City Planning Commission

Date: February 26, 2009
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers, Second Floor
14410 Sylvan Street,
Room 201, Council Chamber
Van Nuys CA 91401

Public Hearing: October 6, 2008
Appeal Status: General Plan Amendment is not appealable; Zone Change is appealable by the applicant only if denied; Building Line Removal and Zoning Administrator Adjustments are appealable.
Expiration Date: March 18, 2009
Multiple Approval: General Plan Amendment, Zone Change, Building Line Removal and Zoning Administrator Adjustments

PROJECT LOCATION: 12369-12381 West Osborne Street
Pacoima, CA 91331

PROPOSED PROJECT: Construction of 15 single-family townhome units in four separate buildings, each two stories over one level of parking garage, ranging in height from 37'6" to 42'6", with 30 covered parking spaces (2 spaces per unit), on an approximately 30,115 square-foot, vacant lot. (Note: Vesting Tentative Tract Map 69513 for a Small Lot Subdivision will require a separate public hearing before the Advisory Agency at a later date.)

REQUESTED ACTION:

1. Pursuant to Section 11.5.6 of the Municipal Code, a General Plan Amendment (Periodic Plan Review for Window No. 169, Geographic Area 1) to the Arleta-Pacoima Community Plan from Low Medium I Residential to Low Medium II Residential land use;

2. Pursuant to Section 12.32 F of the Municipal Code, a Zone Change from RA-1 (Suburban Zone) to (T)(Q)RD1.5-1 (Restricted Density Multiple Dwelling Zone);

3. Pursuant to Section 12.32 R of the Municipal Code, a Building Line Removal of a 15-foot building line on the west side of Osborne Street, established by Ordinance 161,783;

4. Pursuant to Section 12.28 of the Municipal Code, Zoning Administrator Adjustments from the following:
   a. Section 12.09 1 B 1, to permit a reduced front yard of 7 feet in lieu of the required 15 feet;
   b. Section 12.21.C.2(a), to permit a minimum 15-foot building separation, in lieu of the

Case No.: CPC 2007-3474-GPA-ZC-BL-ZAA
CEQA No.: ENV-2007-3103-MND
Incidental Cases: none
Related Cases: VTT Map 69513
Council No.: 7 (Alarcon)
Plan Area: Arleta-Pacoima
Specific Plan: None
Certified NC: Pacoima
GPLU: Low Medium I Residential
Zone: RA-1
Applicant: The Angeles Group, LLC
Representative: Greg Jackson, Rosenheim & Associates, Inc.
required 20 feet in the RD Zone; and

c. Section 12.21.C.1(g), to permit a maximum 10-foot high retaining wall in a portion of the front yard and in the side yard setback areas (prior to recordation of a Small Lot Subdivision tract map), and within the front, side and rear yard setbacks (after recordation of a Small Lot Subdivision tract map), in lieu of providing required yard areas that are open and unobstructed from the ground to the sky.

5. Pursuant to the California Environmental Quality Act (CEQA), adoption of Mitigated Negative Declaration No. ENV-2007-3103-MND as the environmental clearance for the project.

RECOMMENDED ACTIONS:

1. **Disapprove** and **recommend** that the City Council **not adopt** a General Plan Amendment (Periodic Plan Review, Window No. 169, Geographic Area 1) to the Arleta-Pacoima Community Plan from Low Medium I to Low Medium II Residential, as requested by the applicant;

2. **Disapprove** and **recommend** that the City Council **not approve** a Zone Change from RA-1 to (T)(Q)RD1.5-1, as requested by the applicant;

3. **Approve** and **recommend** that the City Council **adopt** a Zone Change from RA-1 to (T)(Q)RD3-1 for the subject property, subject to the attached conditions of approval;

4. **Approve** and **recommend** that the City Council **adopt** a Building Line Removal of a 15-foot building line on the west side of Osborne Street, established by Ordinance No. 161,783, along the project site frontage;

5. **Disapprove Zoning Administrator Adjustments** from the following, as requested by the applicant:
   a. Section 12.09.1.B.1, to permit a reduced front yard of 7 feet in lieu of the required 15 feet;
   b. Section 12.21.C.2(a), to permit a minimum 15-foot building separation, in lieu of the required 20 feet in the RD Zone; and
   c. Section 12.21.C.1(g), to permit a maximum 10-foot high retaining wall in a portion of the front yard and in the side yard setback areas (prior to recordation of a Small Lot Subdivision tract map), and within the front, side and rear yard setbacks (after recordation of a Small Lot Subdivision tract map), in lieu of providing required yard areas that are open and unobstructed from the ground to the sky;

7. **Adopt** Mitigated Negative Declaration No. 2007-3103-MND;

8. **Adopt** the attached Findings, including the environmental findings; and

9. **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.

