIR have been incorporated into the Project as conditions of approval which will mitigate all potentially significant air quality impacts to a less-than-significant level.

- M-3A.1 All construction equipment shall be properly tuned and maintained.
- M-3A.2 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions.
- M-3A.3 Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.
- M-3A.4 Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.
- M-3A.5 Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- M-3A.6 Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers.
- M-3A.7 Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets.
- M-3A.8 Hydroseed or apply non-toxic stabilizers to inactive construction areas.
- M-3A.9 Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- M-3A.10 Limit traffic speeds on unpaved roads to 15 miles per hour.
- M-3A.11 Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April).
- M-3A.12 Replant vegetation in disturbed areas as quickly as possible.

2. Cultural Resources

a. Project

The Final EIR indicates that the Project site is a Los Angeles Historic-Cultural Monument (No. 683) and is subject to the terms of a Historical Property Contract between the property owner and the City of Los Angeles. The proposed additions and alterations have been evaluated for consistency with the Secretary of the Interior's Standards by City Staff, OHP and NPS, (CEQA Guidelines Section 15126.4(b) (1), Section 19.143 of the Los Angeles Administrative Code). All elements of the proposed Project, including without limitation the final landscaping plan (See Appendix A to the FEIR), have been comprehensively reviewed and determined by OHP and NPS to be consistent with the Secretary of the Interior's Standards. The Secretary of Interior's Standards expressly contemplate alterations and additions. It is noted that Mitigation Measure M-3B.1 recommended by the DEIR Supplement has already been satisfied, and the proposed Project would not result in any significant adverse impacts on historic or cultural resources.

As discussed above, as a result of comprehensive review by OHP and NPS, significant revisions were made in the Project to ensure that it was consistent with the Secretary of Interior's Standards; specifically, all carports along Huston Street (and six laundry buildings attached to Huston Street carports) were required to be preserved, the footprints of the five originally proposed new apartment buildings were reduced to allow for additional separation between new buildings and existing buildings, and a sixth new building was added as a result of the reductions in the other five originally proposed buildings.

All of the existing apartment buildings and landscaped courtyards will be preserved. New buildings have been carefully sited primarily in the place of existing deteriorated carports, driveways, and laundry areas. This has allowed the Project to minimize alterations of existing landscaped common area. 92% of the Project site's landscaped common area (including lawns, gardens and walkways) will be retained as-is (Figure 2, Final EIR). Alterations to landscaped common areas are limited to areas adjacent to carports, driveways and laundry areas, as well as small areas that will provide the footprint for the addition of bedrooms and bathrooms along the rear of existing units. All rear entrances of existing apartments will be retained. In addition, as part of the Project, areas that are presently occupied by buildings or hardscape will be converted to landscaped common area and outdoor amenities, such as a pool and recreation area. Thus, when the Project is completed the amount of landscaped common area at the site will be substantially the same as that which exists today.

The number of trees required to be removed to implement the Project was reduced from approximately 95 to approximately 65; thereby facilitating the retention of approximately 85% of the Project site's approximately 433 existing trees. In addition, new trees will be planted as part of the Project in accordance with the recommendations of an arborist and the landscape plan that has been approved by OHP and NPS as part of the Secretary of Interior's Standards certification process (Mitigation Measure M-3B-1, DEIR Supplement;

Appendix K, DEIR Supplement; Appendix A, Final EIR). When the Project is completed, there will be more trees at the Project site than are located there today.

By siting new buildings primarily in the place of existing carports, driveways, and laundry areas, the buildings will be placed adjacent to only certain of the complex's existing apartment units. However, the main entrances and fronts of these units will continue to address the complex's landscaped courtyards, which will be preserved. Some tenants of these units have complained that the rear of their units will now look towards nearby apartments. However, at present the rear of these units primarily look out upon interior service areas of the complex: deteriorated carports, blank walls, driveways and laundry areas. All government activity has some direct or indirect adverse effect on some persons, and CEQA does not protect private views from individual apartment windows. In addition, it is noted that long range scenic vistas are not currently available due to intervening buildings, landscaping and the nearby 101 Freeway. Some tenants have complained that their use of rear entrance areas as informal patio spaces may be affected by the presence of the new apartment buildings. However, the use of such spaces is a landlord-tenant matter, not an environmental impact, and is not regulated by the City or any other governmental agency.

The topography of the Project site is highly variable, and the existing buildings differ in height from one another. All new buildings comply with the 35 foot height limit for the Project site and have been determined to be compatible with the existing buildings to which they are adjacent (Figure 5, Final EIR). The new apartment buildings would comply with current building and safety requirements, including applicable ADA requirements, and their design would complement the architectural character of the existing buildings.

By constructing new buildings along the private alley running east-west through the center of the Project site, the Project minimizes alterations along the Project site's public street frontages. Building 3, which is the only new building that will be constructed adjacent to a public street (Riverside Drive), and also provides a buffer between the existing apartment buildings and the commercial center and fast-food restaurant that is adjacent to the Project site to the east along Riverside Drive. **Building Nos. 1, 2, and 3 are two-stories in height, Building Nos. 4 and 5 are three-stories, and Building No. 6 is three-stories in height with the exception of the easterly edge which will be limited to two-stories.**

The Final EIR also indicates that because the proposed Project involves excavation and grading, the Project could inadvertently uncover paleontological or archaeological resources, which could result in a significant impact on cultural resources.

b. Cumulative

The Final EIR includes evaluation of all alterations and additions to the Project site, including the security gating which was installed after approval by City staff and OHP as consistent with the Secretary of Interior's Standards, and the addition of bathrooms to existing apartment buildings that was originally proposed by the former owner of the

Project-site, Legacy Partners. All of these changes were considered together with the current-owner's Project by OHP and NPS in arriving at its determination of consistency with the Secretary of Interior's Standards. No significantly adverse cumulative cultural resource impacts were identified.

c. Section 21081 Finding

Pursuant to Public Resources Code § 21081(a), the following changes or alterations discussed in the Final EIR have been incorporated into the Project as conditions of approval which will mitigate all significant historic and cultural resource impacts to a less-than-significant level:

- M-3B.1 The Project Applicant shall be required to submit a final landscaping plan to OHP and NPS for review and approval before the issuance of building permits. The landscaping plan shall include adequate details and specifications, particularly in regard to the parking areas. **Sixty five trees are to be replaced pursuant to the City's Landscape Ordinance.²**
- M-3B.2 In the event that an archaeological or paleontological resource is inadvertently uncovered, the Project Applicant shall be required to immediately cease all construction at the place of discovery and a qualified archaeologist and/or paleontologist retained to evaluate the find. If the archaeologist or paleontologist determines that potentially significant paleontological or archaeological materials or human remains are encountered, the archaeologist and/or paleontologist must recover, retrieve, and/or remove any paleontological or archaeological materials. The archaeologist shall provide a copy of documentation of all recovered data and materials found on-site to the regional information center of the California Archaeological Inventory (CAI) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data. Project personnel should not collect cultural resources. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items **plus** fragments of bone and fire affected stones. Historic period site indicators include: fragments of glass, ceramic, and metal objects (including railroad ties and square nails); milled and split lumber; and structure and feature remains such as building foundations and dumps,

² Because the final landscape plans were approved by OHP and NPS on March 17, 2005, as consistent with the Secretary of the Interior's Standards (See Appendix A to the FEIR), this condition has been satisfied.

respectively.

