



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



### City Planning Commission

**Date:** May 22, 2014  
**Time:** After 8:30 AM\*  
**Place:** Van Nuys City Hall  
Council Chamber 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, California 91401

**Public Hearing:** March 5, 2014  
**Appeal Status:** Density Bonus is not further  
appealable by any party

**Expiration Date:** May 17, 2014

**Case No.:** CPC-2013-3641-ZC-DB  
**CEQA No.:** ENV-2013-3642-MND-REC1  
**Incidental Cases:** TT-72605-1A  
**Related Cases:** N/A  
**Council No.:** 11 - Mike Bonin  
**Plan Area:** West Los Angeles  
**Specific Plan:** West Los Angeles Traffic  
Mitigation and Improvement  
**Certified NC:** West Los Angeles  
**GPLU:** Neighborhood Commercial  
**Zone:** C2-1VL  
**Applicant:** Notting Hill, LLC  
**Representative:** Jonathan Lonner - Burns &  
Bouchard, Incorporated

### LIMITED PUBLIC HEARING

**PROJECT LOCATION:** 1900 South Sawtelle Boulevard, 11274 West Missouri Avenue

**PROPOSED PROJECT:** The construction, use and maintenance of a five-story, 38,303 square-foot apartment building to include 52 apartment units, including 9 ground floor live/work units, 56 feet in height, with 78 on-site parking spaces in a three-level subterranean garage accessed from the adjacent easterly alley. The 52 dwelling units include 38 units permitted by right and 14 density bonus units (35%), with 5 units restricted to Very Low Income households and 47 market rate units.

**REQUESTED ACTION:**

1. Pursuant to Los Angeles Municipal Code Section 12.22-A,25(d)(2), a Density Bonus to permit a 35% increase in the number of dwelling units from 38 units to 52 units, utilizing Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces per two-bedroom unit).
2. Pursuant to Los Angeles Municipal Code Section 12.22-A,25(f)(5), an on-menu incentive to permit an increase in height to 56 feet in lieu of the otherwise allowable maximum of 45 feet.
3. Pursuant to Los Angeles Municipal Code Section 12.22-A,25(g)(3), an off-menu incentive to permit an increase in floor area ratio to 2.7:1 in lieu of the maximum of 1.5:1 permitted in the C2-1VL Zone.
4. Pursuant to Los Angeles Municipal Code Section 12.22-A,25(g)(3), an off-menu incentive to permit a reduced southerly side yard of 5 feet in lieu of the minimum 8 feet required.
5. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the adoption of a Mitigated Negative Declaration and required findings for the above-referenced project.

**RECOMMENDED ACTIONS:**

1. **Approve** a Density Bonus to permit a 35% increase in the number of dwelling units from 38 units to 52 units, with 5 units restricted to Very Low Income households, with Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces per two-bedroom unit).
2. **Approve** an on-menu incentive to allow an increase in height to 56 feet in lieu of the otherwise allowable maximum of 45 feet.
3. **Approve** an off-menu incentive to permit an increase in floor area ratio to 2.7:1 in lieu of the maximum of 1.5:1 permitted in the C2-1VL Zone.
4. **Approve** an off-menu incentive to permit a reduced southerly side yard of 5 feet in lieu of the minimum 8 feet required.
5. **Adopt** the attached Findings.
6. **Adopt** the Mitigated Negative Declaration No. ENV-2013-3642-MND for the above-referenced project and consider the Addendum prepared on April 4, 2014.
7. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
8. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

MICHAEL J. LOGRANDE  
Director of Planning

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Lisa Webber, AICP, Deputy Director of Planning

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Daniel Scott, Principal City Planner

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Jae H. Kim, Senior City Planner

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Jeffrey W. Pool, Hearing Officer  
Telephone: (213) 473-9987

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing 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) 978-1247.

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## PROJECT ANALYSIS

### **Project Summary**

The proposed project involves the construction, use and maintenance of a new five-story, 38,303 square-foot project to include 52 apartments, including 9 ground floor live/work units, 56 feet in height, with 74 on-site parking spaces in a three-level subterranean garage accessed from the adjacent easterly alley. The 52 dwelling units include 38 units permitted by right and 14 density bonus units (35%), with 5 units restricted to Very Low Income households and 47 market rate units. The project also involves the demolition of an existing plant nursery that includes four one-story structures and a surface parking lot.

The project seeks a Density Bonus to permit a 35% increase in the number of dwelling units, with Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces for each two-bedroom unit), with an on-menu incentive to permit an increase in height to 56 feet in lieu of the otherwise allowable maximum of 45 feet, and two off-menu incentives to permit an increase in floor area ratio to 2.7:1 in lieu of the maximum of 1.5:1 permitted in the C2-1VL Zone, and a reduced southerly side yard of 5 feet in lieu of the minimum 8 feet required.

As an incidental case, the Advisory Agency approved Tentative Tract Map No. 72605 on March 28, 2014, for the merger of an 1,198 square-foot area of existing public right-of-way along Sawtelle Boulevard with the subject property, reducing the street width to a standard 32-foot half roadway, consistent with the Collector Street standards, thereby creating one larger approximately 14,247 net square-foot lot. The Tentative Tract Map approval was subsequently appealed by an aggrieved party, and the appeal will be considered by the City Planning Commission under separate Case No. TT-72605-1A.

The applicant had originally sought a zone change from C2-1VL to [T][Q]RAS4-1VL, to allow a floor area ratio of 3:1 by right in the proposed new zone, in conjunction with a proposed mixed use project that included 3,284 square feet of ground floor commercial space that was intended to include four neighborhood-serving restaurants. But a number of people in the community objected to the proposed FAR and ground floor commercial uses due to concerns that they would significantly increase traffic generation in the area. In response to those concerns, the applicant has modified the project, reducing the proposed FAR to 2.7, reduced the height from six stories and 60 feet to five stories and 56 feet, and eliminated the ground floor commercial uses and is now instead proposing nine live/work units on the ground floor. The applicant has requested to withdraw the zone change request and now seeks to permit the additional height and floor area through on- and off-menu incentives associated with the density bonus request.

### **Background**

The subject property is a level, approximately 13,049 square-foot, largely rectangular-shaped site with an approximately 105-foot frontage on the east side of Sawtelle Boulevard, a designated Collector Street, and an approximately 124-foot frontage on the south side of Missouri Avenue, a local street. The site is developed with a plant nursery that includes four one-story structures and two surface parking areas, which are all proposed for demolition to permit construction of the proposed project.



### Surrounding Properties:

The subject property is located on a commercial street, Sawtelle Boulevard, in an area characterized by mostly level topography and medium-rise multi-family development to the east and west, with the San Diego Freeway (I-405) located less than one block (approximately 215 feet) to the east of the project site. The properties to the north of Missouri Avenue are zoned C2-1VL and developed with a one-story single-family dwelling and one-story flower shop on the corner lot, with a mix of commercial uses, single- and multi-family dwellings in mostly one- to four-story structures farther to the north. Adjoining properties to the south are zoned C2-1VL and developed with a five-story, 41-unit apartment building with a three-story office building farther to the south. Properties to the east of the adjacent easterly alley are zoned R3-1 and developed with a three-story, 63-unit apartment complex located at the southwest corner of Missouri and Beloit Avenues. East of Beloit Avenue is the San Diego Freeway (I-405). Properties to the west of Sawtelle Boulevard are zoned C2-1VL and developed with a one-story plant nursery on the southwest corner of Sawtelle Boulevard and Missouri Avenue, with a six-story office building on the northwest corner. Properties farther to the west are zoned R3-1 and developed with six- to 21-unit multiple-residential uses in mostly two-story structures that front on Corinth Avenue to the west.

### General Plan:

The subject property is within the West Los Angeles Community Plan, which designates the site for Neighborhood Commercial land use, corresponding to the CR, C1.5, C2, C4, RAS3, RAS4, and P Zones. The property is currently zoned C2-1VL, which is consistent with its land use designation.

### Specific Plans and Overlay Districts

The subject property is located within the area of the West Los Angeles Transportation Improvement and Mitigation Specific Plan, a traffic impact ordinance administered by the City's Department of Transportation (LADOT). This project will require clearance from LADOT and will likely require the payment of traffic impact fees.

### Streets and Circulation:

Sawtelle Boulevard, adjoining the subject property to the west, is a designated Collector Street dedicated to an 86-foot width at the project's street frontage and improved with curb, gutter and sidewalk.

Missouri Avenue, adjoining the subject property to the north, is a local street dedicated to a 60-foot width at the project's street frontage and improved with curb, gutter and sidewalk.

The alley, adjoining the subject property to the east, is a through alley that is improved with asphalt pavement and concrete gutter within a 20-foot dedication.

### Relevant Cases

#### Subject Property:

Tentative Tract No. 72605 - On March 28, 2014, the Advisory Agency approved a Tentative Tract Map to permit a one-lot subdivision that includes the merger of an existing approximately

13,049 square-foot lot with an 11-foot wide section of excess public right-of-way on Sawtelle Boulevard into one larger, approximately 14,247 net square-foot lot. The Tentative Tract Map approval was subsequently appealed by an aggrieved party, and the appeal will be considered by the City Planning Commission under separate Case No. TT-72605-1A.

Case No. CPC 97-0048(CPU) - On July 27, 1999, the City Council adopted General Plan Amendments to the Community Plan Text and Map of the West Los Angeles Community Plan in conjunction with the West Los Angeles Community Plan Update. The map changes included designating the portion of Sawtelle Boulevard that includes the subject property as a Mixed Use Boulevard and adding Footnote No. 9 that limits floor area ratio to 1.5:1 and building height to that permitted in the current zone.

Case No. CPC-29943: On August 1, 1984, the City Council adopted Ordinance No. 159,294 to enact a Height District Change on both sides of Sawtelle Boulevard from Idaho Avenue to Olympic Boulevard to HD-1VL.

#### Surrounding Properties:

Case No. DIR-2008-2585-DB - On October 30, 2008, the Director of Planning approved a Density Bonus to allow the construction of a 61-unit apartment building comprised of 56 market-rate and 5 units reserved for Very Low Income households, five stories in height plus mezzanine over three levels of semi- and subterranean parking for an overall height of 71 feet, 5 inches, with 90 parking spaces, in the R4-1 Zone. The address is 1759 South Beloit Avenue.

Case No. CPC-2006-8133-VZC-SPR - On May 16, 2007, the City Planning Commission approved a Zone Change from C2-1VL to (T)(Q)RAS4-IVL and Site Plan Review to permit the construction of a four-story, 55-unit condominium development, which includes 42 residential condominium units and 13 joint live-work condominium units, with 137 parking spaces. The address is 1730 Sawtelle Boulevard.

Case No. CPC 2005-9460-ZC-ZV-ZAA-SPR - On July 24, 2006, the City Planning Commission approved a Zone Change from C2-1VL to (T)(Q)RAS4-IVL, a Yard Adjustment to permit a zero foot front yard setback along Sawtelle Boulevard, and to permit a zero-foot side yard along Iowa Avenue, and Site Plan Review findings for the project based on the plans submitted, and disapproved a requested Variance to permit the issuance of demolition, grading, excavation, and foundation only building permits prior to the recordation of a final tract map and zone change ordinance, in conjunction with the construction, use, and maintenance of a four story, 50-foot in height residential condominium building containing 94 dwelling units and 235 on-site parking spaces. The address is 1700 South Sawtelle Boulevard.

#### **Issues**

A public hearing on this matter with the Hearing Officer was held at the Los Angeles City Hall on Wednesday, March 5, 2014. The issues raised at the hearing included the following:

Density. The subject property is located within the C2-1VL Zone and is approximately 14,247 square feet in area, which would permit a total of 38 dwelling units at the ratio of one dwelling unit per 400 square feet of lot area the Municipal Code permits in the C2 Zone. This proposed project will set aside 5 of the 38 by-right units, or 13.1%, for Very Low Income households, which exceeds the minimum of 11% for Very Low Income households required by Los Angeles Municipal Code Section 12.22-A,25 and Government Code Section 65915 to qualify for a 35%

density bonus. Therefore, pursuant to these provisions, this project qualifies for a 35% density bonus for an additional 14 units, resulting in the proposed density of 52 dwelling units.

Parking. The proposed project will utilize Parking Option 1 for affordable housing projects as set forth in Section 12.22-A,25 of the Municipal Code, which permits one parking space per each residential unit of 0-1 bedroom(s), 2 spaces for each residential unit of 2-3 bedrooms, and 2½ spaces for each residential unit of four or more bedrooms. Under Parking Option 1, the proposed project is required to provide 67 spaces for the residential units, and the project will provide a total of 78 on-site spaces, which includes 11 extra spaces to serve the live/work units and for visitors. Parking Option 1 is permitted by right as part of a Density Bonus pursuant to Section 12.22-A,25 of the Municipal Code.

On-Menu Incentives. The Applicant is seeking one on-menu incentive pursuant to LAMC Section 12.22-A,25(f) that allows waivers/modifications from development standards listed in subsection (f) in order to accommodate the proposed development of five (5) dwelling units restricted to Very Low Income households. The incentive is permitted because the project will restrict more than 13% of the units for Very Low Income households, and it is needed to develop the property with the requisite density and number of units to economically permit the affordability.

Building Height - The applicant seeks an increase in the allowable building height by 11 feet from the 45 feet permitted in the C2-1VL Zone to 56 feet, pursuant to Municipal Code Section 12.22-A,25(g)(2) and California Government Code 65915. Allowing the requested increase in height is also consistent with the spirit of Policy 2-2.4 of the West Los Angeles Community Plan, which has a program that suggests that additional floor area or additional height could be permitted within Mixed Use Boulevards if facilities beneficial to the community are provided, and there are other existing buildings nearby that exceed three stories or 45 feet along this portion of Sawtelle Boulevard, although heights vary considerably in the area.

Off-Menu Incentives. The Applicant is seeking two off-menu incentives pursuant to LAMC Section 12.22-A,25(f) that allows waivers/modifications from development standards listed in subsection (f) in order to accommodate the proposed development of 52 dwelling units, including five (5) restricted to Very Low Income households. The incentives are permitted because the project will restrict more than 11% of the units for Very Low Income households, and are needed to develop the property with sufficient density and number of units to economically allow the restricted affordable units.

Floor Area Ratio - The applicant seeks an off-menu incentive to increase the Floor Area Ratio (FAR) to 2.7:1 in lieu of the 1.5:1 permitted by the C2-1VL Zone, and exceeding the 2.035:1 allowable as an on-menu incentive, to construct the proposed 52 units with associated common areas and amenities. This requested FAR is comparable to the typical FAR of 3:1 for many multiple-residential developments in residential zones. It will also permit the market rate units to be larger in size and more comparable to typical units found in R3-zoned areas, located to the east and west of Sawtelle Boulevard, which will help the project to remain economically feasible while providing the restricted affordable units. It should also be noted that the requested increase in FAR will not increase the number of dwelling units that may be developed on the site, although it may increase the number of bedrooms per dwelling unit. Accordingly, it is likely to have nominal increase in traffic impacts.

Side Yard Setback – The applicant seeks an off-menu incentive to reduce the southerly side yard setback to 5 feet, in lieu of the 8 feet required by the C2-1VL Zone, and less than the 6.4 feet allowable as an on-menu incentive. The setback affects the size of building that can be built, and the reduced setback will help permit a building of sufficient size to make the project economically feasible with the restricted affordable units.

#### Pro Forma Submitted by the Applicant

The applicant submitted a pro forma that outlines acquisition and development costs, financing, and net operating income and cash flow after completion for the project both with and without the requested off-menu density bonus incentives. The figures show a potential return of total investment prior to refinance (cap rate) of 5.09% without the incentives and 7.05% with the incentives. The pro forma states that lower cap rates do not appeal to investors, making it more difficult to finance a project. Additional information submitted by the applicant indicates that the requested incentives are necessary to permit units of adequate size to be marketable given the typical size of units in other nearby multi-family developments in the vicinity. Thus, the pro forma indicates that the incentives are necessary to provide for the affordable housing costs.

#### Consistency with the West Los Angeles Community Plan.

The subject property is within the West Los Angeles Community Plan, which designates the site for Neighborhood Commercial land use with corresponding Zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The property is zoned C2-1VL, which is consistent with its land use designation. The C2 Zone allows residential development up to the density permitted in the R4 Zone. This would permit up to 38 dwelling units on the subject property by right. With the State-mandated 35% Density Bonus for providing Very Low Income units, up to 52 dwelling units would be permitted on the site, which is the number proposed by the project. Therefore, with the Density Bonus provided by State law, the proposed project is consistent with the land use designation of the General Plan.

The West Los Angeles Community Plan designates this section of Sawtelle Boulevard as a Collector Street and a Mixed Use Boulevard. This portion of Sawtelle Boulevard is also subject to Plan Map Footnote No. 9, which reads: "Limited to maximum floor area ratio of 1.5:1 and the height permitted by the current zone." The proposed project appears to be inconsistent with the provisions of this footnote. However, this deviation is permitted by other provisions of the West Los Angeles Community Plan as described below, and similar deviations have been allowed by other recent cases in the same vicinity subject to Footnote No. 9.

West Los Angeles Community Plan Policy 2-2.4 seeks to "Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-station, and/or other appropriate human service facilities as part of the project." The Program under this policy states: "Additional floor area beyond 1.5:1 or additional height could be permitted within Mixed Use Boulevards, if facilities beneficial to the community are provided." This project is providing affordable housing for Very Low Income households, which is a service and facility beneficial to the community. While the project is not technically mixed-use, it does include nine ground-floor live/work units that could be considered a commercial component.

Other relevant provisions of the Community Plan text that the proposed project conforms to include: Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community; Objective 1-1: To provide for ... the development of

new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area; Objective 1-4: To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens; Policy 1-1.3: Provide for adequate multi-family residential development; Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing; Policy 1.4-2: Ensure that new housing opportunities minimize displacement of residents; and Policy 1.4-3: Encourage multiple residential development in specified commercial zones.

#### Proposed Building Height in Height District 1VL

The proposed project seeks a building height of five stories and 56 feet. The prior City Council action in conjunction with the Community Plan Update program limited this portion of Sawtelle Boulevard to Height District 1VL, which is limited to three stories or 45 feet maximum height. However, the on-menu incentive allowed pursuant to Municipal Code Section 12.22-A,25(g)(2) and Government Code 65915 allows increasing the permitted building height by 11 feet from 45 feet to 56 feet to help permit the provision of affordable housing. Allowing an increase in height is also consistent with the spirit of Policy 2-2.4 of the West Los Angeles Community Plan, which has a program that provides: "Additional floor area beyond 1.5:1 or additional height could be permitted within Mixed Use Boulevards, if facilities beneficial to the community are provided." In addition, although heights vary considerably along this portion of Sawtelle Boulevard, there are other existing buildings nearby that exceed three stories or 45 feet, including an approximately six-story commercial building on the opposite (northwest) corner of the same intersection where the project site is located.

#### Traffic Concerns

One of the most frequently cited concerns expressed by area residents at the public hearing and in written correspondence regarding the proposed project is that traffic in the area is already very congested, and many people believe the proposed project will worsen traffic congestion in the vicinity. The project proposes a total of 52 dwelling units, which exceeds the threshold of 40 units for apartments to require a traffic study. Accordingly, a traffic study was prepared for the project and reviewed by the Department of Transportation (DOT), which determined the impact of the project's trip generation will be less than significant. DOT approved the traffic study's findings in a letter dated August 22, 2013, and also imposed a number of other requirements, which have been incorporated into the conditions of approval of this case. Also, the subject property is within West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), and require DOT clearance and payment of applicable traffic impact fees prior to the issuance of building permits.

Further, the applicant has modified the proposed project to eliminate ground-floor commercial space that was originally proposed, in response to concerns expressed by nearby residents and the West Los Angeles Neighborhood Council regarding traffic and parking impacts that could be caused by commercial uses at the location. The project now has live/work units located on the ground floor and has also modified its parking and driveway plan, eliminating a driveway from Sawtelle Boulevard that was originally proposed, and taking all vehicular access from the rear alley. These modifications, in combination with DOT's approval of the traffic study findings that the project's trip generation impacts will be less than significant, the other DOT requirements incorporated into the conditions of approval of this case, the required DOT clearance for the WLA TIMP Specific Plan, and DOT's required approval of a site access and internal circulation plan, should ensure that traffic impacts to the community remain less than significant.

### On-Site Parking

The proposed project will utilize Parking Option 1 for affordable housing projects as set forth in Section 12.22-A,25 of the Municipal Code, which requires one parking space per each residential unit of 0-1 bedroom(s), two spaces for each residential unit of 2-3 bedrooms, and 2½ spaces for each residential unit of four or more bedrooms. This parking option is permitted by right as part of a Density Bonus pursuant to Section 12.22-A,25 of the Municipal Code, and requires 67 on-site spaces for the residential units included in the proposed project. The project will provide a total of 78 on-site spaces per the plans submitted, which includes 11 extra spaces to serve the live/work units and for visitors. The on-site parking spaces will be located within three subterranean parking levels, accessed via a ramp from the easterly rear alley. There will be no driveways from either Sawtelle Boulevard or Missouri Avenue.

Long- and short-term bicycle parking will be provided as required pursuant to Municipal Code Section 12.21-A,16, which requires one long-term bicycle parking space per unit and one short-term space per every ten units. This would require 52 long-term spaces and five short-term spaces. The long-term spaces will be located within a separate room on the first level of the subterranean parking garage, while the short-term spaces will be located in front of the building on Sawtelle Boulevard.

### Proximity to the San Diego Freeway

The subject property is located approximately 215 feet to the west of the San Diego Freeway (Interstate 405) right-of-way. The South Coast Air Quality Management District submitted in a letter dated March 7, 2014 in response to the Mitigated Negative Declaration prepared for the project, and warned of potential adverse health effects of locating housing near freeways and other heavily traveled roadways, as this project proposes. In addition, the architects by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on April 1, 2014 also expressed concern that locating residential uses this close to a freeway is unhealthy, particularly for children and senior citizens.

However, the subject property is located on a Mixed Use Boulevard, specifically designated for a mix of residential and commercial uses, and is an infill project in an established neighborhood of other multiple residential projects, including many fronting Beloit Avenue to the east that are closer to the freeway than the subject site. While the edge of the freeway right-of-way is about 215 feet east of the subject site's rear property line, the main roadway is over 300 feet east, and there is a 22-foot high sound wall that provides some buffering. Also, Mitigation Measures were imposed through the Mitigated Negative Declaration to address the proximity to the freeway, including an air filtration system and noise mitigation standards for walls and windows. In addition, since the subject property is located to the west of the freeway, most of the time the prevailing winds from the ocean will push pollutants generated by vehicles on the freeway to the east, away from the subject site.

### Urban Design Studio: Professional Volunteer Program.

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on April 1, 2014. The following issues, concerns and recommendations were discussed:

- As designed, the proposed project fits in fairly well with the adjacent multiple residential developments.

- The style of architecture proposed is appropriate for the area and will not stand out from the surrounding development.
- The relative proportions of the building and façade are pretty good.
- Live/work units on the ground floor are suitable for the area.
- It's good site planning to have the vehicular access via the rear alley and especially at the far corner, rather than near where the alley intersects the street
- The white color of the proposed façade may soon appear dirty given the close proximity of the site to the 405 Freeway.
- Locating residential uses this close to a freeway is unhealthy, particularly for children and senior citizens.
- The applicant should check the requirements and specify where all required on-site utilities and mechanical equipment will be located.
- Air conditioning units and other mechanical equipment take up a great deal of roof space, which leaves very limited room for solar panels. It is better to plan for solar energy needs early in the process.
- The plans should show how the project will comply with the stormwater and rainwater retention requirements.