S. GAIL GOLDBERG, AICP
Director of Planning

Daniel Scott, Principal City Planner

Robert Z. Duenas, Senior City Planner

Daniel O’Donnell, City Planner
Telephone: (818) 374-5066
ADVICE TO THE PUBLIC: * The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 N. 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 out the week prior to the Commission’s meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the American's 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 this programs, services, and activities. Sign language interpreters, assistive living devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.
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PROJECT ANALYSIS

Project Summary

The Applicant, the Angeles Group, LLC, proposes to construct, use and maintain fifteen (15) two-story, single-family, townhome-style dwellings over one-story parking garages, contained within four independent buildings with heights ranging from approximately 37 feet 6 inches to 42 feet 6 inches. The project would have a combined floor area of approximately 21,320 square feet, with 30 on-site covered parking spaces (2 spaces per unit). The subject property is an approximately 26,099 net square-foot parcel of land classified in the RA-1 Zone within the adopted Arleta-Pacoima Community Plan area. The subject site is presently undeveloped vacant land, sloping uphill from front to back, and located in the hillside grading area.

The Applicant is requesting a General Plan Amendment and a Zone Change to allow greater intensity of development on the subject property, along with a Building Line Removal. The Applicant is also seeking Zoning Administrator Adjustments to allow a reduced front yard setback, reduced building separation and increased wall heights in the front, side and rear yard setback areas. A vesting tentative tract map will be filed at a later date in order to permit a Small Lot Subdivision (LAMC Section 12.22.C.27).

Background

The subject property consists of an approximately 0.69 acre (approximately 30,115 gross square feet, and 26,099 net square feet after street dedication along Osborne Street), slightly sloping, irregular shaped (triangular), interior lot, comprised of 2 contiguous parcels located on the west side of Osborne Street, approximately ¼ mile south of Glenoaks Boulevard and ½ mile north of San Fernando Road. The subject property is zoned RA-1 (Residential Suburban), which limits development to a single family dwelling and the height of buildings to a maximum of 45 feet, and is designated by the Arleta-Pacoima Community Plan as Low Medium I Residential Land Use, corresponding to the R2, RD3, RD4, RZ3, RZ4, RU and RW1 Zones, which permits multifamily residential development.

The site is presently vacant, undeveloped land, with no significant trees and limited vegetation consisting predominantly of annual weeds. The topography slopes upward from the northeast (front property line) to the southwest; the western boundary is at the base of a small, somewhat steep bluff which slopes upward toward the adjacent public alley and single-family home developed property.

The project site is located in the Pacoima community of the northeastern San Fernando Valley. The project area is a suburban neighborhood that has transitioned during the past 30 years from low-density residential and agricultural uses to low medium density apartments and condominiums. Land uses surrounding the site are generally zoned for multiple-family and single-family residential uses. The adjoining property to the north on Osborne Street is zoned RD6-1 and developed with 25 condominium units. Adjoining property to the south is zoned RD3-1 and is being developed with 14 condominiums; immediately south of the southerly adjoining property is a large property, also zoned RD3-1, developed with 146 condominiums.

To the west is the edge of a single-family neighborhood with RS-1 zoning, which is separated from the rear of the subject site by approximately 15 feet in elevation change, and which is accessed from Chanute Street. Properties to the east, on the opposite side of Osborne Street, are zoned RD1.5-1 and RA-1 (RD1.5-1 zone change pending) and also developed with condominiums. Several zone changes to permit multi-family projects at the RD1.5 density have been approved on the east (opposite) side of Osborne Street within recent years, all of which
did not require an amendment to the Community Plan. No zone changes similar to those granted on the east side have been requested or approved on the west (subject) side of Osborne Street.