3. Geology and Soils

a. Project

The Final EIR indicates that the Proposed Project is located in an area that could be subjected to strong ground shaking during an earthquake and ground shaking could result in considerable damage to structures not designed to withstand seismic shaking. The Project site is also within a California Geological Society (CGS)-designated liquefaction seismic hazard zone, which could also cause damage to roads and buildings not specifically designed to withstand liquefaction hazards.

The Final EIR also indicates that the proposed Project could result in increased settlement and soil erosion at the Project site; however, compliance with the conditions of approval would reduce potential settlement or other geologic impacts after construction completion. Because the site exceeds one-acre in size, the Project Applicant would also be required to comply with the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) general construction permit, which would require the use of best management practices (BMPs) to minimize soil erosion and subsequent sedimentation of storm water.

b. Cumulative

The Final EIR indicates that the proposed Project would not result in any cumulative geologic impacts in association with other nearby projects.

c. Section 21081 Finding

Pursuant to Public Resources Code § 21081(a), the following changes or alterations discussed in the Final EIR have been incorporated into the Project as conditions of approval which will mitigate potential geology and soils related impacts to a less-than-significant level:

- M-3C.1 A site-specific, design-level geotechnical investigation shall occur prior to approval of new construction within the project site. This investigation shall be conducted by a licensed geotechnical engineer in accordance with the 1997 Uniform Building Code, which requires structural design that incorporates ground accelerations from known active faults. In addition, the geotechnical investigation shall include a liquefaction analysis in accordance with CGS Publication 117. Geotechnical recommendations, including expected ground motions determined by a registered geotechnical engineer and liquefaction analysis, shall subsequently be incorporated into the final structural design as part of the project. The final seismic considerations for the

site shall be submitted to and approved by the City.

4. Hazards and Hazardous Materials

a. Project

The Final EIR indicates that the existing structures on the site were constructed from 1947 to 1949 and may, therefore, contain asbestos-containing building materials (ACM) and lead-based paint (LBP). Because demolition or renovation of the existing structures could expose construction workers and the public to ACM and LBP, the proposed Project could result in significant hazards and hazardous materials impacts.

The Final EIR also indicates that potentially significant impacts that could result from spills caused by improper handling or storage of hazardous materials during on-site construction (i.e., petroleum products) would be mitigated by regulatory requirements already in place.

The Final EIR further indicates that operation of the proposed Project would not involve the transport, storage, use or disposal of reportable quantities of hazardous materials that would be subject to federal, state, and local health and safety requirements. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school. The proposed Project is not located on a site compiled pursuant to Government Code Section 65962.5 and the proposed Project is not located on a site within an airport land use plan, a public airport or private airstrip, and therefore, would not result in a safety hazard for people residing or working in the Project area. Additionally, the proposed Project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

b. Cumulative

The proposed Project would not use, store, or generate reportable quantities of hazardous materials during operation. No cumulative hazards impacts are anticipated from the Project in conjunction with other proposed projects in the vicinity of the subject property.

c. Section 21081 Finding

Pursuant to Public Resources Code § 21081(a), the following changes or alterations discussed in the Final EIR have been incorporated into the Project as conditions of approval which will mitigate all hazards and hazardous materials impacts to a less than-significant level.

M-3D.1 Prior to issuing building permits, the Project Applicant shall conduct an assessment of the proposed Project site to determine the potential extent of LBP and ACM in existing structures. Should this assessment determine that LBP and/or ACMs are present, the Project Applicant would be required to comply with asbestos removal regulations, discussed in detail in Section 3D of the DEIR, and conditions of approval M-3D.2 and M-3D.3 shall be implemented for all identified structures.

M-3D.2 A lead-based paint abatement plan containing, but not limited to, the following elements shall be implemented:

1. Develop an abatement specification approved by an Interim-Certified Project Designer;
2. Acquire necessary approvals from the Los Angeles County Environmental Health Department for specifications or commencement of abatement activities;
3. Prepare a site health and safety plan, as needed;
4. Contain all work areas to prohibit off-site migration of paint chip debris;
5. Remove all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities according

to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition;

6. Provide on-site air monitoring during all abatement activities and background monitoring to ensure no contamination of work areas or adjacent properties;
7. Cleanup and/or High Efficiency Particulate Air vacuum of paint chips;
8. Collect, segregate, and profile waste for disposal determination; and
9. Provide appropriate disposal of all waste.

M-3D.3 The Project Applicant shall conduct all abatement of ACM and LBP prior to demolition or renovation of existing structures.

5. Hydrology and Water Quality

a. Project

The Final EIR indicates that the proposed Project is not anticipated to violate water quality standards or waste discharge requirements, provide substantial sources of polluted runoff, or otherwise substantially degrade overall water quality. The proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

The Final EIR also indicates that because the proposed Project involves the construction of new buildings in the location of existing improvements, it is not expected to alter drainage patterns that would result in substantial erosion and/or flooding on or off site, or create runoff water that would exceed capacity of existing or planned storm water drainage systems. Required compliance with the Los Angeles Regional Water Quality Control Board's (LARWQCB) Standard Urban Storm Water Mitigation Plan (SUSMP) would ensure that storm water flows generated from the Project site would remain unchanged, or potentially decrease, following implementation of the proposed Project.

The Final EIR further indicates that the proposed Project would not expose people or structures to significant risk of loss, injury or death involving flooding from failure of a dam or levee.

b. Cumulative

The proposed Project, together with other area projects, would not have any cumulative hydrology and water impacts.

c. Section 21081 Finding

Because all potentially significant hydrology and water quality impacts are mitigated by existing regulatory requirements, no changes or alterations are required pursuant to Public Resources Code § 21081 to mitigate or avoid any such impacts.