In response to the comments of the Professional Volunteer Program architects, the applicant has made changes on the revised plans, including identifying the location of all mechanical equipment, and proposing screening elements for rooftop mechanical equipment.

### **Conclusion**

Based on the information submitted, the surrounding uses, input from the public hearing, and the proposed project's compliance with the Municipal Code and California Government Code provisions regarding Density Bonus, the Department of City Planning recommends that the City Planning Commission approve the requested Density Bonus entitlements. The project will provide badly needed low income housing in the West Los Angeles community and is consistent with numerous objectives and policies of the Community Plan that support the provision of additional multi-family and affordable housing. The project will set aside 13.1% of the permitted units for Very Low Income households, which qualifies it for a 35% density bonus under the Municipal Code and Government Code provisions. The pro forma submitted by the applicant indicates the requested incentives are necessary to permit a building of sufficient area such that the market rate dwelling units are large enough to be marketable and thereby make the project economically feasible with the restricted affordable units. The proposed height and floor area ratio are comparable to some existing buildings nearby, although heights vary considerably along this portion of Sawtelle Boulevard.

The applicant has modified the proposed project in response to concerns expressed regarding possible traffic and parking impacts, and the Department of Transportation has approved traffic study findings that the project's trip generation impacts will be less than significant. Several other traffic-related conditions and requirements are also imposed, in addition to numerous environmental, construction and entitlement conditions and mitigation measures. Therefore, as conditioned herein, the proposed project will be beneficial to the local community, consistent with provisions of the City's General Plan, and will not adversely impact public health and safety or the physical environment in the surrounding community.

## CONDITIONS OF APPROVAL

Approval of this subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with allocable requirements of Los Angeles Municipal Code Section 12.22-A,25 and State Government Code Section 65915 (State Density Bonus Program).

### A. Entitlement Conditions

1. **Use.** The use and area regulations for the new development on-site shall be developed for uses as permitted in the C2-1VL Zone and as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A". Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
3. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant of purchase covenant agreement running with the land, to the satisfaction of the Los Angeles Housing Department (LAHD). The covenant shall bind the applicant and/or any subsequent property owner to reserve the units for occupancy by Very Low Income households. These units will be restricted as affordable for-sale or rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22-A,25. All density bonus calculations in fractional units shall be rounded up to the nearest whole number (Government Code Section 65915(g)(5)).
4. **Recordation of Final Tract Map.** Prior to the issuance of grading or building permits, the applicant shall complete recordation of the Tract Map No. TT-72605-1A.
5. **Floor Area.** The total floor area contained in all the main buildings on the subject property shall not exceed 2.7 times the buildable area of the lot (i.e., FAR of 2.7:1).
6. **Parking.** A minimum of one parking space per each residential unit of 0-1 bedroom(s), two spaces for each residential unit of 2-3 bedrooms, and 2½ spaces for each residential unit of four or more bedrooms shall be provided for the project, as required by Parking Option 1 as part of a Density Bonus pursuant to Section 12.22-A,25 of the Municipal Code. A maximum of 15 of the on-site parking spaces may be in a tandem arrangement.
7. **Bicycle Parking.** The project shall also provide long- and short-term bicycle parking as required pursuant to Municipal Code Section 12.21-A,16.
8. **Open Space.** Open space shall be provided as required pursuant to Municipal Code Section 12.21-G,2.
9. **Live/Work Units.** The ground-floor units fronting along Sawtelle Boulevard and Missouri Avenue shall constitute Joint Living and Work Quarters as defined in LAMC Section 12.03.



- a. Every ground-floor live/work unit facing a public street shall be oriented to the street and shall activate the street frontage.
  - b. Every ground-floor live/work unit facing a public street shall have a clearly-identifiable exterior entrance and walkway from the public sidewalk of that street.
10. **Flood Hazard.** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172,081 (effective 7/3/98).
  11. **Solid Waste.** The developer shall institute a recycling program to the satisfaction of the Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up no less than once a week as a part of the project's regular trash pick-up program.
  12. **Posting of Construction Activities.** A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
  13. **Construction-related Parking.** Off-street parking shall be provided for all construction-related parking generated to employees of the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.
  14. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering construction materials or construction-machinery shall be limited to the hours beginning at 7:00AM and ending at 3:00PM, Monday through Friday. No truck deliveries for construction shall occur outside of that time period. In addition, truck traffic shall also observe any time restrictions imposed by the Departments of Transportation and Building and Safety pursuant to Condition Nos. 38, 39 and 54. No construction truck staging related to such deliveries to the project site shall occur on any adjacent streets.
  15. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
  16. **Dust Walls.** Temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line as necessary to preclude dust dispersion from the project site to adjacent properties. The walls shall be in place during any time period when grading is being conducted within 100 feet of any occupied residence or the school on said adjoining lots.

## **B. Environmental Conditions**

17. **Aesthetics - Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

**18. Aesthetics - Vandalism.**

- a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**19. Aesthetics (Signage).**

- a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
- b. Multiple temporary signs in store windows and along building walls are not permitted.

**20. Aesthetics - Signage on Construction Barriers.**

- a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

**21. Aesthetics - Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.**22. Air Pollution - Demolition, Grading, and Construction Activities.**

- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- b. The construction area shall be kept sufficiently dampened to control dust cause by grading and hauling, and at all times provide reasonable control of dust cause by wind.
- c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- d. All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- g. Trucks having no current hauling activity shall not idle but be turned off.

**23. Objectionable Odors - Commercial Trash Receptacles.**

- a. Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- b. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

**24. Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.**25. Erosion/Grading/Short-Term Construction Impacts.**

- a. The applicant shall provide a staked signage at the site with a minimum 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- b. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMP's includes but is not limited to the following mitigation measures: (i) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened to reduce runoff velocity; (ii) Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**26. Greenhouse Gas Emissions.** Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.**27. Explosion/Release - Existing Toxic/Hazardous Construction Materials.**

- a. Asbestos - Prior to the issuance of any permit for demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACM's are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- b. Lead Paint - Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to ASHA regulations.
- c. Polychlorinated Biphenyl - Commercial and Industrial Buildings) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

28. **Emergency Evacuation Plan.** Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.
29. **Stormwater Pollution (Demolition, Grading, and Construction Activities).**
- a. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
  - b. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
  - c. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
  - d. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
30. **Land Use Planning.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
31. **Increased Noise Levels - Demolition, Grading, and Construction Activities.**
- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
  - b. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
  - c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
  - d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
32. **Increased Noise Levels (Parking Structure Ramps).**
- a. Concrete, not metal, shall be used for construction of parking ramps.
  - b. The interior ramps shall be textured to prevent tire squeal at turning areas.
33. **Increased Noise Levels - Mixed-Use Development.** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.
34. **Severe Noise Levels - Residential within 500 feet of a Freeway.** Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

35. **Public Services - Fire.** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
36. **Public Services - Police - Demolition/Construction Sites.** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
37. **Public Services - Police.** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
38. **Public Services - Construction Activity Near Schools.**
- a. The developer and contractors shall maintain ongoing contact with administrator of Sterry Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
  - b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
  - c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
  - d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
39. **Public Services - Schools affected by Haul Route.**
- a. LADBS shall assign specific haul route hours of operation based upon Sterry Elementary School's hours of operation.
  - b. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

40. **Public Services - Schools.** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
41. **Recreation - Increased Demand For Parks Or Recreational Facilities – Subdivision.** Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
42. **Increased Vehicle Trips/Congestion.** Implementing measure(s) detailed in said Department's communication to the Planning Department dated August 22, 2013 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.
43. **Increased Vehicle Trips/Congestion (West Side Traffic Fee).** The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.
44. **Safety Hazards.**
  - a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
  - b. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
45. **Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
46. **Utilities - Local Water Supplies - Landscaping.** Environmental impacts may result from the project implementation due to the cumulative increase demand on the City's water supplies. However, this potential impact will be mitigated to less than significant level by the following measures:
  - a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
  - b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - (1) Weather-based irrigation controller with rain shutoff
    - (2) Matched precipitation (flow) rates for sprinkler heads
    - (3) Drip/microspray/subsurface irrigation where appropriate
    - (4) Minimum irrigation system distribution uniformity of 75 percent

- (5) Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- (6) Use of landscape contouring to minimize precipitation runoff
- (7) A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater

**47. Utilities - Local Water Supplies - All New Construction.**

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**48. Utilities - Local Water Supplies - New Commercial or Industrial.** All restroom faucets shall be of a self-closing design.

**49. Utilities - Local Water Supplies - New Residential.**

- a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

**50. Utilities – Solid Waste Recycling.**

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing

services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract waste disposal services with a company that recycles demolition and/or construction-related wastes.

- c. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

- 51. **Utilities - Solid Waste Disposal.** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

#### **C. Department of Transportation Conditions**

- 52. **Covenant and Agreement.** Pursuant to Section 4/B of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.
- 53. **Highway Dedication and Physical Street Improvements.** Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering for any additional highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOR and BOE.
- 54. **Construction Impacts.** A construction work site traffic control plan shall be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.
- 55. **Site Access and Internal Circulation.** The applicant shall consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1"=40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles, 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

#### **D. Administrative Conditions**

- 56. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the



subject conditions, shall be provided to the Planning Department for placement in the subject file.

57. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
58. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
59. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
60. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
61. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
62. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
63. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action or proceedings against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

## FINDINGS

### General Plan Findings

1. **General Plan Land Use Designation.** The subject property is within the West Los Angeles Community Plan, which designates the site for Neighborhood Commercial land use with corresponding Zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The property is zoned C2-1VL, which is consistent with its land use designation. The C2 Zone allows residential development up to the density permitted in the R4 Zone. This would permit up to 38 dwelling units on the subject property by right. With the State-mandated 35% Density Bonus for providing Very Low Income units, up to 52 dwelling units would be permitted on the site, which is the number proposed by the project. Therefore, with the Density Bonus provided for by State law, the proposed density is consistent with the land use designation of the General Plan.

### 2. **General Plan Text.**

West Los Angeles Community Plan. The Community Plan text includes the following relevant provisions, objectives and policies:

Goal 1 - A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1 - To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area.

Objective 1-4: To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.

Policy 1-1.3: Provide for adequate multi-family residential development.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1.4-2: Ensure that new housing opportunities minimize displacement of residents.

Policy 1.4-3: Encourage multiple residential development in specified commercial zones.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-2.2: Promote mixed-use projects along transit corridors and in appropriate commercial areas.

Program: The Community Plan Land Use Diagram identifies portions of Santa Monica, Wilshire and Sawtelle Boulevards as Mixed Use Boulevards. Properties along designated Mixed Use Boulevards are limited to a Floor Area Ratio (FAR) of 1.5 to 1, and the maximum building height permitted by the existing zoning.

Policy 2-2.4: Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-station, and/or other appropriate human service facilities as part of the project.

Program: Additional floor area beyond 1.5:1 or additional height could be permitted within Mixed Use Boulevards, if facilities beneficial to the community are provided.

Policy 2-2.5: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

The proposed project is consistent with these provisions in that it will develop new housing to help meet the diverse economic and physical needs of the Plan area's projected population; it will provide new affordable housing in the community; it will create multi-family housing within a commercial zone designated for mixed-use development; and will not displace any existing residents.

The West Los Angeles Community Plan designates this section of Sawtelle Boulevard as a Collector Street and a Mixed Use Boulevard. This portion of Sawtelle Boulevard is also subject to Plan Map Footnote No. 9, which reads: "Limited to maximum floor area ratio of 1.5:1 and the height permitted by the current zone." The proposed height and floor area ratio of the proposed project exceed the limitations of this footnote; however, Policy 2-2.4 of the Community Plan provides through its Program that: "Additional floor area beyond 1.5:1 or additional height could be permitted within Mixed Use Boulevards, if facilities beneficial to the community are provided." This project is providing affordable housing for Very Low Income households, which is a service and facility beneficial to the community, thus additional floor area and height are consistent with the provisions of this Program.

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

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

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Policy 3.13.1: Encourage the development of commercial uses and structures that integrate housing units with commercial uses in areas designated as "Boulevard-Mixed Use" in accordance with Tables 3-1 and 3-8. The range and density/intensity of uses permitted in any area shall be identified in the community plans.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project is consistent with these provisions in that it will create an attractive multi-family development to serve the community's existing and future residents, and will provide new multi-family housing, including affordable units and live/work units, within a designated mixed-use boulevard.

Housing Element. The project is consistent with and implements the Housing Element of the General Plan, which includes objectives to encourage the availability of affordable units. Goal 1 of the Housing Element is to ensure "...an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs." It is also consistent with many other provisions of the Housing Element, including Objective 1.1: "...production of an adequate supply of rental and ownership housing for households of all income levels and needs;" Policy 1.1.2: "Promote affordable rental housing for all income groups that need assistance;" and Objective 1.4: "Promote an equitable distribution of affordable housing opportunities throughout the City."

3. **The Transportation Element** of the General Plan is not likely to be affected by the recommended action herein. The residential development proposed by the project is 52 dwelling units, which exceeds the threshold of 40 units for apartments to require a traffic study. Accordingly, the Department of Transportation conducted a Transportation Analysis of the proposed project and determined in a letter dated August 22, 2013 that the impact of trip generation will be less than significant. In addition, the Department of Transportation imposed a number of other requirements that have been incorporated into the conditions of approval of this case, along with numerous other conditions and mitigation measures to address traffic flow, and the subject property is within West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), and will require clearance from the Department of Transportation and the payment of applicable traffic impact fees prior to the issuance of building permits.
4. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. A report from the Bureau of Sanitation, Wastewater Engineering Services Division, dated January 14, 2014, states that their office has reviewed the sewer/storm drain lines serving the subject area and found no potential problems to their structures or potential maintenance problems.
5. **Street Lights.** The Bureau of Street Lighting requests that two (2) new street lights be required on Missouri Avenue. This is required by the conditions of concurrent Tentative Tract Map No. 72605, and imposed within the instant case by Condition No. 4.

**Entitlement Findings**

6. **Density Bonus Compliance Findings.** After thorough consideration of the information, statements, and plans contained in the application; the reports received from other City departments and government agencies; the California State Government Code Section 65915 (State Density Bonus Program), the requirements for issuing a Density Bonus Compliance Review approval have been established by the following:

a. **The project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.**

As conditioned by this approval, the proposed project complies with all applicable provisions of Government Code 65915-65918 and LAMC Section 12.22-A,25. By setting aside 13% of the units for Very Low Income households, the project qualifies for a 35% density bonus. The Code allows projects that provide the minimum number of set aside units be granted an automatic increase in density and reduced parking requirements. Additionally, providing over 13% of the permitted dwelling units for Very Low Income households also grants projects up to two incentives, which serve as waivers from development standards of the code. The project is seeking three incentives in this case, one of which is an on-menu item and two off-menu items.

- (1) **Density.** The subject property is approximately 14,247 square feet in area and is located within the C2-1VL Zone. The Municipal Code permits residential density to one dwelling unit per 400 square feet of lot area in the C2 Zone. This would permit a total of 38 dwelling units on the subject site. The Los Angeles Municipal Code Section 12.22-A,25 and Government Code Section 65915 allow an applicant to request a 35% density bonus when a project provides a minimum of 11% for Very Low Income households. This proposed project will set aside 5 of the 38 by-right units, or 13.1%, for Very Low Income households, thereby qualifying for a 35% density bonus for an additional 14 units. Therefore, based on the Findings herein, the proposed density of 52 dwelling units on the subject site substantially complies with the applicable regulations, standards and provisions of the Municipal Code and the State Density Bonus Program.
- (2) **Parking.** Pursuant to Government Code 69515 and Municipal Code Section 12.22-A,25(d), the applicant is utilizing Parking Option 1, which permits one parking space per each residential unit of 0-1 bedroom(s), 2 spaces for each residential unit of 2-3 bedrooms, and 2½ spaces for each residential unit of four or more bedrooms. Under Parking Option 1, the proposed project is required to provide 67 spaces for the residential units, and the project will provide a total of 78 on-site spaces, which includes 11 extra spaces to serve the live/work units and for visitors.
- (3) **Waivers and Modifications to Development Standards (“On-Menu” Affordable Housing Incentives).**
  - A. **Building Height.** Pursuant to the California Government Code and Los Angeles Municipal Code, relief from building height limits is allowable as an on-menu incentive to help alleviate the costs of providing affordable housing, which will permit increasing the project’s allowable building height by 11 feet from 45 feet to 56 feet. Allowing the requested increase in height is also consistent with the spirit of Policy 2-2.4 of the West Los Angeles Community Plan, which has a program that suggests that

additional floor area or additional height could be permitted within Mixed Use Boulevards if facilities beneficial to the community are provided, and there are other existing buildings nearby that exceed three stories or 45 feet along this portion of Sawtelle Boulevard, although heights vary considerably in the area.

(4) **Waivers and Modifications to Development Standards (“Off-Menu” Affordable Housing Incentives).**

- A. **Floor Area Ratio.** Pursuant to the California Government Code and Los Angeles Municipal Code, relief from floor area ratio limits is allowable as an off-menu incentive to help alleviate the costs of providing affordable housing, which will permit increasing the project’s Floor Area Ratio (FAR) from 1.5:1 to 2.7:1. This requested FAR is comparable to the typical FAR of 3:1 for many multiple-residential developments in residential zones. It is also appropriate to permit the market rate units to be larger in size and more comparable to typical units found in R3-zoned areas, located to the east and west of Sawtelle Boulevard, which will help the project to remain economically feasible while providing the restricted affordable units. It should also be noted that the requested increase in FAR will not increase the number of dwelling units that may be developed on the site, although it may increase the number of bedrooms per dwelling unit. Accordingly, it is likely to have nominal increase in traffic impacts.
- B. **Side Yard Setback.** Pursuant to the California Government Code and Los Angeles Municipal Code, relief from side yard setback requirements is allowable as an off-menu incentive to help alleviate the costs of providing affordable housing, which will permit reducing the project’s required southerly side yard setback from 8 feet to 5 feet. The setback affects the size of building that can be built, and the reduced setback is therefore necessary to permit a building of sufficient size to make the project economically feasible with the restricted affordable units.

**b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the extent physically feasible.**

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV-2013-3642-MND). The project is subject to various specific measures during both construction and operation phases of the project. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, and animal life, or risk of upset to these resources are concerned. Furthermore, the project site, as well as the surrounding area is presently developed with urban structures and residential and commercial land uses which do not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as “Potentially Significant Unless Mitigation Incorporated” in the Mitigated Negative Declaration have attached Mitigation Measures to remedy potentially significant impacts to less than significant or no impact levels. These measures are required and have been incorporated into the project’s conditions of approval. Mitigation Monitoring has also been identified (Condition No. 51) ensuring the implementation of all required mitigation measures. Therefore, in light of the whole record, the proposed project would not cause substantial impacts on the environment.

The proposed project will not be constructed over a designated hazardous materials site, landslide area, liquefaction zone, tsunami-prone area, Hillside Grading Area, Fire Hazard area, flood-prone area, Methane Gas Zone, or high wind velocity area. The project would not place any occupants or residents near a hazardous materials site or involve the regular use or transport of hazardous materials or substances. The site is within 500 feet of a freeway, but this is addressed by Mitigation Measures in the conditions of approval. The proposed use is consistent with the recommended zoning and land use designation with the 35% Density Bonus pursuant to State law, resulting in a development that is compatible with the surrounding uses and improvements in the same zone and vicinity.

Additionally, the project has been conditioned to confer with various City agencies, including the Department of Transportation, Public Works, Fire Department, and Police Department, among others, to ensure adequate vehicular access and parking, fire safety and emergency access, and for the provision of street trees as well as improvements to the right-of-way. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. As presented, the design of the proposed project materially conforms to the CEQA Statute and all other applicable policies and regulations of the Affordable Housing – Density Bonus Program and the Los Angeles Municipal Code.

### **Environmental Findings**

8. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2013-3642-MND) was prepared for the proposed project, and an Addendum was subsequently prepared on April 4, 2014, due to the change in project description. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
10. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone C, areas identified on the flood map as areas of moderate or minimal hazard from the principal source of flood. Currently, there are no flood zone compliance requirements for construction in these zones.

## PUBLIC HEARING AND COMMUNICATIONS

### Hearing

A joint public hearing conducted by the Deputy Advisory Agency and Hearing Officer on this matter was held in Room 1020, City Hall on Wednesday, March 5, 2014.

1. Present: Approximately 25 persons attended, including the Applicant's representative (Jonathan Lonner of Burns & Bouchard, Inc.), a representative from Council District 11 (Chris Robertson), and several members of the local community.
2. Initial Indication and Testimony:

Jonathan Lonner, the Applicant's representative, described the project, and stated that the applicant and representatives have met with neighboring owners and residents, and that the neighbors felt that restaurants and retail as originally proposed would create traffic and parking issues in the area. As a result, the applicant has modified the project and is now proposing live/work units on the ground floor in lieu of commercial space. They have also had discussions with the Neighborhood Council. The applicant has also agreed to certain construction mitigation measures with the adjacent southerly property owner.

The applicant believes the live/work units activate the street in a more refined manner. Normal business hours would be from 9 a.m. to 5 p.m., and those units would have direct entries from the street. Restaurants would flood the area with traffic.

Mr. Lonner also requested Condition No. S-3 in the staff report be modified to permit a landscaped parkway in lieu of street trees. The Bureau of Engineering representative agreed this would be acceptable.

Tom Schiff of Decron Properties stated he manages the adjacent apartment building to the south. He said he was not taking a position on the zone change at this hearing, based on a floor area ratio of 2.62:1 and a proposed height of 56 feet, but he may object if these numbers are increased. He stated he has many concerns about construction mitigation and suggested certain specific mitigations, including no construction be permitted on Saturdays; no construction be permitted before 8:00 a.m., including staging or the warm-up of equipment; and would prefer dirt hauling limited to the hours of 9 a.m. to 4 p.m.

Another manager of Decron Properties spoke, stating that he lives on the site and was speaking on behalf of residents. He said that construction noise related to the proposed project would be a huge problem.

Another resident of 1920 Sawtelle Boulevard stated that her son has lived at that location for 20 years and she has lived there 5 years. Noise from previous construction in the area was a problem, and she fears this project will impact residents with noise and dust.

A resident of 2516 Corinth Avenue stated that he has collected over 450 signatures in opposition to the proposed project. The neighborhood is a culturally important district. The current development on Sawtelle Boulevard is mostly two-story; this proposed high-rise would be out of character and would cause congestion, traffic and parking issues for the community. Proposition U was intended to protect the low-rise nature of streets like Sawtelle Boulevard.



A resident of Butler Avenue testified, asking if it would be possible to add more housing in the area without a zone change. He also stated that live/work units have not activated the street in other projects. He is troubled that all new developments seem to be proposed in this area. There are many "For Lease" signs throughout the neighborhood, suggesting that there is not a need for a lot of new housing there. The developer should build within the character of the area.

Another neighborhood resident spoke, stating that he supports responsible development of two to three stories, not five or more stories. The impacts of this proposed project will affect the neighborhood.

Chris Robertson, a Planning Deputy representing Council District 11, stated that their staff is still reviewing this proposed project and they had taken no position on it as of the time of the hearing.