The subject property is located within Zone C, an area of minimal flooding, on the National Flood Insurance Program rate map, which is part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081. The subject property is also located within the Los Angeles State Enterprise Zone, which provides tax incentives for businesses that create jobs within the zone.

Osborne Street is primarily a residential corridor with limited commercial at its intersections with Glenoaks Boulevard (approx. ¼ mile to the north) and San Fernando Road (approx. ½ mile to the south). Building heights along Osborne Street vary between two and three stories in the project vicinity. Osborne Street is served by two Metro Local bus lines, 166 and 364, with approximately 10-15 minute headways during weekday peak hours.

The Whiteman Airport, a general aviation facility, is located approximately ½ mile to the southwest of the project site. Hansen Dam Recreation Area is located approximately ¼ mile north of the project site, and Roger Jessup Park is approximately 700 feet southeast of the site.

**Street Designations:**

Osborne Street, adjoining the subject property on the east, is designated as a Major Highway Class II, dedicated to a variable width of 80 to 102 feet. Adjacent to the project site, the street is improved with a 40-foot half asphalt roadway, with no concrete curb, gutter or sidewalk. It is anticipated that a 12-foot wide, half-street dedication along the Osborne Street frontage with standard improvements (sidewalk, curb, gutter and additional asphalt paving) will be required.

**Related Cases:**

**Subject Property: CPC-1986-488-ZC** - On November 25, 1986, the City Council adopted Ordinance No. 161,782, which changed the zone of the subject property to (T)(Q) RD3-1. The applicant, however, did not clear the (T)(Q) Conditions within the prescribed six year period, and the RD3-1 Zone expired on January 9, 1993.

**Subject Property: CPC-1986-489-BL** - On November 25, 1986, the City Council adopted Ordinance No. 161,783, which reduced the existing 35-foot building line along Osborne Street to 15 feet.

**12368 Osborne Street** (east side of Osborne Street) - On June 23, 2005, the Advisory Agency approved Tentative Tract No. 62587 which permitted the construction of 19 residential condominium units. On November 9, 2005, the City Council, under case no. APCNV-2005-1353-ZC-BL, adopted Ordinance Nos. 177,130 and 177,131, which changed the zone of the property at 12368-12372 Osborne Street to (T)(Q) RD1.5-1, and removed a 35-foot building line on Osborne Street, respectively.

**12385 Osborne Street** (west side of Osborne Street, adjacent to subject property) – On January 31, 2006, the Advisory Agency approved Tentative Tract No. 60743, which permitted the construction of 14 residential condominium units. No General Plan amendment or zone change was required or approved in conjunction with the tract approval. The project is currently under construction.

**12323 Osborne Place** (east side of Osborne Street) - On July 20, 2006, the Advisory Agency approved Tentative Tract No. 64069, which permitted the construction of 37 residential condominium units. On February 1, 2007, the Area Planning Commission recommended
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approval of an ordinance, under case no. APCNV-2006-2244-ZC, which would change the zone of the property to (T)(Q) RD1.5-1. Final action on the proposed zone change is presently pending.

12364 Osborne Street (east side of Osborne Street) - On August 16, 2006, the Advisory Agency approved Tentative Tract No. 65623, which permitted the construction of 21 residential condominium units. On January 31, 2007, the City Council, under case no. APCNV-2006-4056-ZC-BL, adopted Ordinance Nos. 178,403 and 178,404, which changed the zone of the property at 12364 Osborne Street & 12309 Osborne Place to (T)(Q) RD1.5-1, and removed a 35-foot building line on Osborne Street, respectively.

Reports Received:

During the environmental review phase for the proposed project, two correspondences were received from the Department of Transportation (DOT), and one correspondence was received from Council District 7.

At the time this case was filed, due to the inconsistency of the request with the existing General Plan designation on the subject property, as well as with the entire block face on the west side of Osborne Street, the Planning Department recommended that Added Areas (adjacent properties to the north and south of the subject property fronting on Osborne Street) be included in the General Plan amendment request, in order to avoid the potential for a "spot" General Plan and zone designation for the subject property.