6. Noise

a. Project

The Final EIR indicates that the proposed Project would not expose persons to, or generate, noise levels in excess of standards established in the City Noise Ordinance during Project operation. Operational noise sources would include traffic and noise associated with daily activity from apartment residences. Noise associated with daily activity associated with the proposed Project is not expected to result in significant effects on ambient noise levels and no mitigation measures are required.

The Final EIR also indicates that construction activities (including demolition) associated with the proposed Project would intermittently generate noise levels as high as 89 dBA on and adjacent to the Project site. Construction activities, including excavation and grading, have the potential to generate groundborne noise in the area of the Project site. Groundborne noise levels would be temporary and would not result in significant noise impacts. The City's noise control ordinances are intended to regulate the time and manner of construction noise to control construction noise to acceptable levels. The Project would be required to comply with these ordinances in addition to the mitigation measures required by the Final EIR.

b. Cumulative

No cumulative impacts have been identified.

c Section 21081 Finding

Pursuant to Public Resources Code § 21081(a), the following changes or alterations discussed in the Final EIR have been incorporated into the Project as conditions of approval which will mitigate or avoid noise impacts to a less-than-significant level:

- M-3F.1 During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.
- M-3F.2 During construction phases, the contractor shall ensure that all construction be performed in accordance with City of Los Angeles noise standards. The construction contract shall specify that no noise intensive construction or repair work be performed between the hours of 6:00 PM and 7:00 AM on any weekday, or before 8:00 AM or after 5:00 PM on any Saturday or national holiday, or at any time on Sundays.
- M-3F.3 During construction phases, the contractor shall store and maintain stationary noise generating equipment as far as possible from the adjacent residents.
- M-3F.4 The contractor shall be restricted from playing loud music in the open construction area audible at local residences.
- M-3F.5 During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number.
- M-3F.6 Prior to any work occurring within 50 feet of the residential buildings, a written notice will be sent to those residences indicating the date and time that construction is scheduled to occur. The notice shall include contact numbers of construction manager and inspector.
- M-3F.7 Noise baffling devices such as sound barriers shall be placed between powered equipment and homes within 100 feet of construction activities.

7. Transportation/Traffic

a. Project

A traffic impact analysis was conducted in accordance with LADOT's Traffic Study Policies and Procedures manual, which is also consistent with the traffic impact assessment guidelines set forth in the 2003 Congestion Management Program (CMP) for Los Angeles County. Traffic counts were collected in January 2003 and again in February 2005 when nearby schools, including Notre Dame High School and Milliken Middle School were in session. Five intersections were identified for analysis. The potential impact of the Project together with all existing and reasonably foreseeable future development and background growth was evaluated. The Project is not significant in terms of the number of units proposed, and will only generate approximately 43 AM peak hour trips and 55 PM peak hour trips. Effects on the five study intersections will be less than significant based on LADOT thresholds of significance for intersections. The Project's potential CMP impacts will be less than significant because the number of trips it will add to CMP roadways are below applicable CMP thresholds. In response to comments, the Final EIR also confirmed that potential impacts to local residential streets will be less than significant because the increase in average daily trips generated by the Project is estimated to be a maximum of 2.3 percent, well below LADOT's 12 percent significance threshold for local street impacts. The Project would provide an adequate amount of parking. It would not substantially increase hazards due to a design feature or incompatible use and it would provide adequate emergency access.

b. Cumulative

The Project does not increase density over that which is planned by the existing General Plan and zoning. The traffic impact analysis considered both potential Project-specific and cumulative impacts. Potential cumulative impacts were determined to be less than significant. The transportation system in the area can accommodate the increased traffic generated by the Project and related projects.

c. Section 21081 Finding

Because the proposed Project will not expected to result in any significant adverse transportation/traffic impacts, no changes or

alterations are required pursuant to Public Resources Code § 21081 to mitigate or avoid any such impacts.

8. Alternatives

The EIR analyzed a reasonable range of alternatives including No Project and a Reduced Density Alternative. An alternative site was not considered because the primary objectives of the Project pertained to permissible additions and alterations to the Chase Knolls apartment complex, which is a cultural/historic monument of the City of Los Angeles, rather than the development or redevelopment of a generic parcel of land. As discussed above, all of the potentially significant environmental impacts of the Project can be mitigated to a less than significant level, and therefore, while alternatives were evaluated in the EIR, none of them are necessary to mitigate significant environmental impacts that would otherwise occur if the Project is implemented. As provided in CEQA Section 21004, CEQA does not confer any independent power upon local agencies apart from that which exists pursuant to other applicable law, and the City ordinances and regulations do not authorize it to select the projects to be developed by private property owners. Therefore, in addition to the individual findings below, in accordance with Public Resources Code § 21081(a)(3) the following specific legal, economic, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the "No-Project" infeasible: none of the alternatives in the EIR are necessary to mitigate significant environmental effects and the owner of the Project site has the right to use and develop its property in its discretion in accordance with applicable City of Los Angeles planning and zoning regulations.

a. No Project

(1) Discussion

The Historical Property Contract to which the Project site is subject permits additions and alterations that are consistent with the Secretary of Interior's Standards. Thus, the City does not have the authority to prohibit all additions and alterations to the Project site. Accordingly, the "No Project" alternative in the EIR considers "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." CEQA Guidelines Section 15126.6(e)(2). "[W]here failure to proceed with the project will not result in preservation of existing environmental

conditions, the analysis should identify the practical result of the project's non-approval CEQA Guidelines Section 15126.6(e)(3)(B).

The Project Applicant has indicated that in the event the Project is not approved, the Applicant would exercise its option to terminate the Historical Property Contract, seek to demolish the existing improvements pursuant to Government Code Section 7060 et seq., and redevelop the Property. The Historical Property Contract would terminate 10 years from the date notice is given. Thus, it is reasonably foreseeable that while the Chase Knolls Apartments might remain largely unchanged while the Historical Property Contract remained in effect, the status quo would not continue long term.

Current zoning and planning regulations would permit a larger project at the project site. Current regulations permit development of approximately 403 new units. The new units might be for-sale condominiums, or rental apartments. New apartments would not be subject to rent control restrictions. Available density bonuses for the inclusion of affordable housing could increase the number of allowable units to as much as 544 units.