Jonathan Lonner, the applicant's representative, on follow-up testimony, stated that they are still working with the neighbors regarding potential construction impacts. The applicant favors allowing construction on Saturdays as that shortens the duration of the construction and would thereby significantly reduce the impacts to neighbors. The applicant would like to have modified hours for trucks of 8 a.m. to 4 p.m., Monday through Saturday. For other construction-related concerns, the City's standard mitigation conditions should apply.

The Hearing Officer questioned whether the ground floor live/work units would activate the street sufficiently, given that this section of Sawtelle Boulevard is designated as a Mixed Use Boulevard by the Community Plan.

Mr. Lonner responded that the live/work units would activate the street in a more refined manner, and that the applicant modified the original proposed project to include live/work units on the ground floor rather than retail and restaurants due to community concerns regarding other trip generators in the area, and to reduce the project's potential traffic impacts. In addition, the revised project now has its vehicular access 100% from the rear alley, with no driveways from Sawtelle Boulevard or Missouri Avenue. The total parking to be provided for the revised project is 74 spaces, including 66 residential spaces and 8 additional spaces for the live/work units and guests.

The Deputy Advisory Agency closed the public hearing and stated that the determination letter for the Tentative Tract Map would include the Mitigation Measures for the tract map only, and that the Mitigation Measures could change for the requested Zone Change and Density Bonus case.

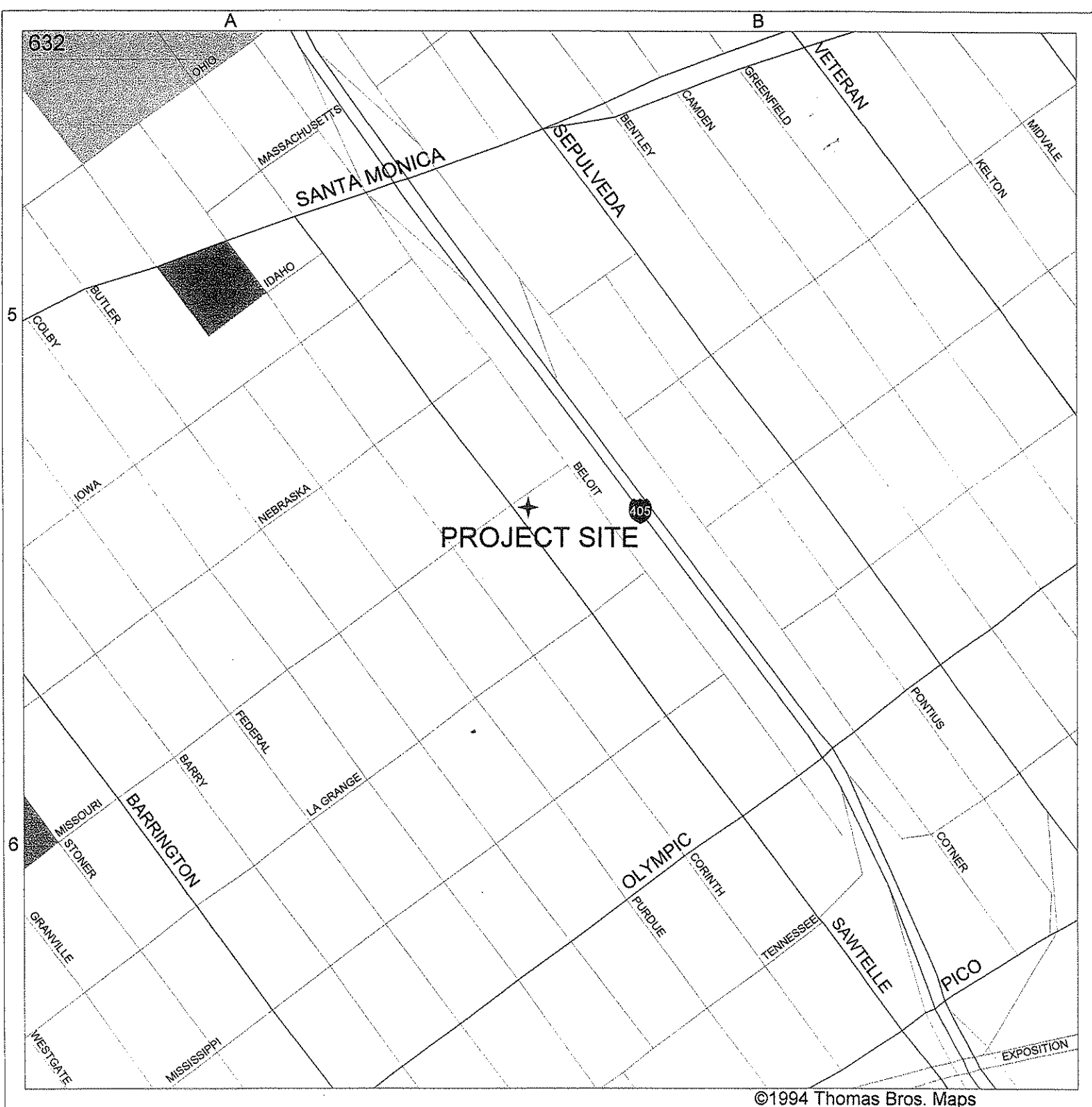
### **Communications Received**

At the time of staff report preparation, staff has received 24 letters and e-mails in opposition to the proposed project. This number includes multiple communications received from some individuals and letters handed in at the public hearing. The main reasons given for opposition to the proposed project include:

- Sawtelle Boulevard is a mostly low-rise neighborhood with primarily one- and two-story structures;
- The proposed height and density are out of character for the area; the project will worsen traffic congestion, which is already bad in this area;

- The project is a long distance from transit lines, which is inappropriate for a high density project;
- There are many “For Rent” signs throughout the neighborhood; the area does not need the additional housing this project proposes;
- The Sawtelle Boulevard district is a culturally important neighborhood and this project is out of character for it;
- This and other similar projects are crowding Sawtelle Boulevard beyond its capacity;
- Construction of the new building will adversely affect neighboring residents;
- The existing plant nursery on the site is an attractive urban oasis and it should be preserved rather than being replaced by a high-rise project.

In addition, two agencies commented on the Mitigated Negative Declaration for the project. The Los Angeles Unified School District, in a letter dated February 12, 2014, stated that it must be contacted regarding construction activities and their potential impact on school bus routes, and that contractors must maintain safe and convenient pedestrian routes to all nearby schools. The South Coast Air Quality Management District, in a letter dated March 7, 2014, warned of potential adverse health effects of locating housing near freeways and other heavily traveled roadways, which this project proposes.



©1994 Thomas Bros. Maps

### VICINITY MAP

SITE : 1900 SAWTELLE BLVD.

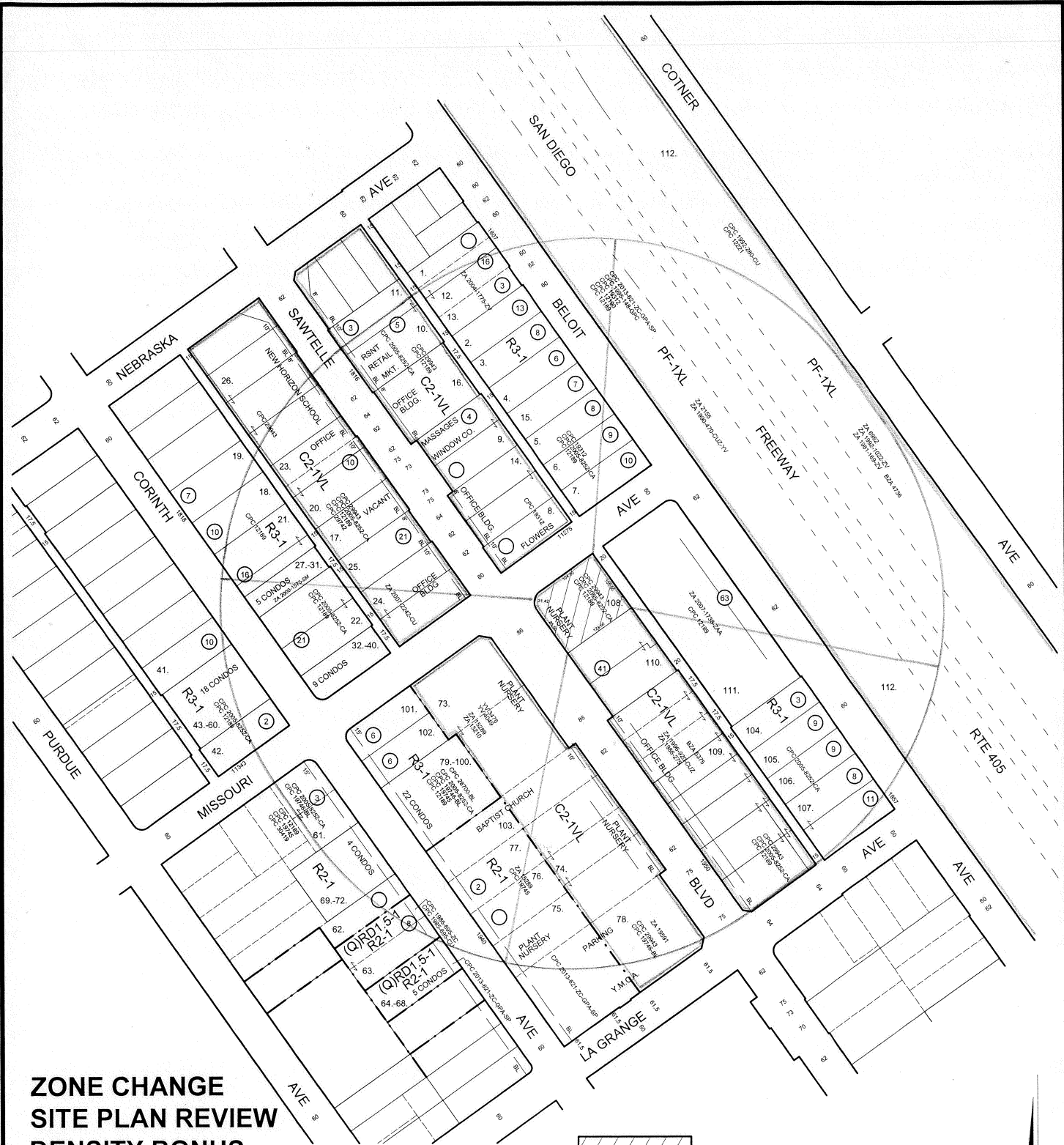
CPC 2013-3641

## **GC MAPPING SERVICE, INC.**

3055 WEST VALLEY BOULEVARD  
ALHAMBRA CA 91803

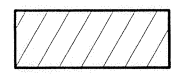
(626) 441-1080, FAX (626) 441-8850

[GCMAPPING@RADIUSMAPS.COM](mailto:GCMAPPING@RADIUSMAPS.COM)



**ZONE CHANGE  
SITE PLAN REVIEW  
DENSITY BONUS  
PRELIMINARY PARCEL MAP  
E.A.F.**

LEGAL: PORTION OF BLK. 23, BARRET VILLA TRACT, M.B. 70-32-35. (SEE APPLICATION)



ZONE CHANGE FROM C2-1VL TO RAS4-1VL



C.D. 11  
C.T. 2677.00  
P.A. WEST LOS ANGELES

**GC MAPPING SERVICE, INC.**

3055 WEST VALLEY BOULEVARD  
ALHAMBRA CA 91803  
(626) 441-1080 FAX (626) 441-8850

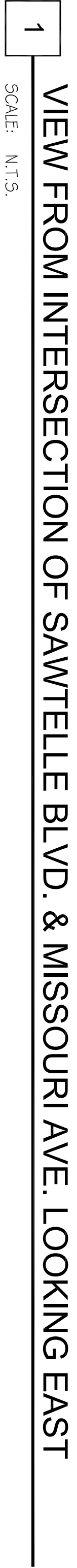
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CASE NO.  
DATE: 09-10-2013  
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USES FIELD  
D.M. 126 B 153,  
126 B 149  
T.B. PAGE: 632 GRID: B-5

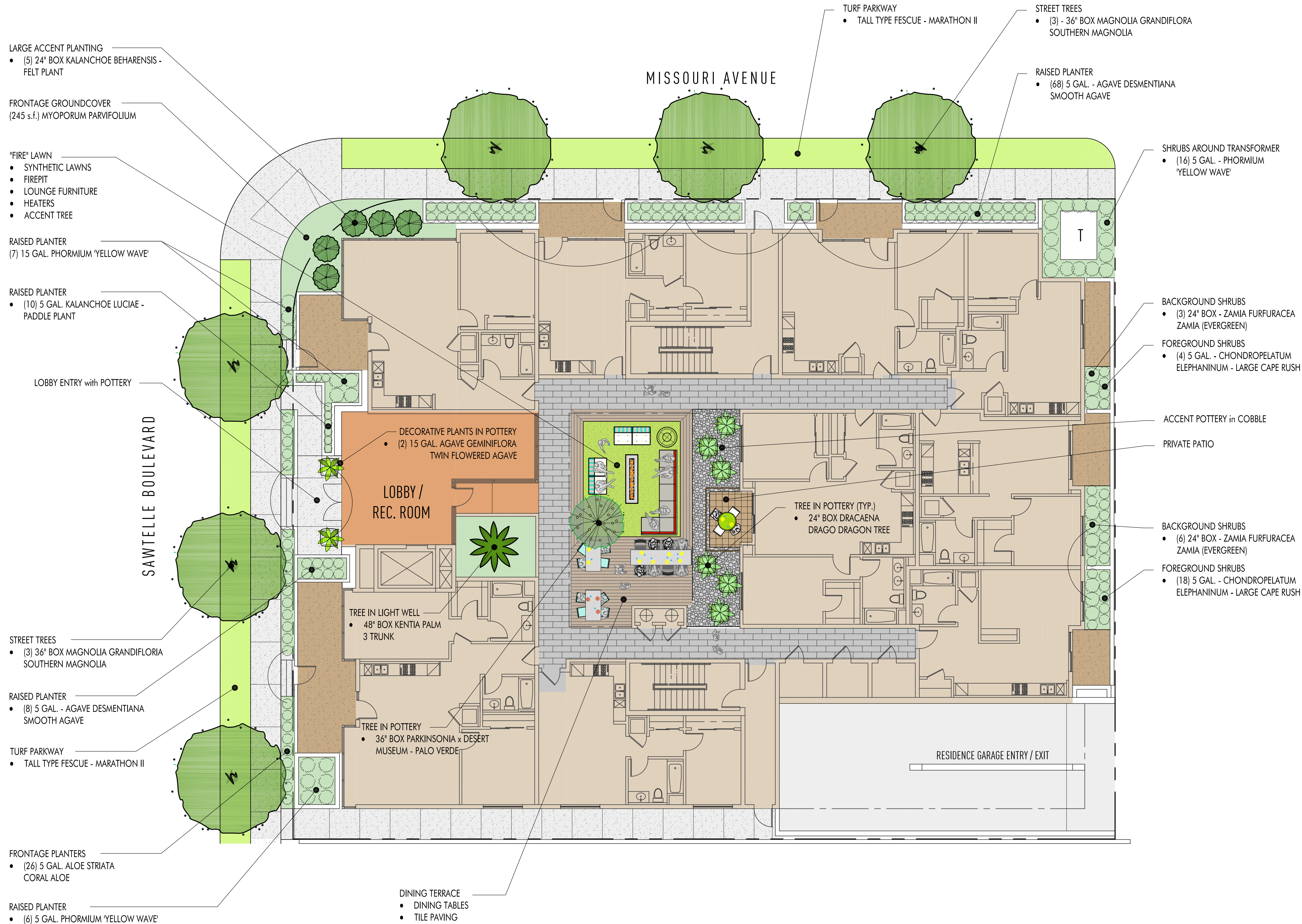


[illegible]

Original drawing, size is 30" x 42"







"FIRE" LAWN



ACCENT TREE



DINING TERRACE



- RAISED PLANTERS
- (2) 24" BOX ARBUTUS MARINA

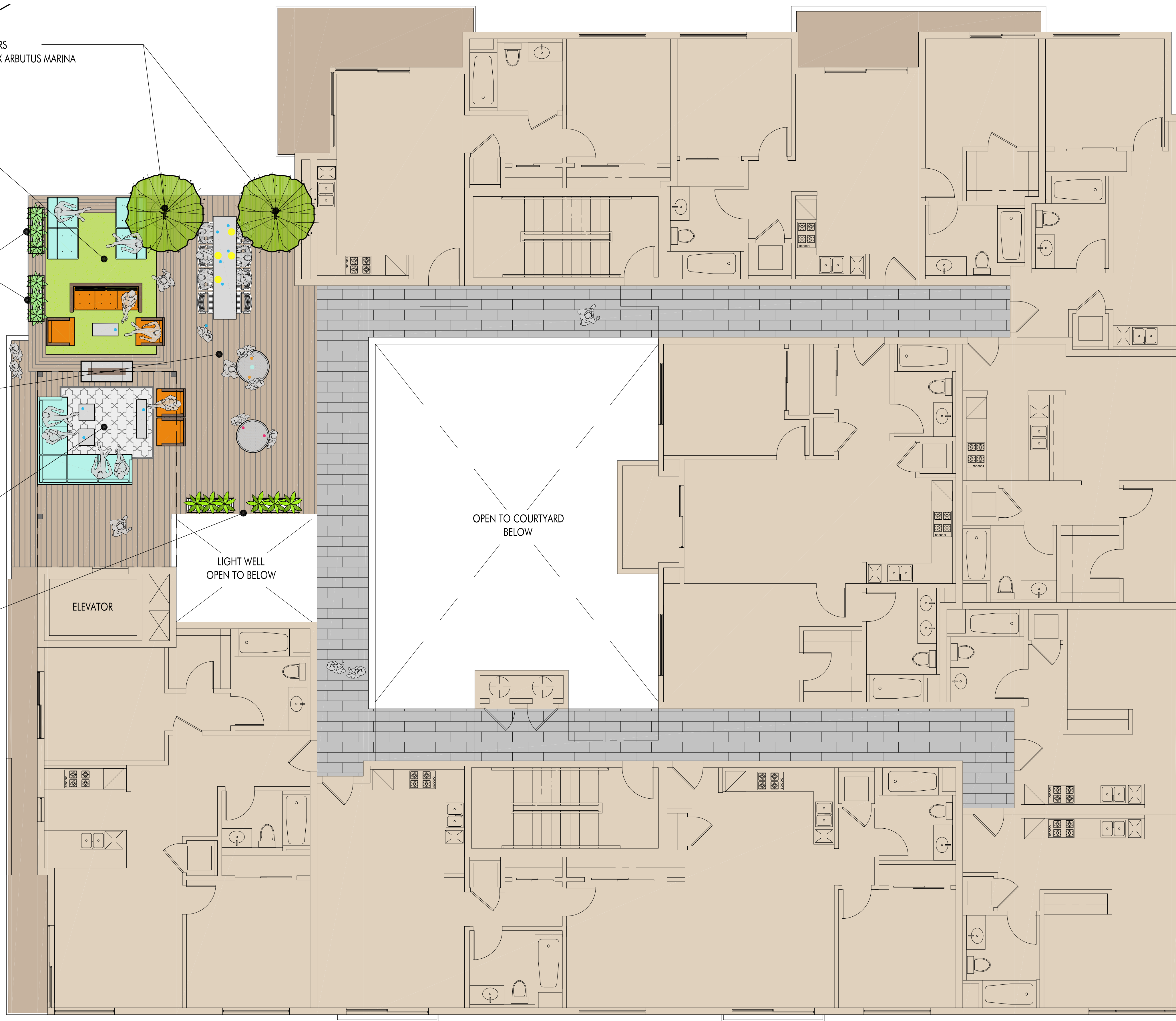
- CONVERSATION LAWN
- LOUNGE FURNITURE
  - DOUBLE SIDED FIREPLACE
  - DECORATIVE POTS and PLANTING