In response to the request for a traffic analysis for the proposed project, which now included the Added Areas, DOT initially recommended as part of their "Initial Study Assessment Form for Traffic Impacts" (ISAF) that a traffic study would be required, due to the additional P.M. Peak Hour traffic impacts associated with the increased development potential on the Added Areas sites. After receipt of the correspondence from Council District 7, however, DOT reconsidered their initial recommendation, sending a second ISAF stating that no traffic study was required because no new development was likely to occur on the two Added Area properties for the foreseeable future, given the state of current development on those sites. Without a traffic study to document the traffic impacts of amending the Community Plan to permit increased density within the Added Areas, the Planning Department determined that the Added Areas would not be included as part of the environmental analysis in the proposed Mitigated Negative Declaration for this request. Since there was no environmental clearance for the Added Areas, they could not be included in the applicant's General Plan Amendment request, and the proposed project application is being processed as a stand-alone General Plan Amendment and zone change request, as the applicant originally filed it.

DOT also recommended that final review of the project driveways, internal circulation or parking be approved by their agency prior to the submittal of plan check by the department of Building and Safety. Individual driveways shall be 18 feet wide and 30 feet for common driveways. A minimum of 50 feet of full height curb shall be provided between all driveways. A minimum 20-foot reservoir space shall be provided at all driveways. Common drive aisles shall be designed to not require any vehicle to back out onto a public street. Necessary dedications and public improvements will be cleared by the Bureau of Engineering prior to DOT clearance.

Hearing Officer Comments:

Plan Amendment and Zone Change: Staff is recommending disapproval of the applicant's requests, with the exception of removal of the building line along Osborne Street, and approval of a zone change to the RD3 zone. The RD3 zone is consistent with the Arleta-Pacoima Community Plan land use designation, and is consistent with the existing development density
along the west side of Osborne Street. The applicant's requests are inconsistent with the land use pattern established by the Community Plan map, the residential land use policy text, and the existing development pattern on the west side of Osborne Street.

The Arleta-Pacoima Community Plan, most recently updated by the City Council in 1996, designates the project site, as well as the entire block face in which the project site is located, as Low Medium I residential, corresponding to the R2, RD3, RD4, RZ3, RZ4, RU and RW1 zones. Approval of an amendment to the Arleta-Pacoima Community Plan to Low Medium II density and an accompanying zone change to RD1.5, as requested by the applicant, would constitute a spot plan and zone, and staff can find no compelling reason to recommend approval.

Not only is the applicant's request to amend the Plan map inconsistent, the requested zone change to the RD1.5 density is inconsistent with the Plan text. Under Chapter III, Residential Land Use Policies and Programs, the Plan states: "The Low Medium II Residential Density range shall be limited to the RD2 Zone."

The multi-family residential projects that have been built on the west (subject) side of Osborne Street have all been constructed at the existing Low Medium I General Plan density, either at the RD3 or the even more restrictive RD6 density. While several zone changes have been approved on the east (opposite) side of Osborne Street for multi-family residential development at the RD1.5 density, no such density exists or has been granted on the west side of Osborne Street. This is due to the significant difference in planned and existing land use between the west (subject) side and the east side of Osborne Street. The east (opposite) side of Osborne Street backs up to multi-family residential and industrially-zoned land, while the west side of Osborne Street backs up to a single-family residential neighborhood. All of the approved zone changes on the east side of Osborne Street were granted because they were consistent with the existing General Plan land use designation of Low Medium II, although staff has no explanation for why zone changes were granted at the RD1.5 density, instead of the RD2 density as stated in the policy quote above.

Staff could find no City or other governmental policy statements that would override the Community Plan land use map and policy and program text in favor of the applicant's request. The project site is located in a State Enterprise Zone, but this designation deals with providing tax incentives to businesses that create jobs within the Zone, not with increasing housing. Indeed, the Enterprise Zone designation recognizes that the area is job poor, and increasing the amount of housing beyond that permitted by the Community Plan will further exacerbate the growing jobs/housing imbalance within the Arleta-Pacoima Community Plan area. For example, an examination of the planning cases referenced on the radius map prepared for this project shows that approximately 375 market rate, residential condominium units have been constructed or approved within 500 feet of the project site since 1986. Housing production is clearly outpacing job creation, and not at affordability levels that would serve all segments of the population within the Plan area. A project constructed at the permitted Community Plan density of RD3 on the site will further the goal of increasing housing stock without hindering any other policy considerations.