Permissible redevelopment would result in the demolition of all existing buildings and landscaping. Because the project site is an Historic-Cultural Monument of the City of Los Angeles, there would be significant and unavoidable historic resource impacts. This would be a substantially more adverse impact than the proposed Project, which with the implementation of Mitigation Measures M-3B.1 through M-3B.12, will not result in significant impacts to cultural resources.

Redevelopment of the Project would foreseeably increase the height and square footage of development at the Project site. It is likely that most buildings would be approximately 35 feet tall (the permissible height of development at the Project site). The square footage of individual units would likely be larger than existing units and the number of total bedrooms at the site would be increased relative to the Project. All landscaping would be removed. New development would likely depart from the garden-style architecture of the existing improvements, and it is foreseeable that less landscaped common area would be provided than currently exists as permitted by the applicable ordinances and regulations.

Depending on the number of units in a redevelopment project, air quality emissions and traffic volumes could be increased relative to existing conditions and to the Project. For example, redevelopment

of the Project site with 544 units would result in up to about double the number of peak-hour trips as the proposed project (the low end of the above-described range of units is approximately the same as under the proposed project), with resulting higher traffic volumes at local intersections. More new parking spaces would be required. Higher traffic volumes could potentially impact local intersections, and could require mitigation (if feasible) to avoid a reduction in levels of service at the affected intersections. The addition of residential units to the site, however, would be consistent with the AQMP and City housing goals and objectives with respect to housing needs.

Regardless of whether the "No Project" alternative is evaluated as maintenance of existing conditions or as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (as required by CEQA Guidelines Section 15126.6(e)(2)), the "No Project" alternative is not necessary to mitigate any significant environmental impacts that would otherwise occur if the Project is implemented. As provided in CEQA Section 21004, CEQA does not confer any independent power upon local agencies apart from that which exists pursuant to other applicable law, and City ordinances and regulations do not authorize it to deny a project application that is consistent with City ordinances and regulations.

(2) Section 21081 Finding

In accordance with Public Resources Code § 21081(a)(3), the following specific legal, economic, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, are individually and cumulatively sufficient to make the "No-Project" Alternative infeasible. The No-Project Alternative is not necessary to mitigate the potentially significant environmental impacts of the Project to less than significant levels. The No-Project Alternative would conflict with the Project's primary objective, which is to provide a creative way to ensure preservation of the significant historic features of the Project site over the long term by strengthening the property's economic performance. Denial of additions and alterations to the Project site would conflict with the Historical Property Contract, which allows the property owner to make additions and alterations that are consistent with the Secretary of Interior's Standards, and would conflict with Government Code Section 65589.5(j), which prohibits local agencies from disapproving housing projects in the absence of a specific, adverse impact upon the public health or safety. The "No-Project"

Alternative would foreseeably result in future redevelopment of the Project site, which would cause significant unavoidable impacts to Historic Resources and other potentially significant adverse environmental impacts.

b. Reduced Density

(1) Discussion

The Final EIR evaluated a reduced density alternative. Because at the time the DEIR was prepared it was not known whether the Project would be determined to be consistent with the Secretary of Interior's Standards, the proposal conceived for the site by the previous owner of the project site, Legacy Partners, was selected as the Reduced Density Alternative. A reduced density alternative was not necessary to mitigate any other potentially significant impact of the Project. Legacy Partner's proposal was never formally acted upon by the City of Los Angeles, but it was determined to be consistent with the Secretary of Interior's Standards by OHP and NPS.

Legacy Partners proposed to build 47 townhomes in seven 30-ft. tall buildings in areas where laundry pads and carports are now located. New tenant amenities, including a swimming pool and spa would have been located in Courtyard 1, which is the largest courtyard in the complex. The Legacy Partners project also proposed to remove approximately 257 existing trees. (The Legacy Partners proposal is discussed in more detail in DEIR Chapter 3B, *Cultural Resources*.)

The Reduced Density Proposal was found to be consistent with the Secretary of Interior's Standards and would have no effect on historic resources. However the Reduced Density Alternative would remove significantly more trees than the proposed Project. While the Project would remove a maximum of 65 of the approximately 433 trees on the project site, the Reduced Density Alternative would remove approximately 257 trees. While the Project would preserve all of the courtyards in the complex, the Reduced Density Alternative would result in the disturbance of the largest existing courtyard on the project site by developing that area as a pool and clubhouse. Although both SHPO and NPS found such effect to be less than significant, they noted that development of the largest courtyard would remove a character-defining feature of the Project site. The proposed Project's plan to develop for-rent apartments at the site is more consistent with the historic use of the property than the Reduced Density Alternative's proposal to develop larger for-sale townhome units.

The Reduced Density Alternative would result in less than half as many vehicle trips as the proposed Project and would require fewer additional on-site parking spaces. However, a reduction in the number of units is not necessary to mitigate traffic or parking impacts or any other potentially significant environmental impacts.

(2) Section 21081 Finding

In accordance with Public Resources Code § 21081(a)(3), the following specific legal, economic, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, are individually and cumulatively sufficient to make the Reduced Density Alternative infeasible. The Reduced Density Alternative is not necessary to mitigate any potentially significant environmental impacts of the Project to less than significant levels. The Project has been determined to be consistent with the Secretary of Interior's Standards, which was the only potentially significant impact of the Project at the time the DEIR was originally circulated for public comment. Denial of additions and alterations to the Project site would conflict with the Historical Property Contract, which allows the property owner to make additions and alterations that are consistent with the Secretary of Interior's Standards, and would conflict with Government Code Section 65589.5(j), which prohibits local agencies from reducing the density of housing projects in the absence of a specific, adverse impact upon the public health or safety. The Reduced Density Alternative would remove significantly more trees than the Project and would alter a major courtyard area. The Project's proposed rental apartments are more consistent with the existing apartments than the addition of for-sale townhomes. The Reduced Density Alternative is economically infeasible because its proposed luxury townhomes are less compatible with the existing multi-family product.

E. Conclusion

Based on the foregoing findings and the information contained in the record, and as conditioned by the foregoing findings:

All significant effects on the environment due to the Project have been eliminated or substantially lessened such that there are no unavoidable significant adverse impacts.

In light of the above, the project qualifies for the De Minimis Exception for Fish and Game fees (AB 3158).

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 not located in a hazardous flood area.

Furthermore, the Advisory Agency hereby finds that modification(s) to and/or correction(s) of specific mitigation measures have been required in order to assure appropriate and adequate mitigation of potential environmental impacts of the proposed use of this subdivision.