- RAISED PLANTERS
- (6) 15 GAL. BEUCARNEA RECURVATA - PONYTAIL PALM

- DINING AREA
- FAMILY STYLE DINING TABLE
  - BAR HEIGHT COCKTAIL TABLES

- COVERED OUTDOOR ROOM
- DOUBLE SIDED FIREPLACE
  - LOUNGE FURNITURE
  - DECORATIVE AREA RUG

- RAISED PLANTERS
- (6) 15 GAL. SANSEVIERIA TRIFASCIATA SANSEVIERIA



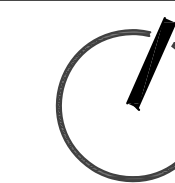
LOUNGE LAWN



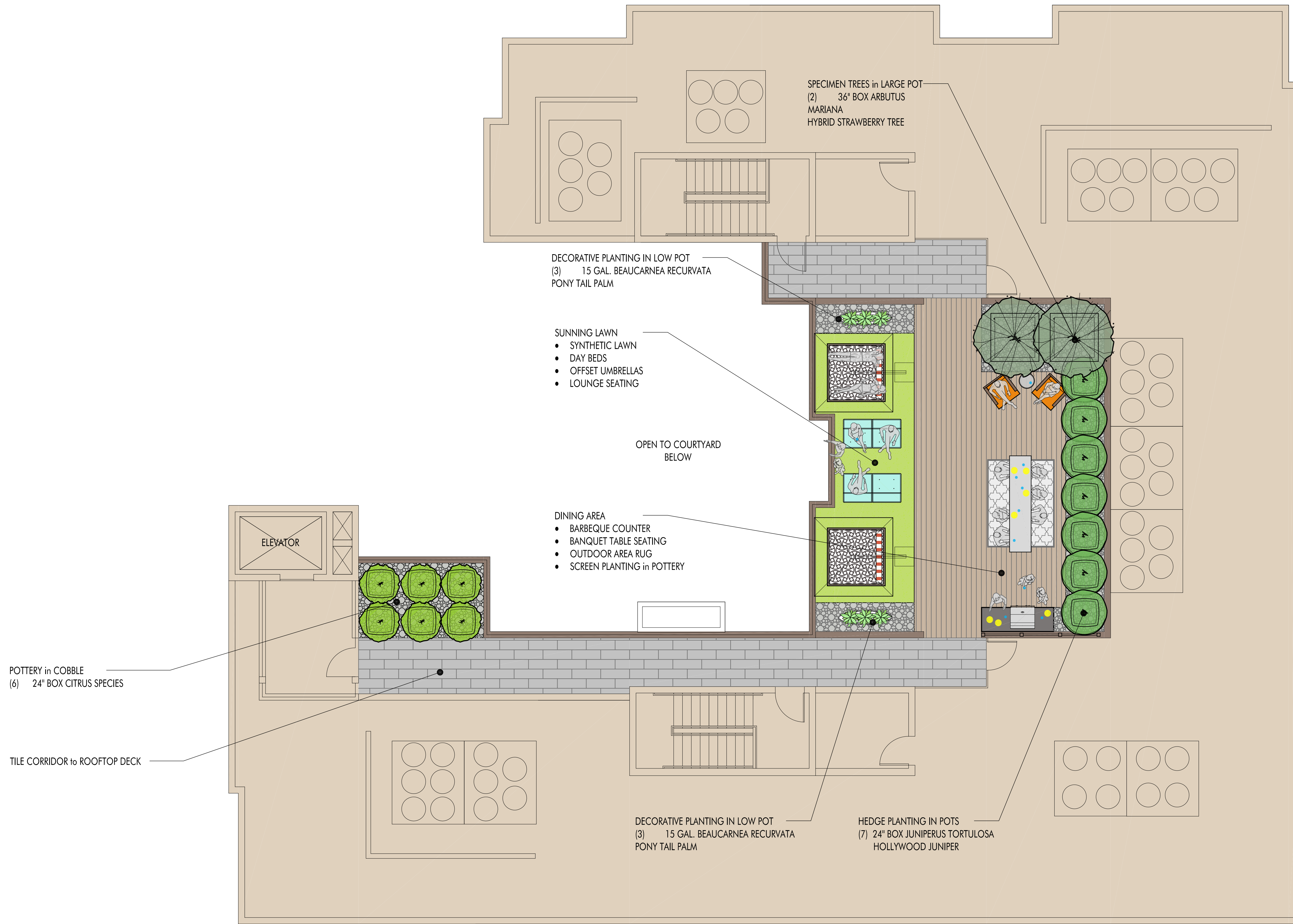
FIREPLACE LOUNGE



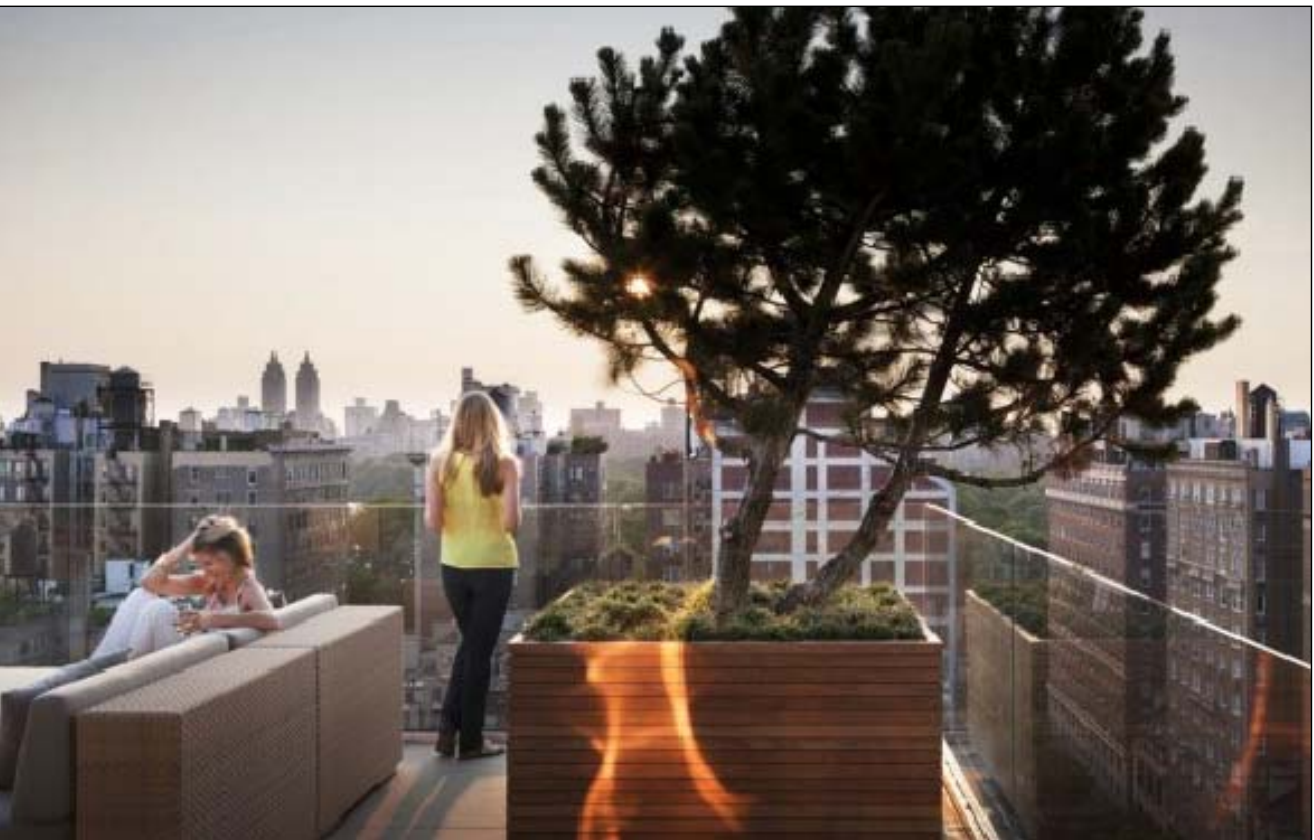
LOW PLANTING at EDGE FOR EXTENDED VIEWS







DAYBEDS ON SUNNING LAWN



TREE IN LARGE POT



SCREEN PLANTING IN POTS





## A MIXED USE DEVELOPMENT

● ZONING

- [illegible]

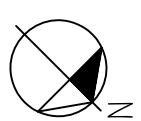
SCALE: 1/32" = 1'-0"

- GRADE PLAN DIAGRAM AND CALCULATION  

$$\frac{217.72' + 217.10' + 215.80' + 214.46'}{4} = 216.27'$$

## SCALE: 1/32" = 1'-0"

- |                                    |  |
|------------------------------------|--|
| ● BICYCLE PARKING                  |  |
| PERFORMANCE NO. 102386             |  |
| <u>RESIDENTIAL BICYCLE PARKING</u> |  |
| LONG TERM,                         | 1 PER UNIT                                       |
| SHORT TERM                         | 1 PER 10 UNITS                                   |
| TOTAL REQUIRED                     | = 52 (FRACTIONS OF 1/2 OR LESS ARE ROUNDED DOWN) |
| TOTAL PROVIDED                     | = 57   |
|                                    | = 65   |



## SCALE: N.T.S.

[illegible]

PROJECT SITE:	LEGAL DESCRIPTION:	ASSISTANT'S PARCEL NO.:	PN NUMBER:	TRACT:	MAP REFERENCE:	BLOCK:	LOT:	ARB.	MAP SHEET:	FILE DISTRICT:	SPECIFIC PLAN AREA:
300 SWEETWOOD LOS ANGELES, CALIFORNIA	LOT 20 OF THE BLOCK OF THE BARRETT VILLA TRACT, AM- RECEIVED TO 34 OF THE OFFICE OF THE LOS ANGELES COUNTY RECORDER.	4261-031023	1260153469	BARRETT VILLA TRACT	NR 70-3025	23	PORTION	5	1260153	59	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION

.

DESIGNER:	MILWA DESIGN GROUP, INC. 2000 N. MILWAUKEE AVENUE MILWAUKEE, WI 53212 TEL: 414.337.1604
ARCHITECT OF RECORD:	ROBERT JAMES TAYLOR ARCHITECTS 414 S. MARQUETTE DRIVE MILWAUKEE, WI 53205 TEL: 414.347.3493
STRUCTURAL AND SHORING ENGINEER:	MASQUID PERIN & ASSOCIATES, INC. 17200 VENTURA BLVD., # 113A VAN NUYS, CA 91411 TEL: 818.521.1616
LANDSCAPE ARCHITECT:	M/S DESIGN GROUP CANNERY VILLAGE S 111 30TH STREET MILWAUKEE, WI 53206 TEL: 414.673-9864
CIVIL ENGINEER/ SURVEYOR:	455 SOLISTICE MILWAUKEE, WI 53202 TEL: 414.659.7547
ENGINEER:	317E AVENUE I MILWAUKEE, WI 53202 TEL: 414.659.7547
	MOTING HILL, LLC 10750 WILSHIRE BLVD SUITE # 1104 COSTA MESA, CA 92624 TEL: 714.779-5555

## ARCHITECTURAL

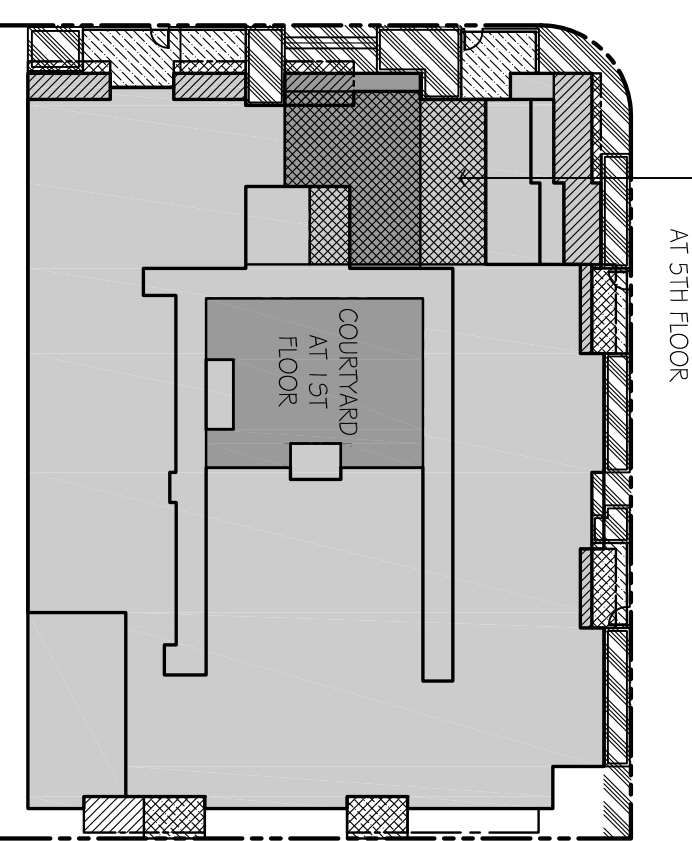
T.10	TITLE SHEET, SITE PLAN, OPEN SPACE DIAGRAM, VICINITY MAP & CALCULATION
A.2.0	PARKING PLANS P1
A.2.1	PARKING PLANS P2
A.2.2	PARKING PLANS P3
A.2.3	FIRST FLOOR PLAN
A.2.4	SECOND FLOOR PLAN
A.2.5	THIRD FLOOR PLAN
A.2.6	FOURTH FLOOR PLAN
A.2.7	FIFTH FLOOR PLAN
A.2.8	ROOF PLAN
A.3.0	ELEVATIONS
A.3.1	ELEVATIONS
A.3.2	SLOPE, DRAIN AND GRADING CALCULATION
A.4.0	SECTION
A.4.1	SECTION
A.4.2	PERSPECTIVE I
A.5.0	ENLARGED FLOOR PLANS
A.6.0	

2-1/2 LEVELS OF SUBTERRANEAN RESIDENTIAL PARKING. 5 LEVELS OF TYPE II WOOD FRAMING TYPE I OVER THE CONCRETE PODIUM DECK






- |   |                               |                     |
|---|-------------------------------|---------------------|
| FIRST FLOOR WITH 1 LIVING, DINING AND RESIDENTIAL LOBBY |                               |                     |
| 4 UPPER LEVELS WITH 45 APARTMENTS                       |                               |                     |
| 9   | LIVING ROOM                   | UNITS               |
| 22  | DINING ROOM                   | UNITS               |
| 1   | REAR PORCH                    | UNITS               |
| 2   | 2 BED / 2 BATH                | UNITS               |
| 52  | TOTAL                         |                     |
| OTHER SPACE REQUIRED                                    |                               |                     |
| 37  | UNITS W/ 1 & 2 BATHABLE ROOMS | X 100 SF = 3,700 SF |
| 12  | UNITS W/ 3 BATHABLE ROOMS     | X 125 SF = 1,500 SF |
| 52  | TOTAL                         | = 5,200 SF          |

COURTYARD AND REC. ROOM AT FIRST FLOOR  
DECK AT FIFTH FLOOR

ROOF PECK PATOSALCONIES (42 x 50 SF EACH)	1,000 SF
	2,100 SF
<b>TOTAL</b>	<b>5,504 SF</b>
<b>TOTAL OPEN SPACE PROVIDED =</b>	<b>5,504 SF &gt; TOTAL OPEN SPACE REQUIRED = 5,575 SF</b>
<b>TOTAL OPEN SPACE NOT COUNTED</b>	<b>1,013 SF</b>
<b>LONG SAWTLE AND MISSOURI =</b>	



**LEGEND:**

	COMMON OPEN SPACE AT 1ST FLOOR
	COMMON OPEN SPACE AT 5TH FLOOR
	PRIVATE PATIOS AT 1ST FLOOR
	BALCONIES AT 2ND, 3RD, 4TH, AND 5TH FLOORS
	COMMON OPEN SPACE AT 1ST FLOOR, NOT COUNTED

SCALE: 1/32" = 1'-0"

- ZONING HEIGHT LOWEST POINT 5'-0" FROM BUILDING = 21.5, 50 PARAPET = 27.1, 50, SO ZONING HEIGHT = 56
- BUILDING HEIGHT GRAPE PLANE = 21.6, 27.1, PARAPET = 27.1, 50, SO THE BUILDING HEIGHT = 27.1

## SCALE: 1/32" = 1'-0"

- |                                    |  |
|------------------------------------|--|
| ● BICYCLE PARKING                  |  |
| PERFORMANCE NO. 102386             |  |
| <u>RESIDENTIAL BICYCLE PARKING</u> |  |
| LONG TERM,                         | 1 PER UNIT                                       |
| SHORT TERM                         | 1 PER 10 UNITS                                   |
| TOTAL REQUIRED                     | = 52 (FRACTIONS OF 1/2 OR LESS ARE ROUNDED DOWN) |
| TOTAL PROVIDED                     | = 57   |
|                                    | = 65   |



GRAPHIC SCALE

0 5 10 20

A-2.1

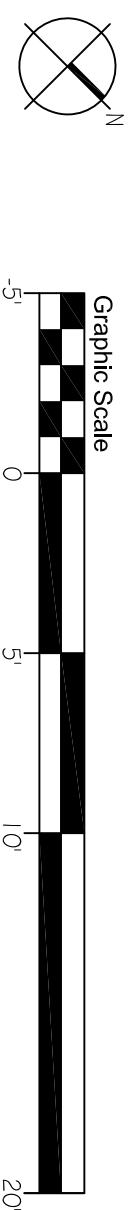
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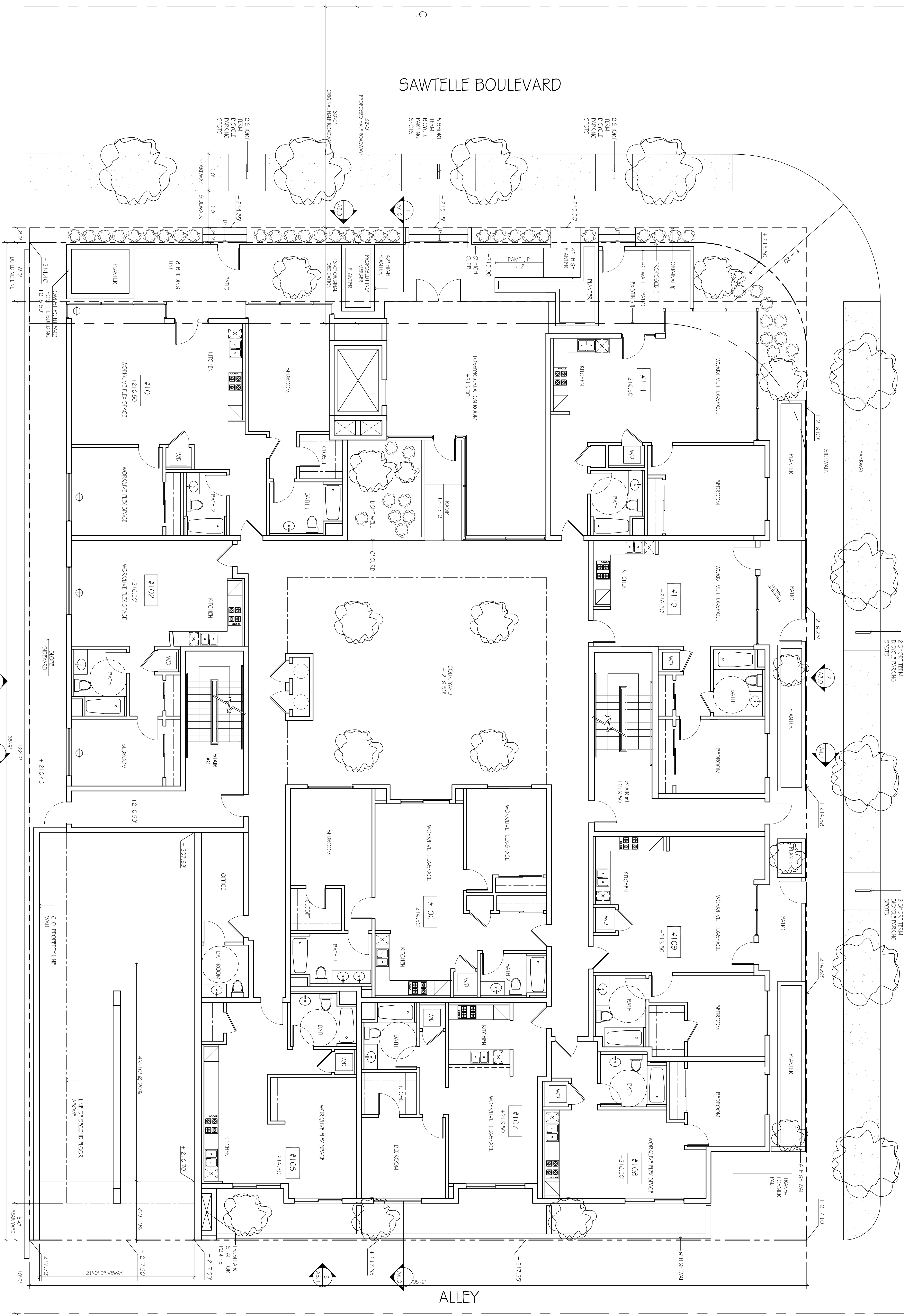
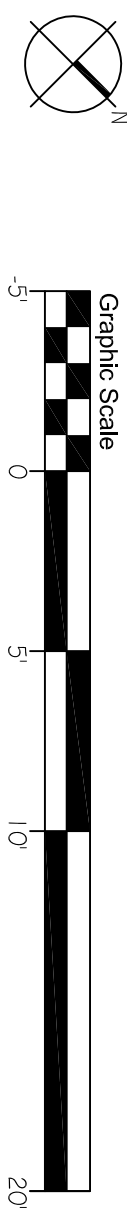
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SCALE: 3/16" = 1'-0"







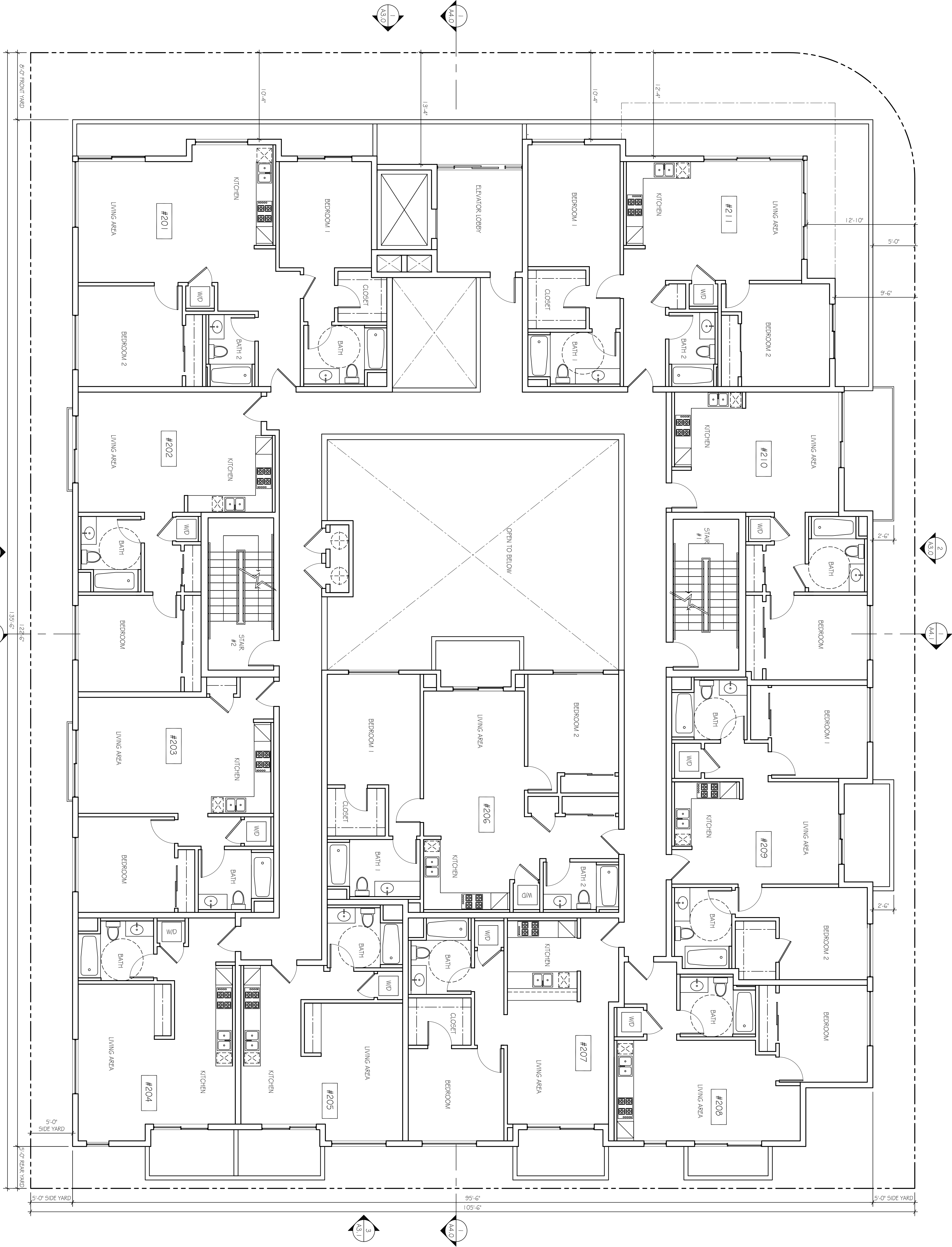
NOTTING HILL APARTMENTS  
1900 SAWTELLE BOULEVARD  
LOS ANGELES, CA 90025