The project site was previously granted a zone change to the RD3 zone in 1986, consistent with the General Plan Low Medium I land use category. That zone change was never vested, however, and the property reverted back to the RS zone. Ten years after that zone change was approved, the Community Plan was updated, and the General Plan Low Medium I designation was again deemed appropriate for the site and left in place.

With regard to conditions of approval for the recommended RD3 zone change, staff is recommending a condition that requires the inclusion of ½ guest parking spaces per unit for any
project constructed on the site, as proposed in the project's environmental clearance (ENV-2007-3103-MND). With the large number of condominium units constructed or approved in the area, staff believes that a lack of guest parking will become, if it is not already, a problem for the area. Another benefit of a reduction in the number of permitted units on the site from 15 (RD1.5 density) to 10 (gross) or 8 (net) at the RD3 density is that it will also reduce the number of driveways required from 3 to either 2 or 1, depending upon the ultimate site configuration, thereby increasing the amount of on-street parking spaces available to residents and guests.

Lastly, the proposed project shows a central, paved, vehicular driveway between the two main buildings rather than a central, landscaped courtyard, which could be used as an amenity by the project's residents. This design feature is a function of the requested higher density and the physical constraints of this irregularly-shaped property. As proposed, the project site is almost 64% covered with hardscape and buildings, leaving only small pockets of landscaped area. A project constructed at the permitted RD3 density (8 to 10 units) will allow for additional usable space on the site for more resident-friendly design considerations, as well as space for on-site guest parking spaces. Staff is recommending a condition which requires that the units be constructed around a central, landscaped courtyard, in conformance with the Walkability Checklist, as well as pedestrian-friendly unit entrances.

**Building Line Removal:** Staff believes that the removal of the existing 15-foot building line, as requested by the applicant, will not impact the City's ability to obtain the dedication and improvement of Osborne Street adjacent to the subject property, since both the street dedication and improvement are required by the L.A.M.C. The recommended RD3 Zone (as well as the requested RD1.5 zone) is specifically called out in Section 12.37 of the L.A.M.C. as a zone in which both street dedication and improvement of the designated half-street width must be done for the full length of the property prior to the issuance of any building permit on the property.

**Zoning Administrator Adjustments:** Since staff is recommending denial of the requested General Plan Amendment and Zone Change for the proposed project, granting any of the requested adjustments at this time would facilitate a project site plan which staff deems to be inconsistent with the General Plan and the existing development pattern along the west side of Osborne Street. A condition of approval is recommended that new project plans be submitted that conform to the RD3 zone density. In the absence of revised plans, it cannot be determined whether the requested Zoning Administrator Adjustments regarding a reduced front yard, a minimum 15-foot building separation, and a maximum 10-foot high retaining wall in a portion of the front yard and in the side yard setback would be necessary in order to construct a revised project. The applicant will be required to re-file for any necessary adjustments based on the revised plans.

In addition, the requested 7-foot front yard setback for the subject property in lieu of the required 15-foot setback would be inconsistent with the existing block face setbacks. The property directly south of the subject property, recently developed with 14 condominium units, has a 15-foot setback from the property line along Osborne Street, and the property to the north, developed in 1979 with 25 condominium units, is set back at least 30 feet from Osborne Street.

With a reduced-density project consistent with the RD3 zone, a Small Lot Subdivision may not be necessary for this site, and therefore the reduced front yard and reduced building separation requests would become mute issues. A 8-unit condominium project (or a 10-unit apartment project) would fit this irregularly-shaped, sloping lot much more harmoniously, and can probably be designed without the need for the requested Zoning Administrator Adjustments.
Conclusion

The recommended RD3 zone change on the subject property is consistent with the General Plan, the existing multi-family residential development density on the block face, the previously-approved but expired zone change granted in 1986, and more compatible with the neighboring single-family development. Staff's evaluation of the requested project is that revised plans must be prepared to produce a better project that would fit with this neighborhood and be consistent with the General Plan, and has recommended a condition that requires submittal of revised plans to this effect.
(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions:

1. Use. The property shall be limited to the use, density and area provisions of the RD3-1 Zone.

2. Height. The project shall not exceed 3 stories and 45 feet in height, as defined by Section 12.21.1 B.3 of the Los Angeles Municipal Code. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any single family uses and from Osborne Street.