FINDINGS OF FACT (SUBDIVISION MAP ACT):

In considering the application for the approval of the Chase Knolls Apartments Project consisting of Vesting Tentative Parcel Map L.A. No. AA-2004-0509-PMLA (the "Project"), the Advisory Agency certifies that it has independently reviewed and analyzed the information contained in EIR No. ENV-2003-1228-EIR, State Clearinghouse No. 2003071049, together with all written communications, oral testimony, and evidence submitted to the Advisory Agency regarding the Project, and based thereon finds as follows:

The subject property is a 13.9-acre apartment complex presently improved with 260 one- and two-bedroom apartments in 19 one and two-story buildings and 260 parking spaces developed between 1947 and 1949. The property currently consists of one parcel.

The Project proposes the construction of 141 new residential apartments in six new three-story buildings with underground parking, the addition of approximately 286 parking spaces (for a total of approximately 546 parking spaces at the site), and the addition of tenant amenities such as a pool and a gym. The new apartment buildings are to be sited primarily on the locations of existing carports, driveways, and laundry drying yards. The Project also includes the addition of bedrooms and bathrooms to 11 existing units, which would transform seven existing one-bedroom/one-bath units into two-bedroom/two-bath units, and transform four two-bedroom/one-bath units into three-bedroom/two-bath units. All of the existing apartments will be preserved, and existing tenants will not be displaced by the Project. Existing units will also continue to be subject to applicable rent control regulations. The proposed subdivision will subdivide the property into two parcels, providing a separate parcel for the six new apartment buildings for financing purposes. Subsequent to subdivision the two parcels will continue to be operated as a single management unit.

In July, 2000, the City Council of Los Angeles designated the complex as an Historic-Cultural Monument. In November, 2001, the owner and the City signed an Historical Property Contract, executed pursuant to the terms of the Mills Act, under which the owner agreed to preserve and rehabilitate the site in conformance to the U.S. Secretary of the Interior's Standards for Rehabilitation (the "Secretary of Interior's Standards") for a period of ten years. The Project is proposed as a tax incentive historic rehabilitation project under Sec. 48(g) of the Internal Revenue Code of 1986, and pursuant to 36 Code of Federal Regulations Section 67.6(c) and, after extensive review and revision, has been formally certified by both the California Office of Historic Preservation ("OHP") and the U.S. Department of the Interior ("NPS") as consistent with the Secretary of Interior's Standards.

In connection with the approval of Parcel Map No. AA-2004-509-PMLA, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66411.1 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

THE REQUIRED IMPROVEMENTS ARE NECESSARY FOR REASONS OF PUBLIC HEALTH AND SAFETY AND ARE A NECESSARY PREREQUISITE TO THE ORDERLY DEVELOPMENT OF THE SURROUNDING AREA AND NEIGHBORHOOD.

The proposed division of land complies with such requirements as may have been established by the Subdivision Map Act (Government Code Sections 66410 et seq.) or Article 7, Section 17.50 of the Municipal Code as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability, environmental protection and other requirements of the Subdivision Map Act or said Article.

PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

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

The Project site is located within the Van Nuys-North Sherman Oaks Community Plan, which is part of the City's General Plan. The Project site is designated Low Medium II by the General Plan permits, which permits approximately 18 to 29 units per acre or a maximum of 403 units on the site. The Project will not increase the density permitted by the General Plan as it proposes the addition of 141 dwelling units to the complex for a total of 401 units on 13.9 acres. The Project is thus consistent with the General Plan. The Project site is zoned [Q]RD1.5-1. The RD1.5 ("Restricted Density Multiple Dwelling Zone") permits one dwelling unit per 1,500 square foot of lot area for an approximate total of 404 units at the Project site. The Project will not increase the density permitted by zoning as it will result in a total of 401 units at the Project site. Thus, the Project is consistent with the Project site's RD1.5 zoning designation. The [Q] designation (Zoning Ordinance 167,939) limits new construction to a maximum height of 35 feet. None of the Project's proposed buildings exceed 35 feet. The City Planning Commission restricted the **heights of some of the buildings to make them more compatible with the existing historic structures. Building Nos. 1, 2, and 3 are two-stories in height, Building Nos. 4 and 5 are three-stories, and Building No. 6 is three-stories in height with the exception at the easterly edge which will be limited to two-stories.**

Subsequent to subdivision the two parcels will continue to be operated as a single management unit. Pursuant to a covenant to be recorded against the Project site, the Project site will be held and maintained as if it were a single lot and in accordance with and pursuant to applicable building and zoning ordinances and regulations. The Project complies with the applicable zoning standards and criteria of the RD1.5-1 zone, including

lot width, lot area, lot area per dwelling unit, parking requirements and set-backs. The Project would provide for a total of 546 parking spaces on site, which is 39 more parking spaces than required by the Municipal Code. While guest parking is currently not available at Chase Knolls, the Applicant anticipates that a total of approximately 106 on-site guest spaces will be available when the Project is completed.

The existing street system within and surrounding the subdivision would remain the same. In compliance with all applicable City of Los Angeles requirements, the Project Applicant would make street improvements and street dedications to the satisfaction of the City Engineer.

The Project furthers the relevant goals, objectives and policies of the General Plan and the General Plan's Housing Element by providing additional housing in the City of Los Angeles, which is facing a significant housing shortage. Pursuant to Government Code Section 66412.3, the Advisory Agency finds that the Project helps meet the housing needs of the region without increasing density beyond that contemplated by the existing General Plan, and without resulting in any significant environmental impacts that cannot be mitigated. For example, the Project furthers Policy 2.2.1 by conserving historical resources through cost effective rehabilitation of older housing. The Project preserves and rehabilitates existing rental units and significant historic features of the project site, and adds to the rental housing supply consistent with Objective 1.1, Policy 1.1.1, Objective 2.2, and Objective 4.1. The Project will preserve and rehabilitate the apartment complex in accordance with the Secretary of Interior's Standards. Existing tenants will not be displaced by the Project. Existing units will also continue to be subject to applicable rent control regulations. By siting new buildings primarily in the place of existing carports, driveways, and laundry areas, the Project minimizes alterations of existing landscaped common area, allowing the retention of approximately 92% of the Project site's approximately 310,812 square feet of existing landscaped common area (Figure 2, Final EIR). In addition, as part of the Project, areas that are presently occupied by buildings or hardscape will be converted to landscaped common area and outdoor amenities, such as a pool and recreation area. Thus, when the Project is completed the amount of landscaped common area at the site will be substantially the same as that which exists today.