SECOND FLOOR PLAN

ISSUED FOR	REV.
03-25-14	
CITY PLANNING	

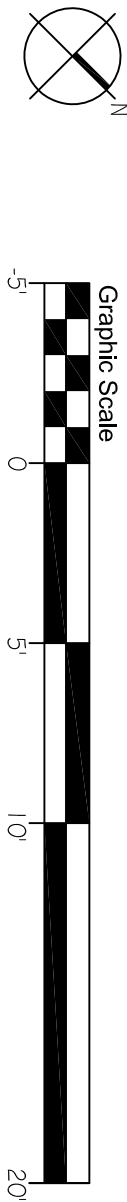
PROJECT:  
NOTTING  
HILL

A-2.4



1 SECOND FLOOR PLAN

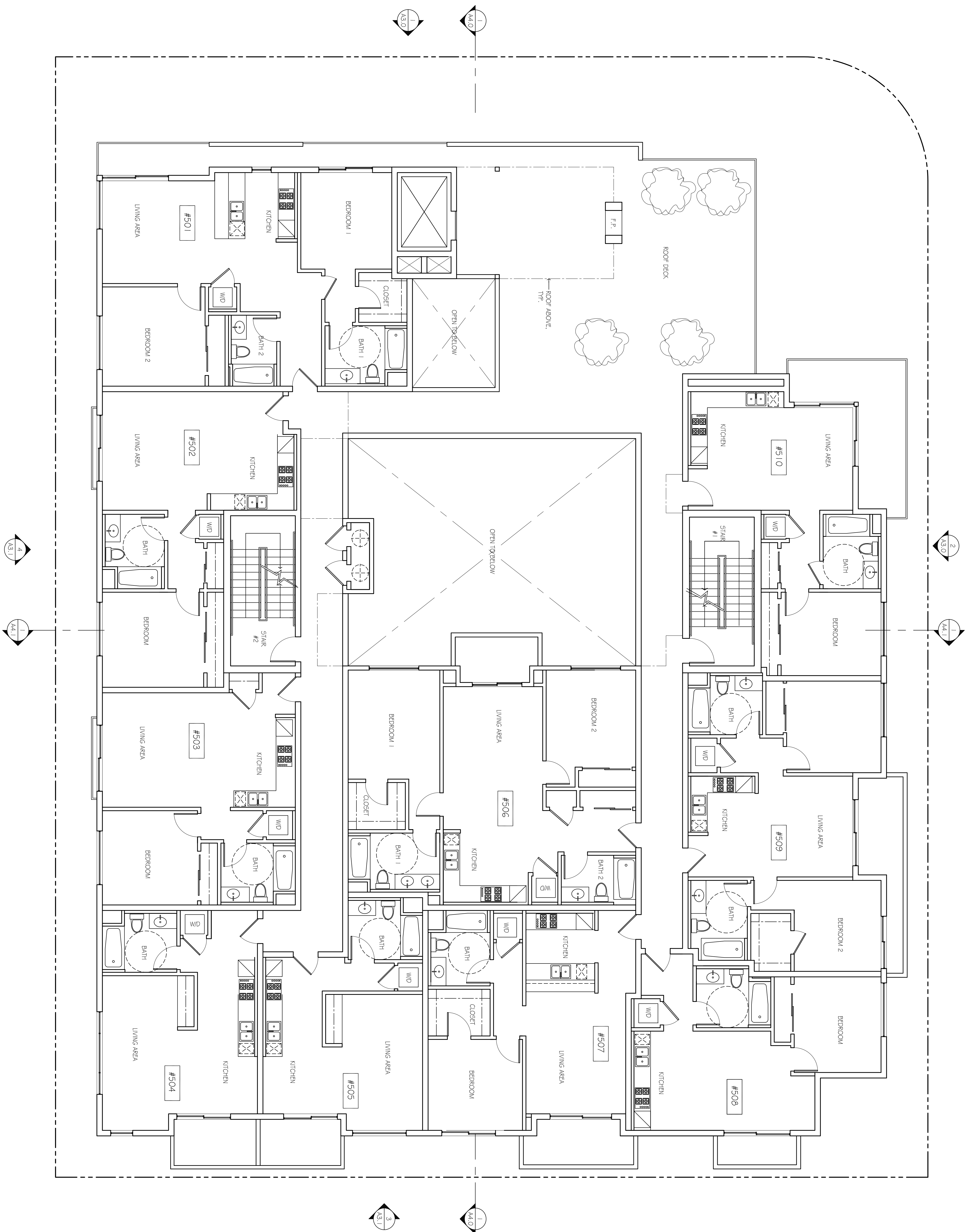
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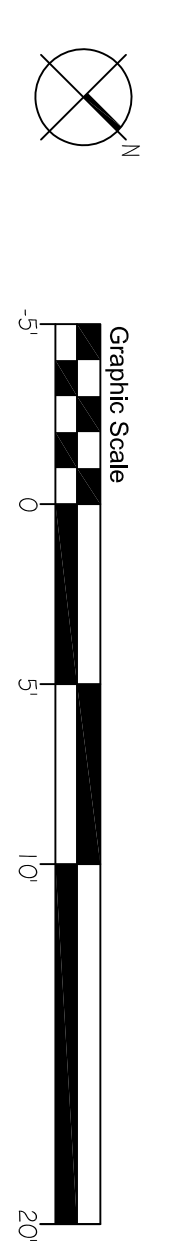


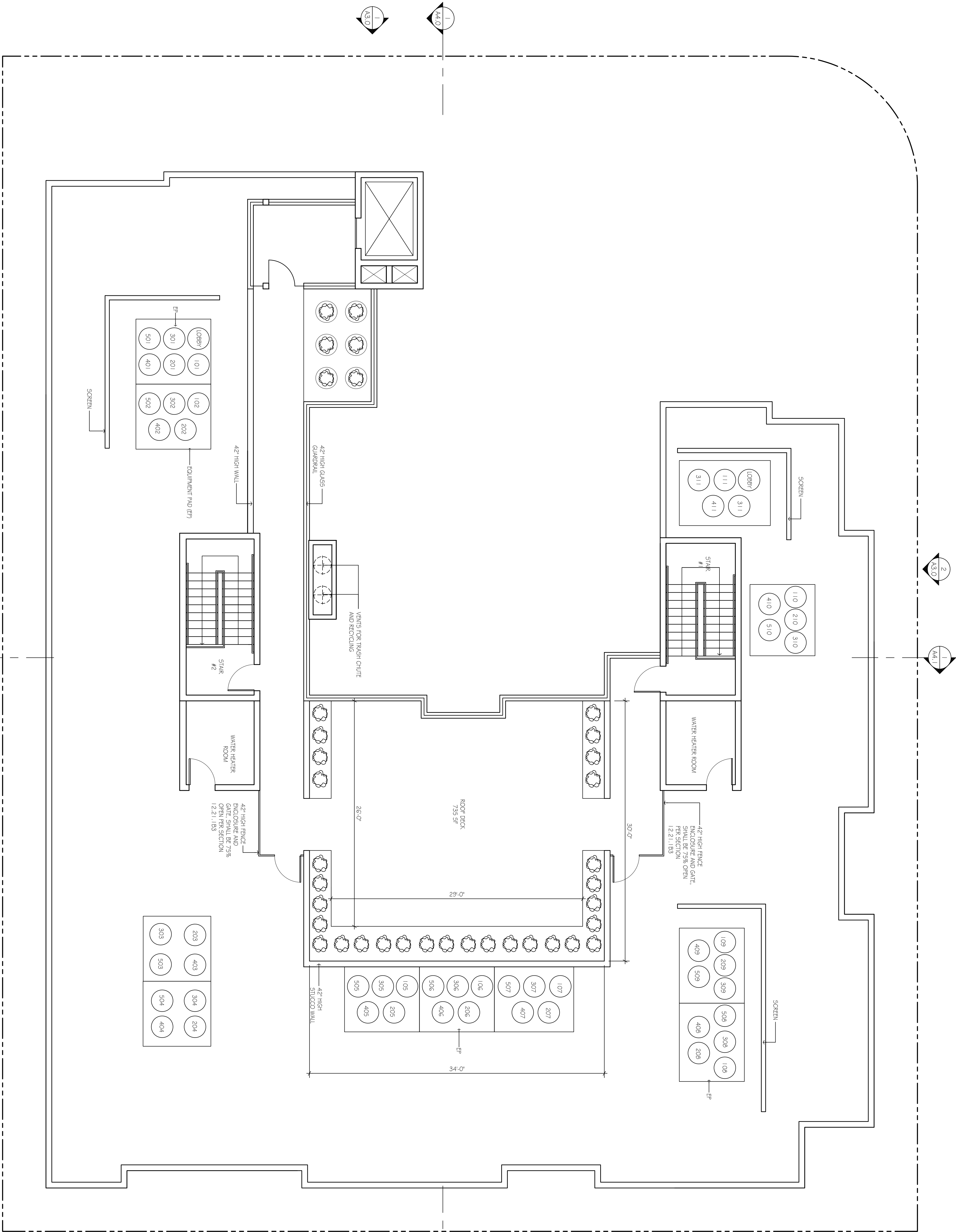




1  
FIFTH FLOOR PLAN  
SCALE: 3/16" = 1'-0"

SCALE: 3/16" = 1'-0"





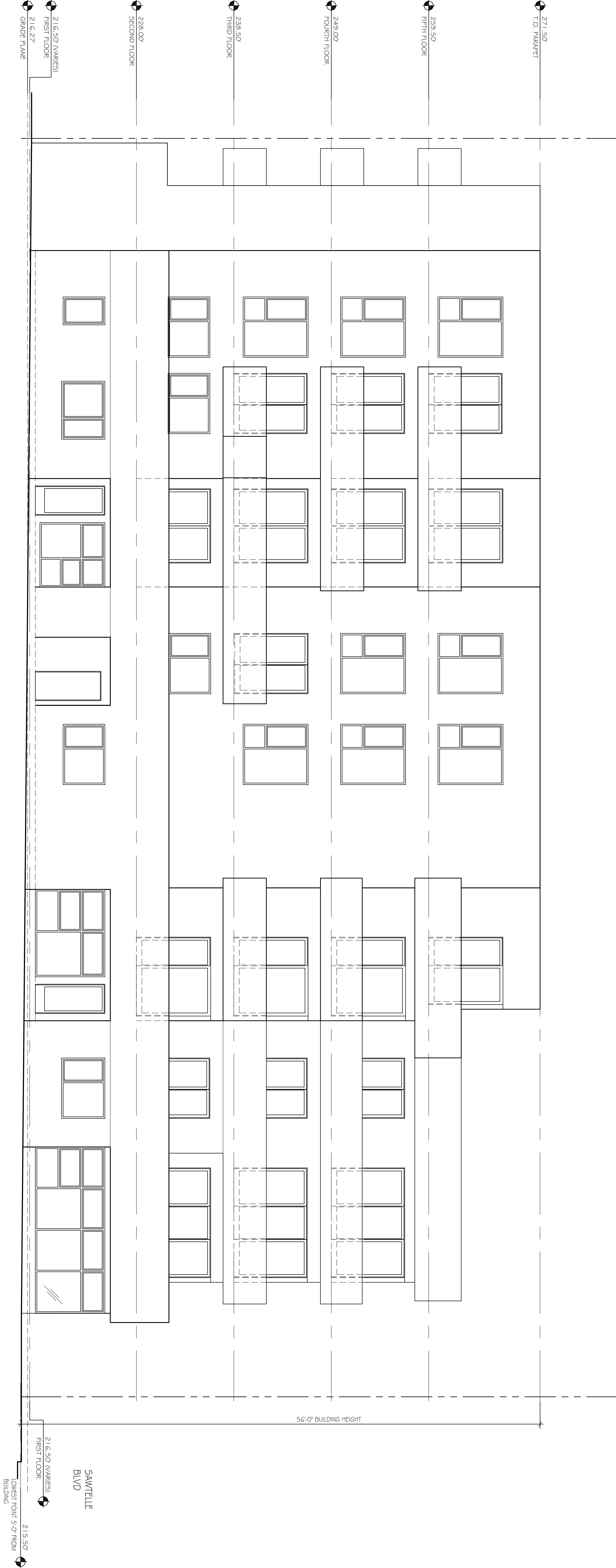
NOTTING HILL APARTMENTS  
1900 SAWTELLE BOULEVARD  
LOS ANGELES, CA 90025

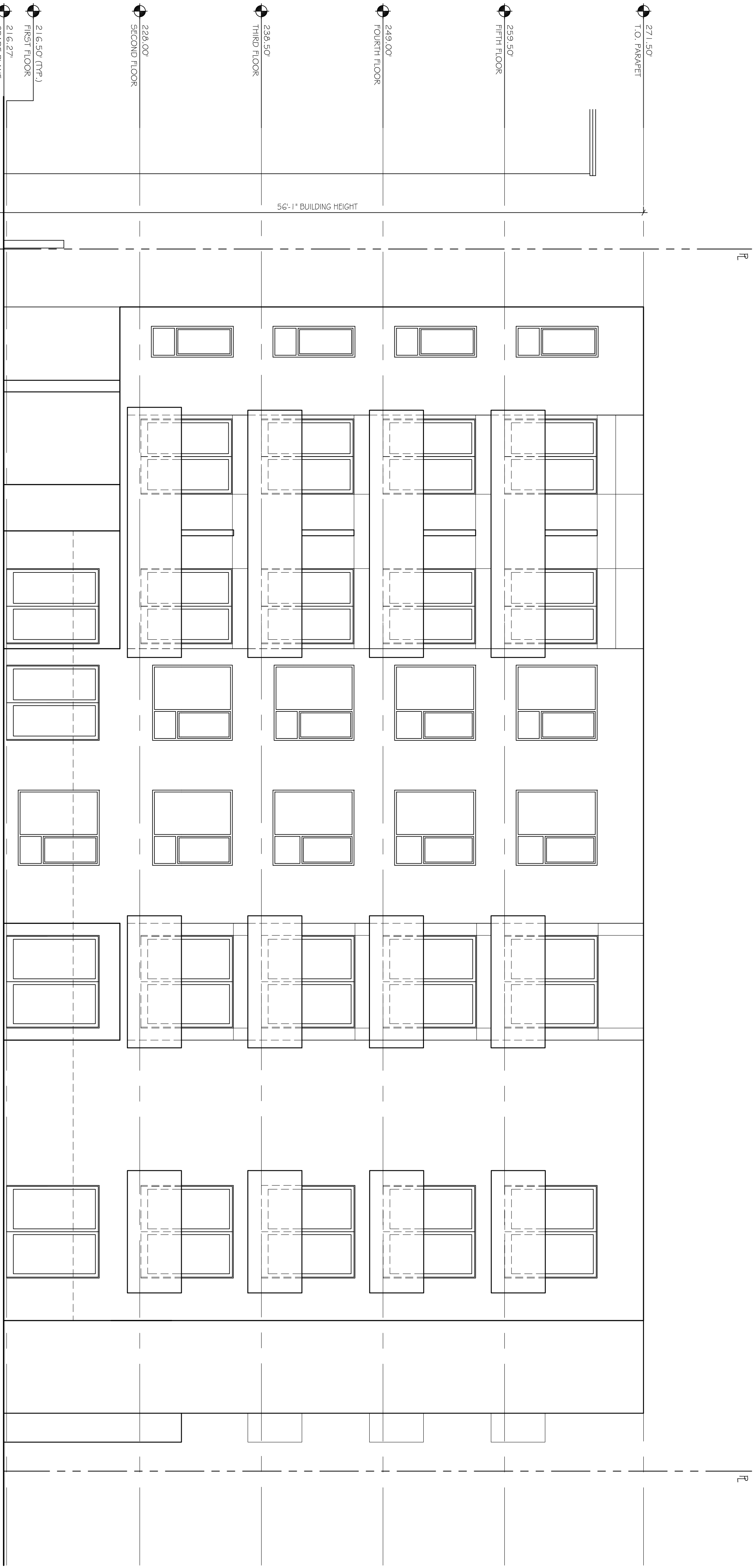
ELEVATIONS

ISSUED FOR	REV.
03-25-14	
CITY PLANNING	

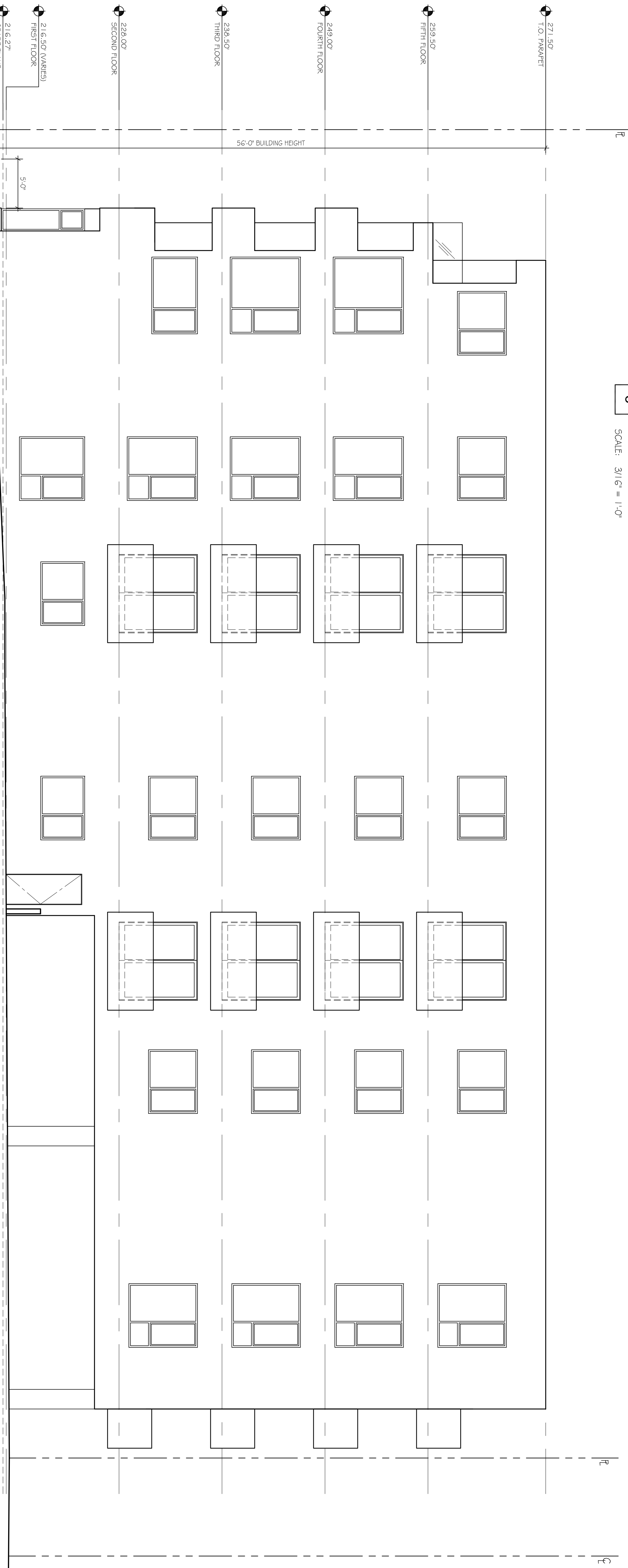
PROJECT:  
NOTTING  
HILL

A-3.0

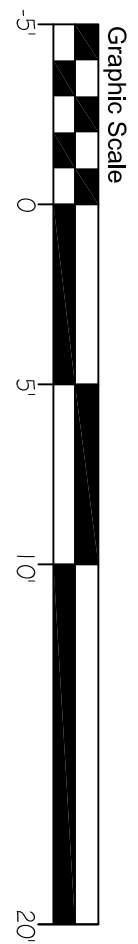


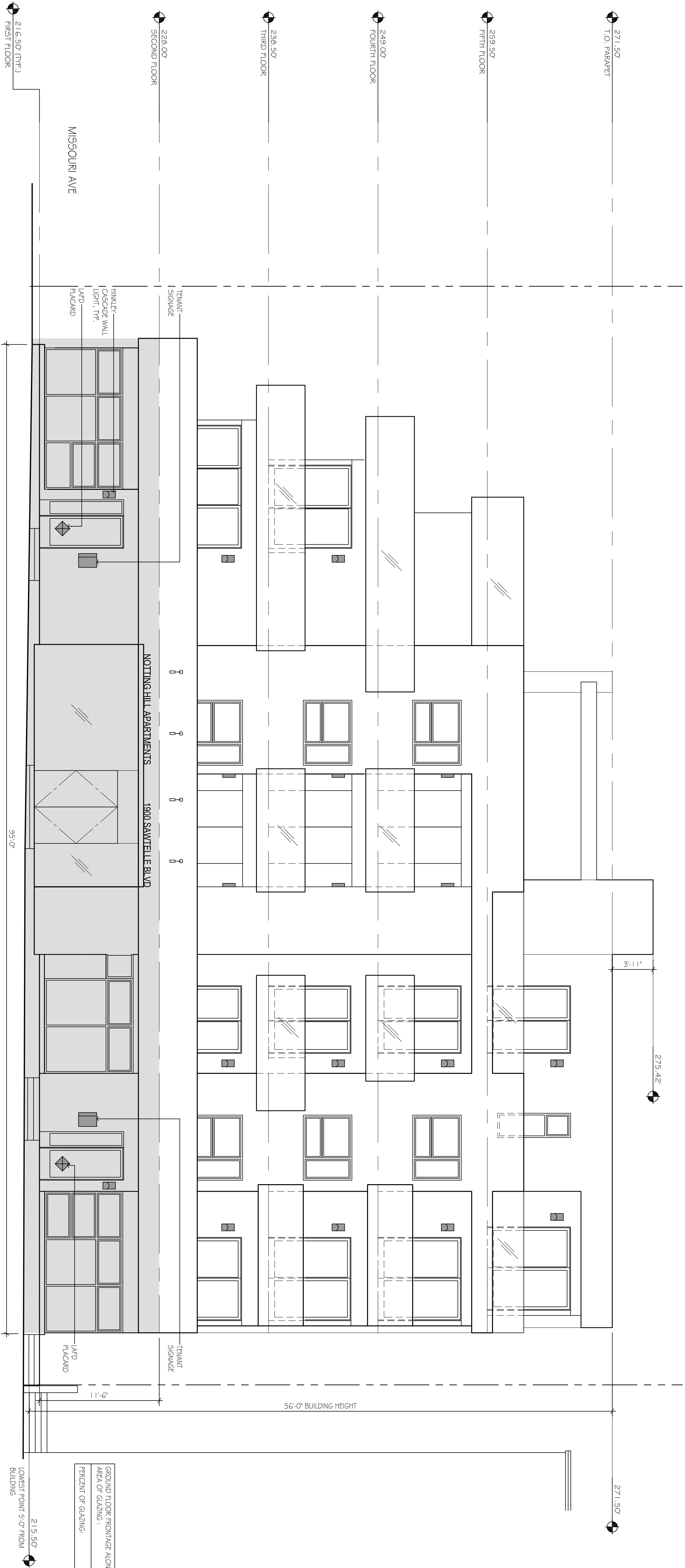


3 ALLEY EAST ELEVATION



4 SIDE SOUTH ELEVATION

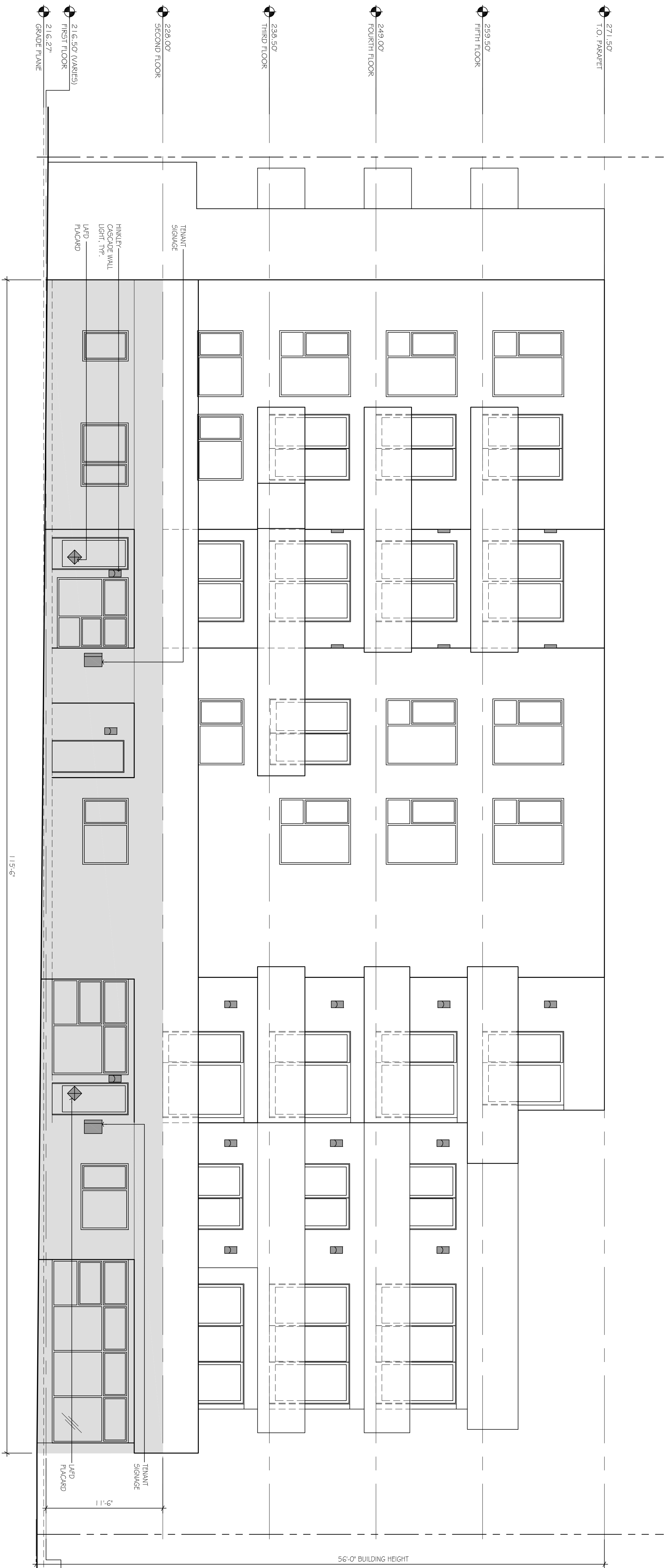
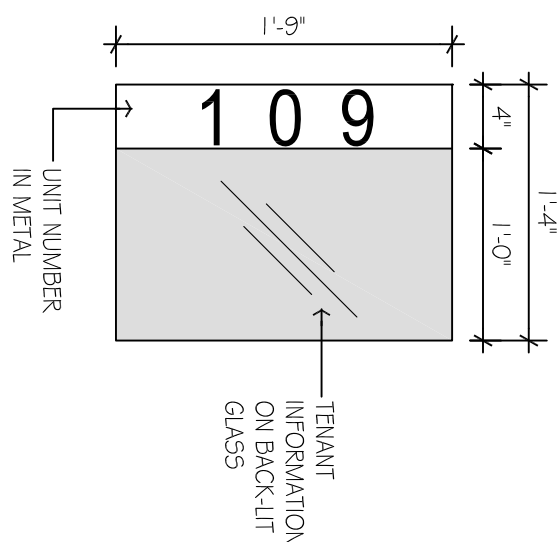




GROUND FLOOR FRONTAGE ALONG SAWTELLE: 1,092 SF
AREA OF GLAZING: 623 SF
PERCENT OF GLAZING: 57%

3  
SCALE: 1" = 1'-0"

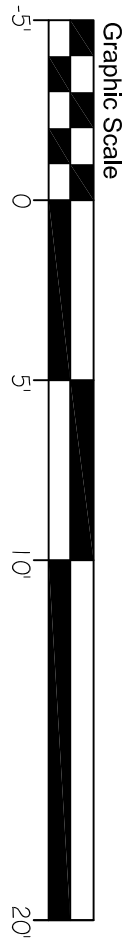
TYPICAL LIVELINE UNIT SIGNAGE



GROUND FLOOR FRONTAGE ALONG MISSOURI: 1,322 SF
AREA OF GLAZING: 405 SF
PERCENT OF GLAZING: 30%

2  
SCALE: 3/16" = 1'-0"

MISSOURI AVE. NORTH ELEVATION



ELEVATIONS

ISSUED FOR	REV.
03-25-14	
CITY PLANNING	

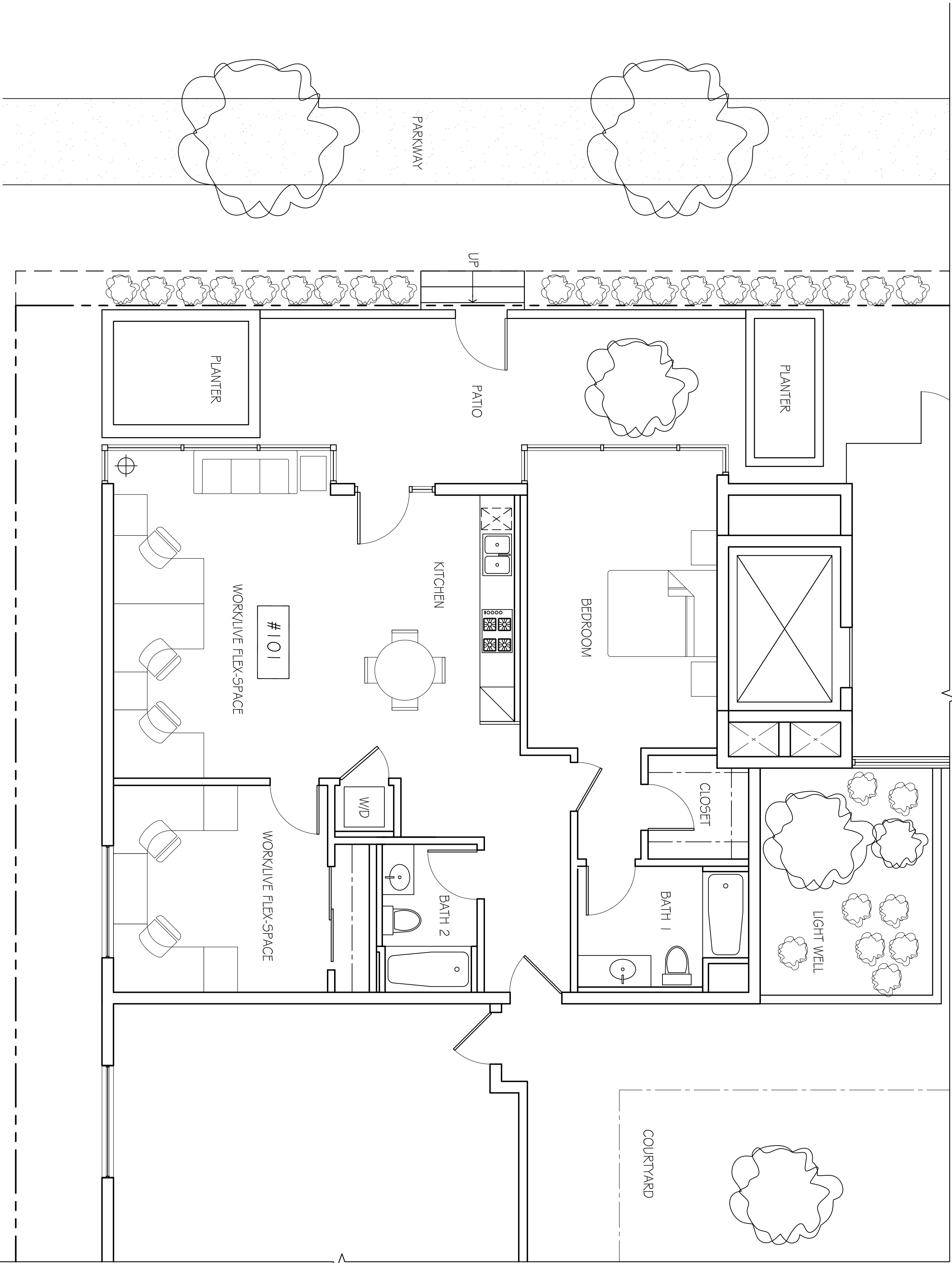
PROJECT:  
NOTTING  
HILL

A-3.2

NOTTING HILL APARTMENTS  
1900 SAWTELLE BOULEVARD  
LOS ANGELES, CA 90025





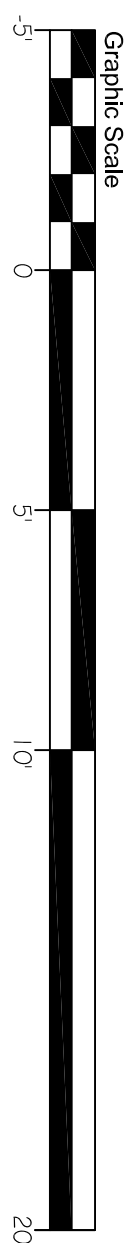


2

TYPICAL LIVE/WORK FLOOR PLAN 2

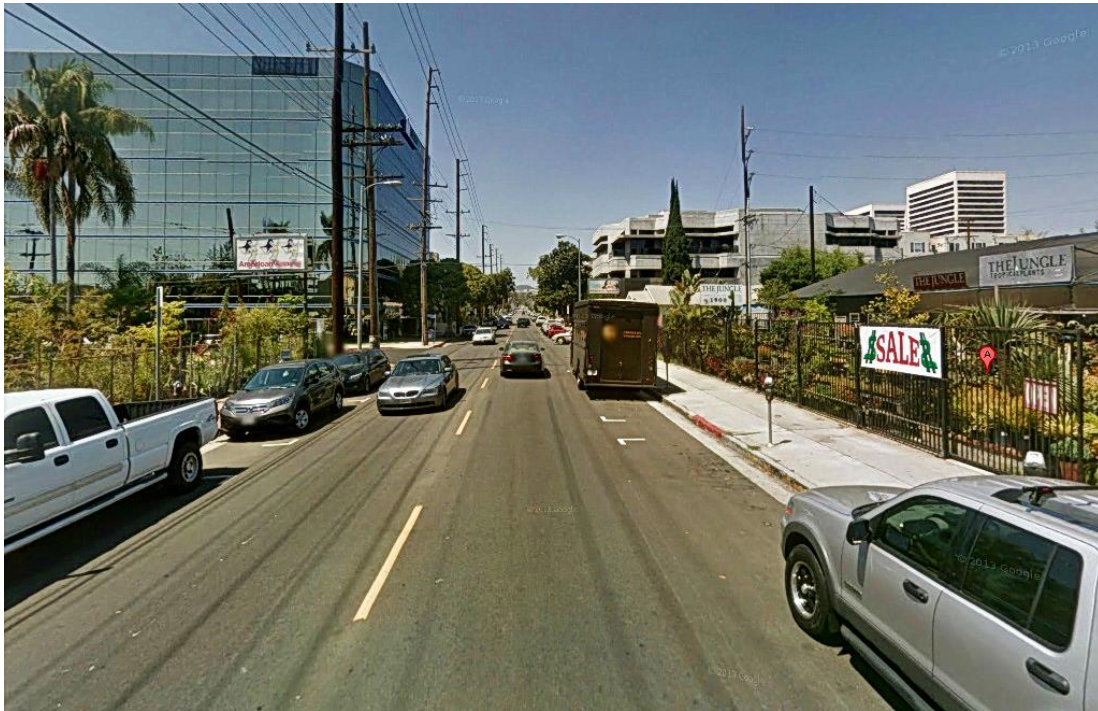
SCALE: 1/4" = 1'-0"







**CPC-2013-3641-ZC-DB  
PHOTOGRAPHS - Page 1**



View looking north along Sawtelle Blvd. The subject property with existing plant nursery is on the right. Another plant nursery on the adjacent property to the west is on the left.



View looking south along Sawtelle Boulevard. The subject property is on the left





View of subject site with existing nursery and adjacent properties to the east and south, looking southeast across the intersection of Sawtelle Boulevard and Missouri Avenue.



View of subject site and neighboring properties looking east across Sawtelle Blvd.

CPC-2013-3641-ZC-DB  
PHOTOGRAPHS - Page 3



Rear of subject property looking southwest across Missouri Avenue and the rear alley.



Looking south down the easterly rear alley. Subject site is in the far right foreground.





View of adjacent property to the east across the rear alley from the subject site.



Adjoining property to the south of the subject site, looking east across Sawtelle Blvd.





View looking north up Sawtelle Boulevard from the front corner of the subject site.



One-story flower shop on rear (east) end of the adjacent property to the north, looking northeast across Missouri Avenue from the front corner of the subject site.



## MEMO

TO: Jeff Pool  
FROM: Jonathan Lonner  
DATE: April 10, 2014  
RE: 1900 Sawtelle – Off-Menu Density Bonus  
CC:

---

Mr. Pool:

Please find attached a capitalization rate (cap rate) analysis and findings for the SB1818 Density Bonus request at 1900 Sawtelle Blvd.

In reviewing cases previously presented to the City Planning Commission, I believe that the attached analysis identifies critical financial components in two project scenarios: 1) A project utilizing the "by-right" 1.5:1 FAR; and 2) A project utilizing the requested 2.7:1 FAR.

We also provided some basic findings that are modeled off of a previous case in the geographic vicinity of 1900 Sawtelle (DIR-2012-2836-DB-SPR-CDO – 12027-12035 Wilshire Blvd.) that was heard by the City Planning Commission at the end of 2013. We limited the attached findings to the benefits of the FAR increase on financial feasibility and did not include a discussion of the benefits to marketability, livability, etc. If those are additional items you would like to see, we can provide those as soon as possible.

Should you have any questions, comments or concerns please do not hesitate to contact me at (310) 420-9165 or [jlonner@burnsbouchard.com](mailto:jlonner@burnsbouchard.com).

Sincerely,  
BURNS & BOUCHARD, INC.



Jonathan Lonner  
Principal

April 7, 2014

**NOTTING HILL**  
**PRO FORMA ANALYSIS**

1900 Sawtelle Blvd – Very Low Income Housing Density Bonus **WITHOUT** F.A.R. Incentive

Land Area	14,247 SF
Gross Building Square Feet (1.5 FAR)	21,370 SF
Rentable Square Feet (Residential & Live/Work)	18,165 SF
Number of apartment units (47 mkt rate/5 low income)	52
Average unit size	350
Number of parking spaces (2 levels of subterranean parking)	52
Construction and lease up period (in months)	26

---

ACQUISITION AND DEVELOPMENT COSTS	<u>Per Apt. Unit</u>	<u>Per Sq. Ft.</u>	<u>Total</u>
Acquisition costs, entitlements, permits, design, other dev. costs,	118,771	340	6,176,100
Construction costs	89,089	255	4,632,075
	<u>\$207,849</u>	<u>\$595</u>	<u>\$10,808,175</u>

---

**FINANCING**

Total acquisition and development costs	10,808,175
Acquisition and/or construction loan	<u>(6,176,100)</u>
Equity Investment	<u>\$4,632,075</u>

---

NET OPERATING INCOME AND CASH FLOW AFTER COMPLETION	<u>Per Apt. Unit</u>	<u>Per RSF/Mo.</u>	<u>Total</u>
Gross Rental Income	14,910	3.55	775,320
Expense Reimbursements	630	0.15	32,760
Gross Revenues	15,540	3.70	808,080
Less Vacancy 4.6%	(714)	(0.17)	(37,128)
Less Operating Expenses 28%	<u>(4,351)</u>	<u>(1.04)</u>	<u>(226,252)</u>
Net Operating Income	<u>\$10,475</u>	<u>2.49</u>	<u>544,700</u>
Less Debt Service – Interest on Construction Loan prior to Refinance			(308,806)
Cash Flow			<u>\$235,894</u>

Return of Total Investment Prior to Refinance (Cap Rate) 5.09% \*

\* Note: Project is not financially viable at this rate of return.

April 7, 2014

**NOTTING HILL  
PRO FORMA ANALYSIS**

1900 Sawtelle Blvd – Very Low Income Housing Density Bonus **WITH** F.A.R. Incentive

Land Area	14,247 SF
Gross Building Square Feet (2.7 FAR)	38,467 SF
Rentable Square Feet (Residential & Live/Work)	35,244 SF
Number of apartment units (47 mkt rate/5 low income)	52
Average unit size	678
Number of parking spaces (3 levels of subterranean parking)	78
Construction and lease up period (in months)	31

---

ACQUISITION AND DEVELOPMENT COSTS	<u>Per Apt. Unit</u>	<u>Per Sq. Ft.</u>	<u>Total</u>
Acquisition costs, entitlements, permits, design, other dev. costs,	124,032	183	6,449,652
Construction costs	<u>149,787</u>	<u>221</u>	<u>7,788,924</u>
	<u>\$273,819</u>	<u>\$404</u>	<u>\$14,238,576</u>

---

<b>FINANCING</b>	
Total acquisition and development costs	14,238,576
Acquisition and/or construction loan	<u>(8,567,041)</u>
Equity Investment	<u>\$5,671,535</u>

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NET OPERATING INCOME AND CASH FLOW AFTER COMPLETION	<u>Per Apt. Unit</u>	<u>Per RSF/Mo.</u>	<u>Total</u>
Gross Rental Income	24,652	3.03	1,281,908
Expense Reimbursements	<u>814</u>	<u>0.10</u>	<u>42,328</u>
Gross Revenues	25,466	3.13	1,324,236
Less Vacancy 4.6%	(1,139)	(0.14)	(59,228)
Less Operating Expenses 28%	<u>(7,160)</u>	<u>(0.88)</u>	<u>(372,320)</u>
Net Operating Income	<u>\$17,167</u>	<u>2.11</u>	<u>892,688</u>
Less Debt Service – Interest on Construction Loan prior to Refinance			(492,605)
Cash Flow			<u>\$400,083</u>

Return of Total Investment Prior to Refinance (Cap Rate) 7.05%



**An off-menu Density Bonus determination requires the decision-maker to approve the request unless the Director can make findings relative to the project not requiring the incentive.**

**To assist the decision maker, the applicant has attached information supporting the following findings:**

- 1. The incentives are required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units**

The incentives are necessary to provide for the affordable housing costs per State law based on the following analysis:

Capitalization Rate and Financial Feasibility

A capitalization rate (cap rate) is the ratio of the net operating income produced by an asset to its capital cost, that is, net operating income divided by cost. It is the rate of return on a real estate investment property based on the expected income that the property will generate. This calculation is used to estimate an investor's return on his or her investment.

Net Operating Income (NOI) is the income a property produces after operating expenses are paid (gross expected income less operating costs.) NOI is the "bottom line" of a real estate project; it is what is left over for profit (income includes rental income after accounting for vacancies). Capital costs include acquisition costs, which are the costs of obtaining land and existing buildings, as well as improvement costs, which include the costs of demolishing unwanted structures, improving existing structures, and constructing new structures.

Because the CAP rate is derived using the NOI, a higher or lower net operating income can influence the cap rate. In the scenario one (without FAR incentive) the cap rate of 5.09% is based on the NOI of \$544,700 divided by the acquisition and development costs of 10,808,175. In scenario two (with FAR incentive) the cap rate of 7.05% is based on the NOI of \$892,688 divided by the acquisition and development costs of \$14,238,576.

The proforma analysis states that without the increased FAR incentive, the capitalization rate (cap rate) is 5.09% and the project is therefore not financially feasible. With the increased FAR, the cap rate is 7.05% and the project is financially feasible. The higher the cap rate is, the greater the return for each dollar of cost. Thus, with a cap rate of 5.09% there is \$1.00 of income for each \$19.64 of cost (100% divided by 5.09%). With a cap rate of 7.05%, there is \$1.00 of income for each \$14.18 of cost (100% divided by 7.05%). Thus, lower cap rates do not appeal to investors, making it more difficult to finance a project.

- 2. The Incentives will not have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act Guidelines and the City's CEQA Thresholds Guide. These two documents establish thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those standards. Analysis of the proposed project involved the preparation of a Mitigated Negative Declaration (ENV-2013-36420-MND), and it was determined that the proposed project may have an impact on the following environmental factors: aesthetics; air quality; seismic; geology and soils; green house gas emissions; hazards and hazardous materials; storm water; noise; public services; recreation; transportation/traffic; and, utilities and service systems. Mitigation measures will reduce impacts to less than significant, and will be imposed as conditions of approval. Therefore, there is no substantial evidence that the proposed project will have a Specific Adverse Impact on the physical environment, on public health and safety, and/or on property listed in the California Register of Historical Resources.

**An off-menu Density Bonus determination requires the decision-maker to approve the request unless the Director can make findings relative to the project not requiring the incentive.**

**To assist the decision maker, the applicant has attached information supporting the following findings:**

- 1. The incentives are required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units**

The incentives are necessary to provide for the affordable housing costs per State law based on the following analysis:

Financial Feasibility (Capitalization Rate and Net Operating Income)

A capitalization (CAP) rate is the ratio of the net operating income produced by an asset to its capital cost, that is, net operating income divided by cost. It is the rate of return on a real estate investment property based on the expected income that the property will generate. This calculation is used to estimate an investor's return on his or her investment.

Net Operating Income (NOI) is the income a property produces after operating expenses are paid (gross expected income less operating costs.) NOI is the "bottom line" of a real estate project; it is what is left over for profit (income includes rental income after accounting for vacancies). Capital costs include acquisition costs, which are the costs of obtaining land and existing buildings, as well as improvement costs, which include the costs of demolishing unwanted structures, improving existing structures, and constructing new structures.

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#### Average Unit Size and Floor Area Ratio

The project's units range from 550 square feet to 1,095 square feet (including the Work/Live units) which are comparable to many of the apartment buildings in proximity to the site. As a representation of that apartment stock, the adjacent building, "The Jeremy", has similarly sized units ranging from 660 square feet to 1,104 square feet. The design of this building, while more modern than its neighbor, has a similar building footprint which, as it was built prior to the SB 1818 Density Bonus procedures, has a slightly smaller unit count of 41.

The 1900 Sawtelle project proposes 52 units with an average size of slightly less than double if the FAR is increased to 2.7:1 (678 square feet versus 350 square feet). This increased FAR provides for a more livable and habitable project for the market-rate and for the affordable units.

This floor area is allowed through an increase in FAR as outlined under the City of L.A. Density Bonus procedures. The increase is necessary to maintain the proposed project as a viable alternative to the majority of existing apartment complexes in the immediate area that do not provide affordable units. Other than its adjacent neighbor, most of these residential apartment alternatives are located on Beloit Avenue. Existing properties along Beloit are constructed to the City's 3:1 FAR by virtue of their underlying zoning. No affordable housing is required for buildings along this street (located only 20'0" to the east) to construct a building of 3:1 FAR.

Lastly, in addition to projects along Beloit Avenue that can be constructed at a floor area ratio of 3:1 "by-right", the following projects have been approved within the immediate vicinity of this project at higher Floor Area Ratios including: 1759 S. Beloit Avenue – 3.7 FAR (DIR-2008-2585-DB); 1700 S. Sawtelle Boulevard – 3.0 FAR (CPC-2005-9460-ZC-ZV-ZAA-SPR); 1730 S. Sawtelle Boulevard – 3.0 FAR (CPC-2006-8133-VZC-SPR).

To provide a building that accommodates affordable housing as outlined within the policies of the City Planning Department and interacts with the built-environmental as identified within the City's Urban Design Guidelines, the requested FAR of 2.7:1 is necessary.

#### Setbacks and Building Massing

The design and location of the building on this site is responding to multiple directives from the City of Los Angeles and its Planning Department. While the provision of affordable housing is of critical importance to the City and its Departments, the housing must be provided in a setting that also encourages livability, walkability and commerce. Oftentimes, affordable units provided within mixed-use projects consider merely the provision of housing as the critical "bonus" rather than a program that begins to address the complete health and welfare of the

individual or family living in the unit(s).