The Project site is located within close proximity to shopping centers and shopping districts, educational institutions (elementary, high school and college), and recreational facilities, and thus provides additional housing in proximity to jobs and services consistent with Objective 2.3. The Project provides housing near public transit (buses) and along transit corridors (Riverside Drive), in furtherance of Objective 4.2. By constructing new buildings along the private alley running east-west through the center of the Project site, the Project minimizes alterations along the Project site's public street frontages, and conserves the scale and character of the neighborhood consistent with Objectives 4.2 and 4.3. Building 3, which is the only new building that will be constructed adjacent to a public street (Riverside Drive), and also provides a buffer between the existing apartment buildings and the commercial center and fast-food restaurant that is adjacent to the Project site to the

east along Riverside Drive. The Project also furthers the City's objective of focusing new development in urbanized areas with existing infrastructure consistent with the relevant goals and objectives of the General Plan Framework Land Use Element (1998).

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.

All natural habitat has long been absent from the site, which is presently developed with 260 residential units. Thus, 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.

As discussed above, the Project has also been comprehensively reviewed and certified to preserve and rehabilitate the apartment complex in accordance with the Secretary of Interior's Standards. As part of the certification process, significant revisions to the Project were required. The number of trees required to be removed to implement the Project was reduced from approximately 95 to approximately 65; thereby facilitating the retention of approximately 85% of the Project site's approximately 433 existing trees. In addition, new trees will be planted as part of the Project in accordance with the recommendations of an arborist and the landscape plan that has been approved by OHP and NPS as part of the Secretary of Interior's Standards certification process (Mitigation Measure M-3B-1, DEIR Supplement; Appendix K, DEIR Supplement; Appendix A, Final EIR). When the Project is completed, there will be more trees at the Project site than are located there today.

THE ADVISORY AGENCY, PURSUANT TO GOVERNMENT CODE SECTIONS 66474.61 AND 66474.63 FINDS THAT THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS AND THAT THE DISCHARGE OF WASTE FROM THE PROPOSED SUBDIVISION INTO THE EXISTING COMMUNITY SEWER SYSTEM WOULD NOT RESULT IN THE VIOLATION OF EXISTING REQUIREMENTS PRESCRIBED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD PURSUANT TO DIVISION 7 (COMMENCING WITH SECTION 13000) OF THE WATER CODE.

The Project will comply with all current health, welfare and safety code requirements. The Final EIR indicates that there is no obvious evidence of hazardous materials contamination and that review of historical aerial photographs reveal no obvious hazardous material storage areas on-site or on adjacent land. Mitigation measures would reduce to a less-than-significant effect any impact from demolition or renovation of any existing structures that may (given their construction dates) contain asbestos-containing building materials or lead-based paint.

The Final EIR also indicates that potentially significant impacts that could result from spills caused by improper handling or storage of hazardous materials during on-site construction

(i.e., petroleum products) would be mitigated by regulatory requirements already in place.

The Final EIR further indicates that operation of the proposed Project would not involve the transport, storage, use or disposal of reportable quantities of hazardous materials that would be subject to federal, state, and local health and safety requirements. The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school. The proposed Project is not located on a site compiled pursuant to Government Code Section 65962.5 and the proposed Project is not located on a site within an airport land use plan, a public airport or private airstrip, and therefore, would not result in a safety hazard for people residing or working in the Project area. Additionally, the proposed Project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

The Final EIR indicates that the proposed Project is not anticipated to violate water quality standards or waste discharge requirements, provide substantial sources of polluted runoff, or otherwise substantially degrade overall water quality.

THE ADVISORY AGENCY, PURSUANT TO GOVERNMENT CODE SECTION 66474.61 FINDS THAT 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 existing street system within and surrounding the subdivision would remain the same. In compliance with all applicable City of Los Angeles requirements, the Project Applicant would make street improvements and street dedications to the satisfaction of the City Engineer.

Summary of Government Code Section 66474 and 66474.61 Findings.

Based on the foregoing findings, the following CEQA findings and the information submitted into the administrative record, the Advisory Agency finds that: (a) The proposed map is consistent with applicable general and specific plans as specified in Section 65451; (b) that the design or improvement of the proposed subdivision is consistent with applicable general and specific plans; (c) that the site is physically suitable for the type of development; (d) that the site is physically suitable for the proposed density of development; (e) that the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; (f) that the design of the subdivision or type of improvements is not likely to cause serious public health problems; (g) that the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Finding Pursuant to Section 16.05.D.2 of the Los Angeles Municipal Code

The Project entails the approval of a parcel map for which an environmental impact report was prepared. The EIR considered significant aspects of the Project's design (such as, but not limited to, building location, height, density, use, parking, and access). Accordingly, the Project is exempt for Site Plan Review pursuant to Section 16.05.D.2 of the Los Angeles Municipal Code.

THE FOLLOWING NOTES ARE FOR INFORMATIONAL PURPOSES AND ARE NOT CONDITIONS OF APPROVAL OF THIS PARCEL MAP:

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

As part of the construction of your project, you may wish to make arrangements, with the Telecommunications Bureau regarding the cable television franchise holder for this area, by calling (213) 847-2775.

The above action will become effective upon the mailing of this letter, unless an appeal to the Appeal Board has been submitted within 15 calendar days of the mailing of said letter. Such appeal must be submitted and receipted in person on Form CP-7769 before 5:00 p.m. October 19, 2005. **Forms are available on-line at www.lacity.org/pln.**

No sale of separate parcels is permitted prior to recordation of the final parcel map. The owner is advised that the above action must record within 36 months of the date of approval, unless an extension of time has been requested in person before 5:00 p.m. October 19, 2005.

No requests for time extensions or appeals received by mail will be accepted.

Mark Winogrand
Advisory Agency

MICHAEL LOGRANDE
Deputy Advisory Agency

MW:ML:MZ

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

CP-1809 (03-01-01)

[illegible]

SUMMARY

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the team.

3. The third step is to develop a plan or strategy to address the problem. This involves breaking down the problem into smaller, manageable tasks and determining the resources needed to complete each task.

4. The fourth step is to implement the plan. This involves assigning tasks to team members, setting deadlines, and monitoring progress. It is important to communicate regularly and provide support to team members throughout the process.

5. The final step is to evaluate the results of the project. This involves comparing the actual outcomes to the objectives and goals defined at the beginning. It is important to identify any areas for improvement and learn from the experience for future projects.