As designed, this project provides groundfloor Work/Live units reducing the project's impact on traffic at this intersection while still providing an outlet for creative commerce. Each of these groundfloor Work/Live units have the ability to employ up to five (5) people in a variety of commercial endeavors providing for the potential that a person living within this project (market rate or affordable unit) could also work at this location. Provision of opportunities to limit commute times, increase the jobs-housing balance, and provide for higher quality of life are all benefits of this project's design. These benefits impact the daily health and expenditures of those who reside within the building and have the potential to further off-set (beyond merely the rent) the cost of living in the Los Angeles metropolitan area.

The design of a building can assist in the provision of quality opportunities for commercial use. And in doing so many areas encourage commercial storefronts to be pushed to the front property line. In fact, there are other stores/shops along Sawtelle Boulevard that accommodate this type of design. This building, and the Work/Live users it hopes to attract, has modulated the street frontage to provide for a substantial amount of glazing and visibility (standard in commercial design) yet also provide for outdoor seating areas for these creative businesses so that the design of workplace encourages the creative industries currently growing in West L.A.

The modulation of these street frontages (both on Sawtelle and Missouri) impact how the design of the building can be accommodated on the site. Given the attention to habitability, livability and affordability for the site, the setbacks are required to be reduced to accommodate the building and its units. However, the design has taken care not to reduce setbacks in areas where the building might harm the livability of other surrounding sites. These augmentations to standard design practices make for a structure that provides for multiple code and policy compliance measures while prioritizing the affordable units and the lives of those renters who inhabit them.

To provide a building that accommodates affordable housing as well as begins to look at a broader goal of the place of those units within the community, the requested yard modifications are necessary.

2. The Incentives will not have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan

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

The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act Guidelines and the City's CEQA Thresholds Guide. These two documents establish thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those standards. Analysis of the proposed project involved the preparation of a Mitigated Negative Declaration (ENV-2013-3642-MND), and it was determined that the proposed project may have an impact on the following environmental factors: aesthetics; air quality; seismic; geology and soils; green house gas emissions; hazards and hazardous materials; storm water; noise; public services; recreation; transportation/traffic; and, utilities and service systems. Mitigation measures will reduce impacts to less than significant, and will be imposed as conditions of approval.

Therefore, there is no substantial evidence that the proposed project will have a Specific Adverse Impact on the physical environment, on public health and safety, and/or on property listed in the California Register of Historical Resources.

DEPARTMENT OF  
CITY PLANNING

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

AND

6262 VAN NUYS BLVD., SUITE 351  
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

RENEE DAKE WILSON

PRESIDENT

DANA M. PERLMAN

VICE-PRESIDENT

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DAVID H. J. AMBROZ

MARIA CABILDO

CAROLINE CHOE

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MARTA SEGURA

JAMES K. WILLIAMS

COMMISSION EXECUTIVE ASSISTANT II

(213) 978-1300

CITY OF LOS ANGELES  
CALIFORNIA



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MAYOR

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DEPUTY DIRECTOR

(213) 978-1272

LISA M. WEBBER, AICP

DEPUTY DIRECTOR

(213) 978-1274

VACANT

DEPUTY DIRECTOR

FAX: (213) 978-1275

INFORMATION

[www.planning.lacity.org](http://www.planning.lacity.org)

Decision Date: March 28, 2014

Appeal Period Ends: April 7, 2014

Notting Hill, LLC(A)(O)  
10750 Wilshire Boulevard,  
Suite 1404  
Los Angeles, CA 90024

Jonathan Lonner (R)  
Burns & Bouchard, Incorporated  
1880 Century Park East  
Suite 300  
Los Angeles, CA 90067

DHS & Associates, Incorporated (E)  
275 Centennial Way, Suite 205  
Tustin, CA 92780

RE: Tentative Tract Map No. 72605  
Related Case: CPC-2013-3641(ZC)(DB)  
Address: 1900 South Sawtelle Boulevard,  
11274 West Missouri Avenue  
Planning Area: West Los Angeles  
Zone : C2-1VL  
D.M. : 126B153  
C.D. : 11  
CEQA: ENV-2013-3642-MND

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03 of the, the Advisory Agency approved Tentative Tract Map No. 72605 composed of one-lot, located at 1900 South Sawtelle Boulevard in the West Los Angeles Community Plan for a new maximum **five-story, 38,303 square-foot residential project to include 52 apartments, including 9 ground-floor live/work units, with 74 on-site parking spaces** as shown on map stamp-dated November 13, 2013. This unit density is based on the C2-1VL Zone and on additional requested entitlements. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

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



**BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

1. That the City Department of Transportation in a letter to City Engineer shall determine that the merger area is not necessary for future public street.
2. In the event that Department of Transportation has no objection to the street merger then an 11-foot wide (32-foot measured from centerline of Sawtelle Boulevard) strip of land along the Sawtelle Boulevard adjoining the tract excluding a 15-foot radius property line return at the intersection with Missouri Avenue be permitted to be merged with the remainder of the tract map pursuant to Section 66499.2-1/2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
  - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
  - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.

3. That any surcharge fee in conjunction with the street merger request be paid.
4. That any fee deficit under Work Order No. EXT00525 expediting this project be paid.

Note: Any questions regarding this report should be directed to Mr. Georgic Avanesian of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3484.

**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

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

**DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

6. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
  - a. Provide a copy of (T) and (Q) conditions. Show compliance with the (T) and (Q) conditions as applicable or Department of City Planning approval is required.

- b. Show all street/alley dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street/alley dedication.
- c. The submitted Map does not comply with the maximum density (400 square feet of lot area/dwelling unit) requirement of the proposed RAS4 Zone. Revise the Map to show compliance with the above requirement(s) or obtain approval from the Department of City Planning.

Notes:

Any proposed structures or uses on the site have not been checked for and shall comply with Building and Zoning Code requirements. Plan check will be required before any construction, occupancy or change of use.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

#### DEPARTMENT OF TRANSPORTATION

- 7. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
  - a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line.
  - b. This project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan requirements. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 West Manchester Avenue, Los Angeles, 90045.

#### FIRE DEPARTMENT

- 8. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following: (MM)
  - a. The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

- b. Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 to 9,000 G.P.M. from four fire hydrants flowing simultaneously.
- c. Improvements to the water system in this area may be required to provide 6,000 to 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.
- d. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- e. In addition to the above mitigation, the Fire Department recommends the following measures be implemented:
- f. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
- g. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- h. Adequate public and private fire hydrants shall be required.
- i. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- j. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- k. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- l. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- m. Entrance to the main lobby shall be located off the address side of the building.

- n. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- o. Site plans shall include all overhead utility lines adjacent to the site.
- p. The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

#### **LOS ANGELES UNIFIED SCHOOL DISTRICT**

- 9. That prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site, satisfactory arrangements shall be made with the Los Angeles Unified School District, implementing the following measures. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the principals of the above referenced schools and to the satisfaction of the Advisory Agency).
  - a. LAUSD Transportation Branch at (213)580-2950 must be contacted regarding the potential impact upon existing school bus routes.
    - (1) School buses must have unrestricted access to schools.
    - (2) During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
    - (3) During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
    - (4) Because of provisions in the California Vehicle Code, other trucks and construction vehicles that encounter school buses, using red-flashing- lights must-stop-indicators will have to stop.
    - (5) The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas.
  - b. Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

- c. Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted
- d. Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- e. Haul routes will not pass by any school, except when school is not in session.
- f. No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- g. Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- h. Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- i. Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Information related to school developer fees can be obtained by contacting the LAUSD Developer Fee Office at (213) 743-7791.

#### **DEPARTMENT OF WATER AND POWER**

- 10. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

#### **BUREAU OF STREET LIGHTING**

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

Improvement Condition: Construct new street lights: two (2) on Missouri Avenue.

**BUREAU OF SANITATION**

12. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

**INFORMATION TECHNOLOGY AGENCY**

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

**DEPARTMENT OF RECREATION AND PARKS**

14. That the Dwelling Unit Construction Tax be based on the proposed RAS4 Zone.(MM)

**URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING**

15. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting. **Note:** Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

Please contact Urban Forestry Division at (213) 847-3077 for any questions.

**DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

16. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a

manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. Limit the proposed development to a maximum of 52 dwelling units.
- b. Provide a minimum of one covered off-street parking space per each studio or one-bedroom dwelling unit and two covered parking spaces per each two-bedroom unit.

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

- c. Prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed adjacent to neighboring residences, if no such wall already exists, except in required front yard.
  - d. The applicant shall install an air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.
  - e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
  - f. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
  - g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
  - h. The applicant shall install shielded lighting to reduce any potential illumination affecting adjacent properties.
17. Prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. CPC-2013-3641-ZC-DB shall be submitted to the satisfaction of the Advisory Agency. In the event that zone change and density bonus is not approved, the subdivider shall submit a tract modification.
18. Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant agreement running with the land, to the satisfaction of the Los Angeles Housing Department ("LAHD"). The covenant shall bind the applicant and/or any subsequent property owner to reserve five (5) of the proposed 52 units for occupancy by VERY LOW Income households. The 35% density bonus, grants the applicant an additional 14 units in excess of the 38 otherwise permitted by the C2 or proposed RAS4



Zone. These units will be restricted as affordable rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22 A.25. All density bonus calculations resulting in fractional units shall be rounded up to the nearest whole number (Gov. Code Section 65915 (g)(5)). Applicant must provide an affordable unit dispersal proposal to be approved by LAHD to ensure that affordable units are not segregated or otherwise distinguishable from market rate units.

19. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
20. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

#### DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

21. Prior to 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 requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition Nos. 7, 14, 22 and 23 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
22. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
  - MM-1 All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.
  - MM-2 Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris,

- rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- MM-3 The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- MM-4 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.
- MM-5 Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- MM-6 Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.
- MM-7 The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety
- MM-8 Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.
- MM-9 An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
- MM-10 Concrete, not metal, shall be used for construction of parking ramps.
- MM-11 The interior ramps shall be textured to prevent tire squeal at turning areas.
- MM-12 Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.
- MM-13 Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

- MM-14 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- MM-15 The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
- MM-16 The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
- MM-17 Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
- MM-18 Implementing measures detailed in the Department of Transportation's communication to the Planning Department dated August 22, 2013 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.
- MM-19 The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.
- MM-20 The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- MM-21 The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

- MM-22 The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
- MM-23 Utilities (Local Water Supplies - Landscaping). The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- a. Weather-based irrigation controller with rain shutoff
  - b. Matched precipitation (flow) rates for sprinkler heads
  - c. Drip/microspray/subsurface irrigation where appropriate
  - d. Minimum irrigation system distribution uniformity of 75 percent
  - e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
  - f. Use of landscape contouring to minimize precipitation runoff
  - g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.
- MM-24. Utilities (Local Water Supplies - All New Construction).
- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
  - b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals(maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
  - c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

MM-25 Utilities (Local Water Supplies - New Commercial or Industrial). All restroom faucets shall be of a self-closing design.

MM-26. Utilities (Local Water Supplies - New Residential).

- a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

MM-27 Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub). Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

MM-28 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

22. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**
- a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.
  - b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
  - c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.
- CM-2. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- a. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - b. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
- CM-3. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- CM-4. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-5. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

- CM-6. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-7. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-8. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- CM-9. Trucks having no current hauling activity shall not idle but be turned off.
- CM-10. The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- CM-11. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
- CM-12. Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- CM-13. (Asbestos) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- CM-14. (Lead Paint) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard



handling and disposal practices shall be implemented pursuant to OSHA regulations.

- CM-15. (Polychlorinated Biphenyl – Commercial and Industrial Buildings) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- CM-16. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- CM-17. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- CM-18. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- CM-19. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- CM-20. The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- CM-21. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- CM-22. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- CM-23. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- CM-24. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-25. Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- CM-26. The developer and contractors shall maintain ongoing contact with administrator of Sterry Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know

when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- CM-27. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- CM-28. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- CM-29. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours
- CM-30. LADBS shall assign specific haul route hours of operation based upon Sterry Elementary School hours of operation.
- CM-31. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- CM-32. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- CM-33. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.
- CM-34. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

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

- (a) Improve Sawtelle Boulevard adjoining the subdivision by the construction of the followings:
  - (1) A concrete curb, a 2-foot wide concrete gutter, a 5-foot concrete sidewalk and landscaping of the parkway adjoining the new property line after the merger.
  - (2) Any necessary removal and reconstruction of existing improvements including any fences and other encroachments within the remainder public right-of-way after the merger.
- (b) Improve Missouri Avenue adjoining the subdivision by the construction a new 2-foot wide concrete gutter, a 5-foot concrete sidewalk and landscaping of the parkway, including any necessary removal and reconstruction of existing improvements.
- (c) Construct new street lights: two (2) on Missouri Avenue.

**NOTES:**

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

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

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

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

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

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

**FINDINGS OF FACT (CEQA)**

The Department of City Planning issued Mitigated Negative Declaration No. ENV-2013-3642-MND on March 3, 2013. The Department found that potential negative impact could occur from the project's implementation due to:

- Aesthetics (visual character, light);
- Air Quality (construction, operational);
- Geology and Soils (construction, seismic);
- Greenhouse Gas Emissions (construction);
- Hazards and Hazardous Materials (toxic building materials, emergency evacuation);
- Hydrology and Water Quality (construction);
- Land Use and Planning (Air Quality Element);
- Noise (construction, operational, residential within 500 feet of a freeway);
- Public Services (fire, police, schools);
- Recreation (parks);
- Transportation/Circulation (traffic congestion, emergency access, safety hazards, West LA TIMP);
- Utilities (local water supplies, solid waste).

The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2013-3642-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition **No(s). 7, 14, 21 and 22** of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

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

In accordance with Section 21081.6 of the Public Resources Code (AB 3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 15.

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

#### **FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Tentative Tract Map No. 72605, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

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

The adopted West Los Angeles Community Plan designates the subject site for Neighborhood Commercial land use with corresponding Zones of C1, C1.5, C2, C4, RAS3, RAS4, and P. The property is zoned C2-1VL, which is consistent with its land use designation. The applicant is seeking a Zone Change through a related case to change the zoning to (T)(Q)J[RAS4-1VL. The property will contain approximately 0.351 net acres (15,302 net square feet) after the proposed merger of public right-of-way. The proposed development of 52 apartments is allowable under the current land use designation and zone, and the proposed new zone. The project will provide much needed new housing in close proximity to employment centers in the area. The site is currently commercially developed and does not have any existing tenants that would require relocation.

The project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan and will require clearance from the City's Department of Transportation prior to the issuance of grading or building permits for compliance with all applicable provisions of the Specific Plan, including the payment of any required traffic impact fees.

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

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

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

Sawtelle Boulevard is a Collector Street dedicated to an 86-foot width at the project's street frontage. Missouri Avenue is a Local Street dedicated to a 60-foot width at the project's street frontage. The Bureau of Engineering will permit an 11-foot wide (32-foot measured from centerline of Sawtelle Boulevard) strip of land along the Sawtelle Boulevard adjoining the tract excluding a 15-foot radius property line return at the intersection with Missouri Avenue be permitted to be merged with the remainder of the tract map pursuant to Section 66499.2-1/2 of the State Government Code, provided that Department of Transportation has no objection to the street merger. Both Sawtelle Boulevard and Missouri Avenue will be in conformance with the appropriate Street Standards.

This project is subject to the West Los Angeles Transportation Improvement and Mitigation Specific Plan requirements, and has been conditioned to comply with all applicable Municipal Code requirements, except as such requirements are specifically modified by a zone change, density bonus, variance or adjustment approved pursuant to the procedures in the Municipal Code. As conditioned, the design and improvements of the proposed project are consistent with the applicable General and Specific Plans.

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

The site is currently developed with a plant nursery that includes four one-story structures and two surface parking areas, which are all proposed for demolition to permit construction of the proposed project. It is one of the few under-improved properties in the vicinity. The development of this tract is an infill of an otherwise mixed commercial and multiple-family neighborhood.

The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

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

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

Adjacent land uses consist of a mix of commercial and multi-family dwellings on Sawtelle Boulevard in mostly one- to seven-story buildings, with multi-family uses in mostly two- to three-story structures to the east and west in the R3-1 Zone. The proposed project would provide an appropriate transitional development between the multi-family to the east and west and the higher-intensity multi-family and commercial uses along Sawtelle Boulevard. The site currently is developed as a plant nursery, and the proposed project would provide 52 apartment units. The project density and height are based on other entitlements being sought. The proposed project will comply with all LAMC requirements for parking, yards, and open space, as applicable to the specific entitlements approved. As conditioned, the proposed tract map is physically suitable for the proposed density of the development.

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

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

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

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

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

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

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

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



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

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

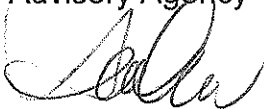
The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

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

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

These findings shall apply to both the tentative and final maps for Tentative Tract Map No. 72605.

Michael J. LoGrande  
Advisory Agency



JAE KIM  
Deputy Advisory Agency

ML:JK:JWP

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

Figuerola Plaza  
201 N. Figuerola St., 4<sup>th</sup> Floor  
Los Angeles, CA 90012  
213 482-7077

Marvin Braude San Fernando Valley  
Constituent Service Center  
6262 Van Nuys Blvd., Room 251  
Van Nuys, CA 91401  
818 374-5050

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

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

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

**DEPARTMENT OF  
CITY PLANNING**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
AND  
6262 VAN NUYS BLVD., SUITE 351  
VAN NUYS, CA 91401

**CITY PLANNING COMMISSION**

RENEE DAKE WILSON  
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DANA M. PERLMAN  
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RICHARD KATZ  
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COMMISSION EXECUTIVE ASSISTANT II  
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CALIFORNIA**



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INFORMATION  
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April 4, 2014

Notting Hill, LLC(A)(O)  
10750 Wilshire Boulevard,  
Suite 1404  
Los Angeles, CA 90024

Jonathan Lonner (R)  
Burns & Bouchard, Incorporated  
1880 Century Park East  
Suite 300  
Los Angeles, CA 90067

RE: **ENV-2013-3642-MND-REC1: Reconsideration of Mitigated Negative Declaration  
No. ENV-2013-3642-MND**  
Related Case: CPC-2013-3641-ZC-DB; 1900 South Sawtelle Boulevard

**REVISED ENVIRONMENTAL PROJECT DESCRIPTION:**

Demolition of an existing plant nursery that includes four one-story structures and a surface parking lot, a subdivision to merge a 13,049 square-foot lot with an 1,198 square-foot area of existing public right-of-way along Sawtelle Boulevard to create a new approximately 14,247 square-foot lot, and the construction, use and maintenance of a five-story, 38,303 square-foot project with 52 apartments, including 9 ground-floor Live/Work units, 56 feet in height, with 78 on-site parking in an enclosed garage on three subterranean levels of the building, accessed via a driveway from the adjacent easterly alley. The project also includes site grading and excavation with the export of an undetermined amount of soil.

Requested entitlements include a Tentative Tract Map to permit the proposed one-lot subdivision with the requested merge of public right-of-way, and a Density Bonus to permit a 35% increase in the number of dwelling units, with Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces for each two-bedroom unit) in lieu of the parking required by the Municipal Code, one on-menu incentive to permit an increase in building height to 56 feet in lieu of the otherwise allowable maximum of 45 feet, and two off-menu incentives to permit 1) an increase in floor area ratio (FAR) to 2.7:1 in lieu of the maximum 1.5:1 permitted in the C2-1VL Zone, and 2) a reduced southerly sideyard of 5 feet in lieu of the minimum 8 feet required.

STAFF RESPONSE:

On March 3, 2014, the Department of City Planning issued Mitigated Negative Declaration No. ENV-2013-3642-MND, for a requested subdivision to merge a 13,049 square-foot lot with an 1,198 square-foot area of existing public right-of-way along Sawtelle Boulevard to create a new approximately 14,247 square-foot lot, and the construction, use and maintenance of a six-story, 43,187 square-foot mixed use project to include 52 apartments and 3,284 square feet of ground level commercial space, 60 feet in height, with 83 on-site parking spaces, including 67 residential spaces and 16 commercial parking spaces.

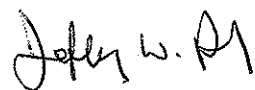
The applicant has now submitted a revised request to construct a slightly smaller and less intensive project, which is five stories in lieu of the originally proposed six stories, and has nine Live/Work units located on the ground floor rather than 3,284 square feet of commercial space as originally proposed. The revised project also eliminates one entitlement: a previously-requested zone change from C2-1VL to RAS4-1VL, and instead seeks an off-menu incentive through the requested density bonus to increase the floor area ratio instead of accomplishing that via a zone change.

The revised request is completely within the scope of the original request as the number of dwelling units remains the same, however, the proposed ground-floor commercial uses have been eliminated, and building height has also been reduced from six stories and 60 feet to five stories and 56 feet. The number of on-site parking spaces has also been reduced slightly, and all access to the parking garage will now be from the rear alley, as a driveway from Sawtelle Boulevard originally proposed has been eliminated, which, along with fewer on-site parking spaces and elimination of the ground-floor commercial space, should reduce the impact to traffic flow on Sawtelle Boulevard, a Collector Street. The revised entitlements will permit a similar but slightly less intensive project than the entitlements originally sought, as the requested FAR of 2.7:1 is less than the maximum 3:1 FAR that would have been permitted by the originally requested zone change to the RAS4 Zone.

All of the changes to the original proposed project will reduce its environmental impacts, and the revised project is not seeking any new entitlements or changes that exceed the scope of the original proposed project and originally requested entitlements. Thus, it can be logically concluded that the revised project will not create any new environmental impacts or any impacts that would be greater than those associated with the original project. Therefore, it is concluded that the original Mitigated Negative Declaration No. ENV-2013-3642-MND is sufficient to identify and mitigate to a less than significant level all environmental impacts potentially associated with the revised project, and no revisions to the required Mitigation Measures are necessary.

Due to the fact that the project does not require revisions to the previous Mitigated Negative Declaration, a public circulation period is not required pursuant to CEQA Guidelines 15164 (b) & (c).