EXISTING STREET SECTIONS

PSOMAS

VESTING PRELIMINARY PARCEL MAP NO. -

3115 57th Ave

IN THE CITY OF LOS ANGELES IN COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

OF COLLEGE

EXHIBIT 2



City of Los Angeles Department of City Planning

08/22/2006

PARCEL PROFILE REPORT

PROPERTY ADDRESSES

4845 N FULTON AVE
4841 N FULTON AVE
4832 N SUNNYSLOPE AVE
4830 N SUNNYSLOPE AVE
4812 N SUNNYSLOPE AVE
4810 N SUNNYSLOPE AVE
4808 N SUNNYSLOPE AVE
4804 N SUNNYSLOPE AVE
4802 N SUNNYSLOPE AVE
13459 W RIVERSIDE DR
13457 W RIVERSIDE DR
13453 W RIVERSIDE DR
13451 W RIVERSIDE DR
13449 W RIVERSIDE DR
13445 W RIVERSIDE DR
13441 W RIVERSIDE DR
13439 W RIVERSIDE DR
13435 W RIVERSIDE DR
13433 W RIVERSIDE DR
13431 W RIVERSIDE DR
13427 W RIVERSIDE DR
13425 W RIVERSIDE DR
13421 W RIVERSIDE DR
13419 W RIVERSIDE DR
13415 W RIVERSIDE DR
13413 W RIVERSIDE DR
13411 W RIVERSIDE DR
13407 W RIVERSIDE DR
13405 W RIVERSIDE DR
13401 W RIVERSIDE DR
13302 W HUSTON ST
13300 W HUSTON ST
4836 N SUNNYSLOPE AVE
4852 N SUNNYSLOPE AVE
4850 N SUNNYSLOPE AVE
4846 N SUNNYSLOPE AVE
4844 N SUNNYSLOPE AVE
4840 N SUNNYSLOPE AVE
4838 N SUNNYSLOPE AVE
4853 N FULTON AVE
4847 N FULTON AVE
13412 W HUSTON ST
13410 W HUSTON ST
13402 W HUSTON ST
13400 W HUSTON ST
13378 W HUSTON ST
13374 W HUSTON ST
13372 W HUSTON ST
13370 W HUSTON ST
13368 W HUSTON ST
13366 W HUSTON ST
13362 W HUSTON ST
13360 W HUSTON ST
13358 W HUSTON ST
13356 W HUSTON ST
13352 W HUSTON ST
13350 W HUSTON ST
13342 W HUSTON ST
13340 W HUSTON ST
13336 W HUSTON ST

Address/Legal Information

PIN Number: 168B157 230
Area (Calculated): Data Not Available
Thomas Brothers Grid: PAGE 562 - GRID D3
PAGE 562 - GRID C3
Assessor Parcel Number: 2359019004
Tract: TR 1000
Map Reference: M B 19-3 (SHT 3)
Block: None
Lot: FR 189
Arb (Lot Cut Reference): 3
Map Sheet: 168B157

Jurisdictional Information

Community Plan Area: Van Nuys - North Sherman Oaks
Area Planning Commission: South Valley
Neighborhood Council: Sherman Oaks
Council District: CD 2 - Wendy Greuel
Census Tract #: 1247.00
1246.00
LADBS District Office: Van Nuys
Building Permit Info: View

Planning and Zoning Information

Special Notes: None
Zoning: [Q]RD1.5-1
Zoning Information (ZI): None
General Plan Land Use: Low Medium II Residential
Plan Footnote - Site Req.: See Plan Footnotes
Additional Plan Footnotes: Van Nuys
Specific Plan Area: None
Historic Preservation Overlay Zone: None
Historical Cultural Monument: 683: Chase Knoll Garden
Apartments
Mills Act Contract Number: None
POD - Pedestrian Oriented Districts: None
CDO - Community Design Overlay: None
Streetscape: No
Sign District: No
Adaptive Reuse Incentive Area: None
35% Density Bonus: Not Eligible
CRA - Community Redevelopment Agency: None
Central City Parking: No
Downtown Parking: No
Building Line: 15
32
500 Ft School Zone: No

Assessor Information

Assessor Parcel Number: 2359019004
L.A. County Ownership Info: LALPI II CHASE LLC AND
HENSHEYS CHASE LLC
555 12TH ST 215
OAKLAND CA 94607
City Clerk Ownership Info: KNOLLS ASSOCIATES, LLC
1002 FREDERICK STREET #2
LOS ANGELES CA 90291
Parcel Area (Approximate): 601,563.6 (sq ft)
Use Code: No
Building Class: D6

13334 W HUSTON ST
13332 W HUSTON ST
13330 W HUSTON ST
13322 W HUSTON ST
13466 W HUSTON ST
13320 W HUSTON ST
13456 W HUSTON ST
13436 W HUSTON ST
13304 W HUSTON ST
13454 W HUSTON ST
13438 W HUSTON ST
13318 W HUSTON ST
13450 W HUSTON ST
13464 W HUSTON ST
13446 W HUSTON ST
13430 W HUSTON ST
4867 N FULTON AVE
4865 N FULTON AVE
4861 N FULTON AVE
4857 N FULTON AVE
13422 W HUSTON ST
13420 W HUSTON ST
13416 W HUSTON ST
13326 W HUSTON ST
13442 W HUSTON ST
13434 W HUSTON ST
13324 W HUSTON ST
13444 W HUSTON ST
13426 W HUSTON ST
13424 W HUSTON ST

ZIP CODES

91423

RECENT ACTIVITY

***CHC-2004-5815-HCM
TT-65363

CASE NUMBERS

CPC-29519
CPC-1986-784-GPC
CPC-1456-CU
CPC-1455
CPC-1387
ORD-92790
ORD-167939-SA28
ORD-163081-SA28
AA-2004-509-PMLA
VTT-65363
CHC-2004-5814-HCM
CHC-2001-53839-MAEX
EIR-00-3312
CFG-1000
PRIOR-07/29/1962

Assessed Land Val.: \$17,531,000
Assessed Improvement Val.: \$11,210,000
Year Built: 1949
1949
1949
1949
1950
11/01/04
Last Owner Change:
Last Sale Amount: \$9
Number of Units: 12
Number of Bedrooms: 20
Number of Bathrooms: 12
Building Square Footage: 11,592.0 (sq ft)
Tax Rate Area: 13
Deed Reference No.: 1893127