Sincerely,



JEFFREY W. POOL  
City Planner

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> CD 11 - MIKE BONIN	
<b>PROJECT TITLE</b> ENV-2013-3642-MND	<b>CASE NO.</b> CPC-2013-3641-ZC-DB, TT-72605	
<b>PROJECT LOCATION</b> 1900 SOUTH SAWTELLE BOULEVARD, 11274 WEST MISSOURI AVENUE		
<b>PROJECT DESCRIPTION</b> Demolition of an existing plant nursery that includes four one-story structures and a surface parking lot, a subdivision to merge a 13,049 square-foot lot with an 1,198 square-foot area of existing public right-of-way along Sawtelle Boulevard to create a new approximately 14,247 square-foot lot, and the construction, use and maintenance of a six-story, 43,187 square-foot mixed use project to include 52 apartments and 3,284 square feet of ground level commercial space, 60 feet in height, with 83 on-site parking spaces, including 67 residential spaces and 16 commercial parking spaces. The on-site parking spaces will be in an enclosed garage on the ground level and two subterranean levels of the building, accessed via driveways from Missouri Avenue and the adjacent easterly alley. The project also includes site grading and excavation with the export of an undetermined amount of dirt.  Requested entitlements include a Tentative Tract Map to permit a proposed one-lot subdivision with the requested merge of public right-of-way, a Zone Change from C2-1VL to [T][Q]RAS4-1VL, and a Density Bonus to permit a 35% increase in the number of dwelling units, with Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces for each two-bedroom unit) in lieu of the parking required by the Municipal Code, and on-menu incentives to permit an increase in building height to 60 feet in lieu of the otherwise allowable maximum of 50 feet and a reduced north sideyard of 4 feet in lieu of the minimum 5 feet required.		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> Notting Hill, LLC 10750 West Wilshire Boulevard, Suite 1404 Los Angeles, CA 90024		
<b>FINDING:</b> The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <div style="text-align: center;">(CONTINUED ON PAGE 2)</div>		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
<b>NAME OF PERSON PREPARING THIS FORM</b>  JEFFREY POOL	<b>TITLE</b>  City Planner	<b>TELEPHONE NUMBER</b>  (213) 473-9987
<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<b>SIGNATURE (Official)</b>	<b>DATE</b>

**I-10. Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

**I-90. Aesthetics (Vandalism)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**I-100. Aesthetics (Signage)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

**I-110. Aesthetics (Signage on Construction Barriers)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

**I-120. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**III-10. Air Pollution (Demolition, Grading, and Construction Activities)**

- 
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

**III-60. Objectionable Odors (Commercial Trash Receptacles)**

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:
- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

**VI-10. Seismic**

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

**VI-20. Erosion/Grading/Short-Term Construction Impacts**

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**VII-10. Green House Gas Emissions**

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

**VIII-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

**VIII-70. Emergency Evacuation Plan**

- Environmental impacts may result from project implementation due to possible interference with an emergency response plan. However, these potential impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.
- IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)**
- - Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
  - Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
  - All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
  - Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
  - Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- X-60. Land Use/Planning**
- The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
  - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
- XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**
- - The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
  - Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
  - Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
  - The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- XII-40. Increased Noise Levels (Parking Structure Ramps)**
- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
  - Concrete, not metal, shall be used for construction of parking ramps.
  - The interior ramps shall be textured to prevent tire squeal at turning areas.
- XII-60. Increased Noise Levels (Mixed-Use Development)**
- Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:
  - Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.
- XII-180. Increased Noise Levels (Residential within 500 feet of Freeway)**
- Environmental impacts to proposed residential uses from higher ambient noise levels due to being located in close proximity to a freeway. However, this impact can be reduced to a less than significant level by the following measures:
  - Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- XIV-10. Public Services (Fire)**
- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:



- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- XIV-20. Public Services (Police – Demolition/Construction Sites)**
- - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- XIV-30. Public Services (Police)**
- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
  - The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
- XIV-40. Public Services (Construction Activity Near Schools)**
- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:
  - The developer and contractors shall maintain ongoing contact with administrator of \_\_\_\_\_ school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
  - The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
  - There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
  - Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- XIV-50. Public Services (Schools affected by Haul Route)**
- - LADBS shall assign specific haul route hours of operation based upon \_\_\_\_\_ School(s) hours of operation.
  - Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- XIV-60. Public Services (Schools)**
- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a less than significant level by the following measure:
  - The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
- XV-10. Recreation (Increased Demand For Parks Or Recreational Facilities)**
- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
  - **(Subdivision)** Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
- XVI-10. Increased Vehicle Trips/Congestion**

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated \_\_\_\_\_ and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

**XVI-20. Increased Vehicle Trips/Congestion (West Side Traffic Fee)**

- Environmental impacts may result from project implementation due to additional traffic generated in an area with an inadequate circulation system. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.

**XVI-40. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**XVI-50. Inadequate Emergency Access**

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**XVII-10. Utilities (Local Water Supplies - Landscaping)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
  - Weather-based irrigation controller with rain shutoff
  - Matched precipitation (flow) rates for sprinkler heads
  - Drip/microspray/subsurface irrigation where appropriate
  - Minimum irrigation system distribution uniformity of 75 percent
  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
  - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

**XVII-20. Utilities (Local Water Supplies - All New Construction)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**XVII-30. Utilities (Local Water Supplies - New Commercial or Industrial)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- All restroom faucets shall be of a self-closing design.

**XVII-40. Utilities (Local Water Supplies - New Residential)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

**XVII-60. Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

**XVII-90. Utilities (Solid Waste Recycling)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- **(Construction/Demolition)** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

**XVII-100. Utilities (Solid Waste Disposal)**

- 
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 11 - MIKE BONIN	<b>DATE:</b> 01/16/2014
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2013-3642-MND	<b>RELATED CASES:</b> CPC-2013-3641-ZC-DB, TT-72605	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input checked="checked" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> NEW MIXED-USE PROJECT, INCLUDING A 52-UNIT APARTMENT WITH AFFORDABLE UNITS AND 3284 SF. OF SMALL-RESTAURANT SPACE, IN THE C2-1VL ZONE.		
<b>ENV PROJECT DESCRIPTION:</b> Demolition of an existing plant nursery that includes four one-story structures and a surface parking lot, a subdivision to merge a 13,049 square-foot lot with an 1,198 square-foot area of existing public right-of-way along Sawtelle Boulevard to create a new approximately 14,247 square-foot lot, and the construction, use and maintenance of a six-story, 43,187 square-foot mixed use project to include 52 apartments and 3,284 square feet of ground level commercial space, 60 feet in height, with 83 on-site parking spaces, including 67 residential spaces and 16 commercial parking spaces. The on-site parking spaces will be in an enclosed garage on the ground level and two subterranean levels of the building, accessed via driveways from Missouri Avenue and the adjacent easterly alley. The project also includes site grading and excavation with the export of an undetermined amount of dirt.  Requested entitlements include a Tentative Tract Map to permit a proposed one-lot subdivision with the requested merge of public right-of-way, a Zone Change from C2-1VL to [T][Q]RAS4-1VL, and a Density Bonus to permit a 35% increase in the number of dwelling units, with Parking Option 1 to allow 67 residential parking spaces (one parking space per each studio and one-bedroom unit, two spaces for each two-bedroom unit) in lieu of the parking required by the Municipal Code, and on-menu incentives to permit an increase in building height to 60 feet in lieu of the otherwise allowable maximum of 50 feet and a reduced north sideyard of 4 feet in lieu of the minimum 5 feet required.		
<b>ENVIRONMENTAL SETTINGS:</b> The project site is a level, approximately 13,049 square-foot, largely rectangular-shaped site with an approximately 105-foot frontage on the east side of Sawtelle Boulevard, a Collector Street, and an approximately 124-foot frontage on the south side of Missouri Avenue, a local street. The site is developed with a plant nursery that includes four one-story structures and two surface parking areas, which are all proposed for demolition to permit construction of the proposed project.  The project site is located within the West Los Angeles Community Plan, which designates the property for Neighborhood Commercial land use, corresponding to the CR, C1.5, C2, C4, RAS3, RAS4, and P Zones. The site is zoned C2-1VL, which is consistent with its land use designation. The site is located within the area of the West Los Angeles Transportation Improvement and Mitigation Specific Plans, a traffic impact ordinance administered by the Department of Transportation.  The site is not within an Alquist-Priolo Fault Zone, but is located within 0.6 kilometers of the Santa Monica Fault. The site is not within any landslide area, liquefaction zone, tsunami-prone area, Hillside Grading Area, Fire Hazard area, flood-prone area, Methane Gas Zone, or high wind velocity area.  The project site is located on a commercial street, Sawtelle Boulevard, in an area characterized by mostly level topography and medium-rise multi-family development to the east and west, with the San Diego Freeway (I-405) located less than one block (approximately 215 feet) to the east of the project site. The properties to the north of Missouri Avenue are zoned C2-1VL and developed with a one-story single-family dwelling and one-story flower shop on the corner lot, with a mix of commercial uses, single- and multi-family dwellings in mostly one- to four-story structures. Adjoining properties to the south are zoned C2-1VL and developed with a five-story, 41-unit apartment building with a three-story office building farther to the south. Properties to the east of the adjacent		

easterly alley are zoned R3-1 and developed with a three-story, 63-unit apartment complex located at the intersection of Missouri and Beloit Avenues. East of Beloit Avenue is the San Diego Freeway (I-405). Properties to the west of Sawtelle Boulevard are zoned C2-1VL and developed with a one-story plant nursery on the southwest corner of Sawtelle Boulevard and Missouri Avenue, with a seven-story office building on the northwest corner. Properties farther to the west are zoned R3-1 and developed with six- to 21-unit multiple-residential uses in mostly two-story structures fronting on Corinth Avenue to the west.

<b>PROJECT LOCATION:</b> 1900 SOUTH SAWTELLE BOULEVARD, 11274 WEST MISSOURI AVENUE		
<b>COMMUNITY PLAN AREA:</b> WEST LOS ANGELES <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan  <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WEST LOS ANGELES
<b>EXISTING ZONING:</b> C2-1VL	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 38 UNITS, 45,906 SQ. FT.	<b>LA River Adjacent:</b> NO
<b>GENERAL PLAN LAND USE:</b> NEIGHBORHOOD COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 38 UNITS, 45,906 SQ. FT.	
	<b>PROPOSED PROJECT DENSITY:</b> 52 UNITS, 43,187 SQ. FT.	



Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planner			(213) 473-9987
Signature	Title	Phone	

Evaluation Of Environmental Impacts:

1.
- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2.
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3.
- Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4.
- "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5.
- Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
- a.
- Earlier Analysis Used. Identify and state where they are available for review.
- b.
- Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c.
- Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

<i>Background</i>	
<b>PROPONENT NAME:</b> Notting Hill, LLC	<b>PHONE NUMBER:</b> (310) 802-4262
<b>APPLICANT ADDRESS:</b> 10750 West Wilshire Boulevard, Suite 1404 Los Angeles, CA 90024	
<b>AGENCY REQUIRING CHECKLIST:</b> Department of City Planning	<b>DATE SUBMITTED:</b> 11/13/2013
<b>PROPOSAL NAME (if Applicable):</b>	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
<b>III. AIR QUALITY</b>				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓		
e.	Create objectionable odors affecting a substantial number of people?	✓		
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
<b>V. CULTURAL RESOURCES</b>				

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	

#### VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?	✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

#### VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓		

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?		✓	
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	✓		



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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#### IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?		✓		
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

#### X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

#### XI. MINERAL RESOURCES

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

#### XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?		✓		
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

### XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?		✓		
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

#### **XVII. UTILITIES AND SERVICE SYSTEMS**

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓		
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓		

#### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2013-3642-MND** and the associated case(s), **CPC-2013-3641-ZC-DB, TT-72605** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JEFFREY POOL	City Planner	(213) 473-9987	01/16/2014

Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

<b>I. AESTHETICS</b>			
a.	NO IMPACT	The project site is not located within or near any known scenic vista.	
b.	NO IMPACT	The project site is in a developed urban area and is not located on a scenic highway or near any known scenic resources.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to degrade the existing visual character or quality of the site if it is not properly landscaped and maintained free of trash, graffiti and other forms of vandalism, and from improper or excessive signage. Mitigation measures have been included to ensure visual surroundings are not negatively impacted during and post construction, which will reduce any impacts to a less than significant level.</b>	<b>I-10, I-90, I-100, I-110</b>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to affect surrounding properties by creating new sources of light, but the Mitigation Measures will reduce these impacts to a less than significant level.</b>	<b>I-120</b>
<b>II. AGRICULTURE AND FOREST RESOURCES</b>			
a.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
b.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
c.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
d.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
e.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
<b>III. AIR QUALITY</b>			



Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per SCQAMD. Impacts will be less than significant.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per SQAMD. The project could increase air pollution in the vicinity during the demolition and construction phases. However, the Mitigation Measures will reduce these impacts to a less than significant level.</b>	III-10
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project could increase air pollution in the vicinity during the demolition and construction phases. However, the Mitigation Measures will reduce these impacts to a less than significant level.</b>	III-10
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project is located within 1,000 feet of a freeway, which could expose residents to pollutants due to existing ambient air pollution in the vicinity, but the Mitigation Measure will reduce impacts to a less than significant level.</b>	X-60
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to impact adjacent residential properties through odors from trash receptacles on the site. However, the Mitigation Measures will reduce any impacts to a less than significant level.</b>	III-60

#### IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The project site is within an urbanized area, and does not contain any known candidate, sensitive, or special status species. No impact will result.	
b.	NO IMPACT	The project site does not contain any riparian habitat or other recognized biological resources. No impact will result.	
c.	NO IMPACT	The project site does not contain any wetlands. No impact will result.	
d.	NO IMPACT	The project site does not contain any trees or other natural habitat area. No impact will result.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	The project site does not contain any trees or other natural habitat area. No impact will result.	
f.	NO IMPACT	The project site is not located in or near the area of an adopted Habitat Conservation Plan or other approved habitat conservation plan, and no trees or other natural habitat areas are located on site. No impact will result.	

#### V. CULTURAL RESOURCES

a.	NO IMPACT	The project is not located in the immediate vicinity of any known historic resources. No impact will result.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archaeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	

#### VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	The site is not located in an Alquist-Priolo Earthquake Fault Zone, however it is located 0.6 km. from a known fault. All structures will be required to meet the City's Seismic Safety standards. Therefore, impacts will be less than significant.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The site may be subject to strong ground shaking as it is within 0.6 km. from a known fault. However, Mitigation Measure will require all construction to meet the City's Seismic Safety standards, which will reduce the impacts to a less than significant level.</b>	<b>VI-10</b>
c.	NO IMPACT	The project site is not located in a liquefaction prone area. No impact will result.	

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	The project site is not located in a landslide prone area. No impact will result.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project could result in soil erosion or loss of topsoil during construction. However, the Mitigation Measures will reduce any impacts to a less than significant level.</b>	VI-20
f.	NO IMPACT	The project site is not located in a liquefaction zone or area of known instability. No impact will result.	
g.	NO IMPACT	The project site is not located in an area known to have expansive soils. No impact will result.	
h.	NO IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	

#### VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The proposed new construction of a mixed use building has the potential to increase the emission of greenhouse gases (GHG) during construction and operation phases of the project. Mitigation Measures have been incorporated to reduce the pollution impacts to a less than significant level.</b>	VII-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The proposed new construction of a mixed use building has the potential to increase the emission of greenhouse gases (GHG) during construction and operation phases of the project. Mitigation Measures have been incorporated to reduce the pollution impacts to a less than significant level.</b>	VII-10

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT	No hazardous materials are proposed to be routinely transported, used, or disposed of as a part of the project. No impact will result.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project site is not located in a Methane Zone. However, due to their age, some of the existing buildings located on the site may contain asbestos-containing materials (ACM), lead paint and/or polychlorinated biphenyl that could be released during demolition. The applicant will be required to comply with the attached Mitigation Measures to reduce the impacts to a less than significant level.</b>	VIII-10

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	The project site is located with 1/4 mile of a school; however, hazardous emissions or the handling of hazardous materials, substances or waste is not anticipated. Impacts will be less than significant.	
d.	NO IMPACT	The project site is not included on a list of known hazardous materials sites. No impact will result.	
e.	LESS THAN SIGNIFICANT IMPACT	The project site is located within two miles of the Santa Monica Airport. However, the site is not on the airport's flight path and will not result in any safety hazard for residents, employees or customers of the proposed project.	
f.	NO IMPACT	The project site is not located within two miles of any private airstrip. No impact will result.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project involves a multi-story, 52-unit residential complex, which has the potential to impact an emergency response or evacuation plan. However, the Mitigation Measure will reduce the impacts to a less than significant level.</b>	<b>VIII-70</b>
h.	NO IMPACT	The project site is not within a Very High Fire Hazard Severity Zone, and is in a developed urbanized area that is not subject to wildland fires. No impact will result.	

#### IX. HYDROLOGY AND WATER QUALITY

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project could generate polluted runoff during its grading and construction phase and from additional lot coverage and hardscape. However, the Mitigation Measures will reduce construction-related impacts and the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.</b>	<b>IX-20</b>
b.	NO IMPACT	The proposed project is not anticipated to significantly affect any groundwater supplies as it involves the construction of a building among other inhabited buildings, and will be supplied by LADWP.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may have new impacts on drainage by grading and the construction of a new building. However, the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not expected to cause flooding as it is not located within a flood-prone area and will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project may create increased and/or polluted runoff during its construction phase and as a result of the new building proposed on the site. However, the Mitigation Measures will reduce construction-related impacts and the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.</b>	<b>IX-20</b>
f.	LESS THAN SIGNIFICANT IMPACT	The project could degrade water quality through increased and/or polluted runoff during its construction phase and as a result of the new building and paved parking lot proposed on the site. However, the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	
g.	NO IMPACT	The project is not located within a 100-year flood hazard area. No impact will result.	
h.	NO IMPACT	The project is not located within a 100-year flood hazard area. No impact will result.	
i.	NO IMPACT	The project site is not located in a flood-prone area or a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsunamis, or mudflow. No impact will result.	

#### **X. LAND USE AND PLANNING**

a.	NO IMPACT	The project is an infill development in a location surrounded by similar uses. It will not divide an established community. No impact will result.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project seeks a Zone Change which is required to legally permit the existing use on the site under the Municipal Code, and also seeks certain other entitlements required to comply with the Municipal Code . With the approval of the requested entitlements, the project will be in conformance with the Municipal Code. But the project has the potential to conflict with the Air Quality Element by</b>	<b>X-60</b>



Impact?	Explanation	Mitigation Measures
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		exposing project occupants to pollutants due to existing ambient air pollution in the vicinity; however, the Mitigation Measure will reduce the impact to a less than significant level.	
c.	NO IMPACT	The project is located in an urbanized area that is not subject to any habitat conservation plan or natural community conservation plan. No impact will result.	

## XI. MINERAL RESOURCES

a.	NO IMPACT	No impacts are anticipated as the site is not located in a known area of mineral resources.	
b.	NO IMPACT	No impacts are anticipated as the site is not located in a known area of mineral resources.	

## XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Exposure to excessive levels of noise may occur during the construction phase of the project, and residents may be exposed to excessive noise levels due to the mixed-use nature of the proposed building, its parking ramps, and its location within 500 feet of a freeway. However, the Mitigation Measures will reduce the impacts to a less than significant level.	XII-20, XII-40, XII-60, XII-180
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project may create significant groundbourne noise at times during its grading and construction phase. However, the Mitigation Measures will reduce the impacts to a less than significant level.	XII-20
c.	LESS THAN SIGNIFICANT IMPACT	The project consists of uses that are similar to uses existing on many surrounding properties in the general vicinity. As such, it is not expected to significantly increase ambient noise levels in the vicinity. Impacts will be less than significant.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project has the potential to create temporary or intermittent noise during its construction phase, and from cars using the parking ramps. However, the Mitigation Measures will reduce these impacts to a less than significant level.	XII-20, XII-40
e.	LESS THAN SIGNIFICANT IMPACT	The project site is located within two miles of the Santa Monica Airport. However, the site is not on the airport's flight path and will not result in significant airport-related noise impacts for persons within the proposed project.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site is not located within two miles of any private airstrip. No impact will result.	
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### XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes 52 new residential units; however, the project does not exceed the density of the adopted General Plan or reach a threshold to require mitigation measures. Impacts will be less than significant.	
b.	NO IMPACT	The project will not displace any existing housing. No impact will result.	
c.	NO IMPACT	The project will not displace any existing residents. No impact will result.	

### XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project is not in any designated fire hazard area, but does have the potential to increase demand for fire protection services. However, the Mitigation Measure will reduce the impacts to a less than significant level.</b>	<b>XIV-10</b>
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to increase demand for police services. However, the Mitigation Measures will reduce the impacts to a less than significant level.</b>	<b>XIV-20, XIV-30</b>
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project will add 52 new dwelling units, which could increase the demand for schools in the area and the construction phase of the project could also impact nearby schools. However, the Mitigation Measure will reduce any impacts to a less than significant level.</b>	<b>XIV-40, XIV-50, XIV-60</b>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project involves a subdivision map and will create 52 new dwelling units, which may increase demand for or usage of local parks. However, the Mitigation Measure will reduce any impacts to a less than significant level.</b>	<b>XV-10</b>
e.	LESS THAN SIGNIFICANT IMPACT	The project does not propose new development exceeding the density provided for by the General Plan or reaching a threshold likely to generate significant demand for other types of public facilities. Impacts will be less than significant.	

### XV. RECREATION

	Impact?	Explanation	Mitigation Measures
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project involves a subdivision map and will create 52 new dwelling units, which may increase demand for or usage of local parks. However, the Mitigation Measure will reduce any impacts to a less than significant level.</b>	<b>XV-10</b>
b.	LESS THAN SIGNIFICANT IMPACT	The project includes new on-site recreational facilities to serve its residents only, which will not significantly impact the environment, and it is not expected to increase the usage of existing recreational facilities in the area as to a level to require the construction of significant new facilities. Impacts will be less than significant.	

#### **XVI. TRANSPORTATION/TRAFFIC**

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The Department of Transportation analyzed the trip generation and traffic impacts of the proposed project and determined that the impacts will be less than significant per the memo dated August 22, 2013. However, there are certain requirements in the memo the project must comply with to ensure all impacts remain less than significant.</b>	<b>XVI-10, XVI-20</b>
b.	LESS THAN SIGNIFICANT IMPACT	The Department of Transportation analyzed the trip generation and traffic impacts of the proposed project and determined that the impacts will be less than significant per the memo dated August 22, 2013.	
c.	NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project will involve new access driveways, which could increase hazards, and construction-related traffic and activities could increase hazards in the vicinity. However, the Mitigation Measures will reduce any such impacts to a less than significant level.</b>	<b>XVI-10, XVI-40</b>
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>As a multi-story, multiple residential development for a significant number of people, the proposed use could impact emergency access. However, the project will require approval of plans by the Bureau of Engineering, Department of Transportation and Fire Department to ensure adequate emergency access, which will reduce any impacts to a less than significant level.</b>	<b>XVI-50 XIV-10</b>

Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	The project is required to comply with applicable Municipal Code provisions and design guidelines, which will prevent any significant impacts to any adopted policies, plans, or programs regarding public transit, bicycle, pedestrian or alternative transportation facilities in the area.	
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#### **XVII. UTILITIES AND SERVICE SYSTEMS**

a.	LESS THAN SIGNIFICANT IMPACT	The project is an infill development in a developed area that will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	As an infill development in an urbanized developed area, the project is not expected to significantly affect the demand for water or wastewater facilities in the area. Impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may have new impacts on drainage by covering a significant portion of the site with structures and paved parking lots and driveways, etc. However, the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to cumulatively impact existing water supplies. The referenced Mitigation Measures shall apply to reduce potential impacts to a less than significant level.</b>	<b>XVII-10, XVII-20, XVII-30, XVII-40, XVII-60</b>
e.	LESS THAN SIGNIFICANT IMPACT	The project is an infill development in a developed area that will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project has the potential to increase the amount of solid waste going to landfills and could have a cumulative impact on the City's waste disposal capacity. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.</b>	<b>XVII-90, XVII-100</b>

Impact?	Explanation	Mitigation Measures
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g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project has the potential to increase the amount of solid waste going to landfills and could have a cumulative impact on the City's waste disposal capacity. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.	XVII-90, XVII-100
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	NO IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant or animal community. The project is located in a developed, urbanized area, will not disrupt or hinder any known habitats, and is not a recognized cultural or historical resource. No impact will result.	
b.	LESS THAN SIGNIFICANT IMPACT	The surrounding properties are mostly developed with existing commercial or residential uses, and there are no known current or future projects in the immediate vicinity that, in conjunction with this proposed project, would result in cumulatively significant environmental impacts.	
c.	LESS THAN SIGNIFICANT IMPACT	The Mitigation Measures required herein will reduce the potential impacts of the proposed project on human beings to a less than significant level.	