Additional Information

Airport Hazard: None
Coastal Zone: None
Farmland: Area not Mapped
Very High Fire Hazard Severity Zone: No
Fire District No. 1: No
Fire District No. 2: No
Flood Zone: None
Hazardous Waste / Border Zone Properties: No
Methane Hazard Site: None
High Wind Velocity Areas: No
Hillside Grading: No
Oil Wells: None
Alquist-Priolo Fault Zone: No
Distance to Nearest Fault: 4.46997 (km)
Landslide: No
Liquefaction: Yes

Economic Development Areas

Business Improvement District: None
Federal Empowerment Zone: None
Renewal Community: No
Revitalization Zone: None
State Enterprise Zone: None
Targeted Neighborhood Initiative: None

Public Safety

Police Information:
Bureau: Valley
Division / Station: Van Nuys
Report District: 977
Fire Information:
District / Fire Station: Fire Station 111
Division: 3
First-in Battalion: 14
First-in Engine: 102

CASE SUMMARIES

Note: Information for Case Summaries is Retrieved from the Planning Department's Plan Case Tracking System (PCTS) Database.

Case Number: ***CHC-2004-5815-HCM
Required Action(s): HCM-HISTORIC CULTURAL MONUMENT
Project Description(s): Data Not Available

Case Number: CPC-1986-784-GPC
Required Action(s): GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Description(s): AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN ...

Case Number: CPC-1456-CU
Required Action(s): CU-CONDITIONAL USE
Project Description(s): Data Not Available

Case Number: ~~AA-2004-509-PMLA~~
Required Action(s): PMLA-PARCEL MAP
Project Description(s): VESTED PARCEL MAP - 140-UNIT NEW APARTMENTS.

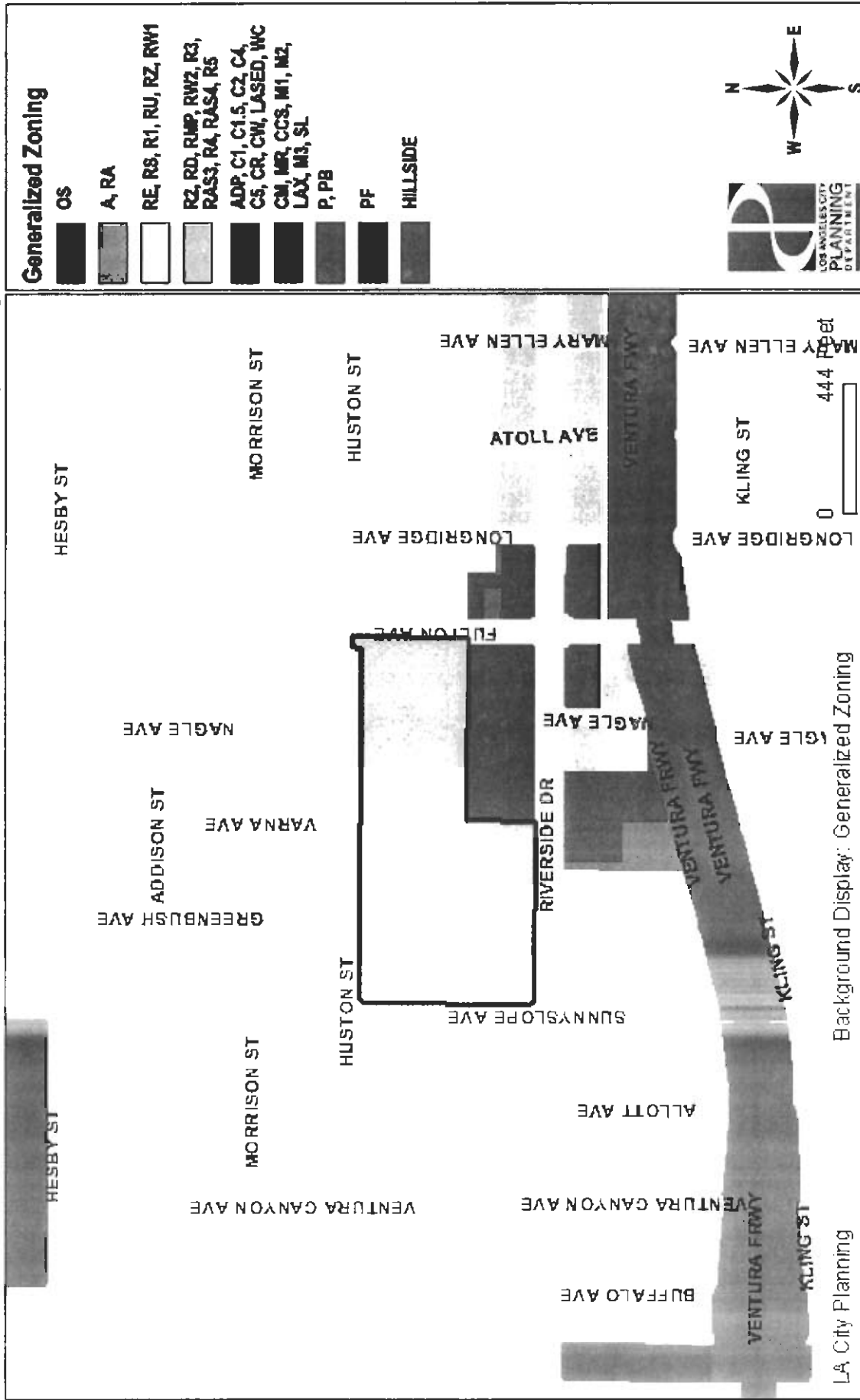
Case Number: VTT-65363
Required Action(s): Data Not Available
Project Description(s): 498 NEW CONDO UNITS, 1245 PKNG. SPACES

Case Number: CHC-2004-5814-HCM
Required Action(s): HCM-HISTORIC CULTURAL MONUMENT
Project Description(s): Data Not Available

Case Number: CHC-2001-53839-MAEX
Required Action(s): MAEX-MILLS ACT EXEMPTION
Project Description(s): MILLS ACT APPLICATION

DATA NOT AVAILABLE

TT-65363
CPC-29519
CPC-1455
CPC-1387
ORD-92790
ORD-167939-SA28
ORD-163081-SA28
EIR-00-3312
CFG-1000
PRIOR-07/29/1962



Zoning: [Q]RD1.5-1
General Plan: Low Medium II Residential

Tract: TR 1000
Block: None
Lot: FR 189
Arb: 3

Address: 4845 N FULTON AVE
APN: 2359019004
PIN #: 168B157 230