3. Project Plans. Prior to the issuance of any building permit, the applicant shall resubmit project plans consistent with this approval to the Department of City Planning for review and approval.

4. Urban Design.
   a. The project shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents.
   b. Provide a pedestrian entrance at the front of each project.
   c. Useable open space shall be provided for outdoor activities, especially for children.
   d. The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy shall be accomplished through:
      i. The use of articulations, recesses, surface perforations, and porticoes to break up long, flat building facades shall be required.
      ii. Complementary building facades shall be provided.
      iii. Varying designs shall be incorporated to provide definitions for each floor.
      iv. Building fixtures, awnings, security gates, etc. shall be integrated into design of the building.
      v. Screening of all rooftop equipment and building appurtenances from adjacent properties shall be provided.
      vi. Decorative masonry walls shall be installed to enclose trash.

5. Parking. The project shall provide a minimum of 2 parking spaces per unit and 1/4 guest parking space per unit. The applicant shall comply with the following:
   a. Tandem parking may be used only for the spaces that are assigned and designated for a single residential unit.
   b. Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces.
   c. If any guest parking is located behind security gates, the following shall apply:
      i. A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking.
      ii. An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to the units served by the secured guest parking.
iii. The security gate shall be set back at least 20 feet from the public right-of-way so as to provide a waiting area for guest vehicles and to prohibit blockage or interference with the public right-of-way by waiting guest vehicles.

iv. Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right-of-way is assured.

6. **Landscaping.** 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, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

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

8. **Graffiti.** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, 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 public street or alley, pursuant to Municipal Code Section 91.8104.15.

9. **Outdoor Lighting.** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

10. **Wall.** A 6-foot high solid, decorative, masonry wall shall be constructed along the north, south and westerly property lines, if no such wall exists.

11. **Landscape Buffer:** A 5-foot wide landscape buffer shall be installed at the north, south and westerly property lines.

12. **Safety Hazards.** 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.

B. **Environmental Conditions:**

1. **Aesthetics (Landscaping).** 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, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

2. **Aesthetics (Surface Parking).**
   a. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
   b. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. Automatic irrigation plan shall be approved by the City Planning Department.
   c. Palm trees shall not be considered in meeting this requirement.

3. **Aesthetics/Increased Noise Levels (Landscape Buffer).**
   a. A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
b. A landscape plan shall be prepared by a licensed landscape architect, to the satisfaction of the decision maker.

4. Aesthetics (Light). Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

5. Aesthetics (Glare). The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

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

7. Erosion/Grading/Short-Term Construction Impacts:

   a. Air Quality.
      1. 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.
      2. 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.
      3. All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
      4. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
      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.
      6. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

   b. Noise.
      1. 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.
      2. 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.
      3. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
      4. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
      5. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

   c. Grading.
      1. 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:
2. Excavation and grading activities shall be scheduling 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.
3. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
4. Stockpiles and excavation soil shall be covered tarps or plastic sheeting.

d. General Construction.
   1. 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.
   2. 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 shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
   3. 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.
   4. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
   5. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
   6. Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
   7. 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.

8. Haul Routes.
   a. Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
   b. All haul route hours shall be limited to off-peak hours as determined by Board of Building & Safety Commissioners.
   c. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
   d. 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.
   e. LADBS shall require the applicant to have all employees park their personal vehicles outside of the hillside area and utilize a developer-sponsored vanpool system for transport to the site.
   f. The City of Los Angeles Department of Transportation (LADOT) shall recommend to the Building & Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number flag people.
   g. Trucks having no current hauling activity shall not idle but shall be turned off.
   h. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
i. No parking shall be permitted on street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.

j. In order to preserve adequate access for emergency vehicles, all construction material shall be stored on-site and not on the street during hauling operations.

k. The applicant shall provide a soils and/or geotechnical report to LADBS (reports needed to be determined by LADBS) for review and approval that shall include measures to mitigate impacts related to grading.

l. Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

9. **Storm Water Runoff.**

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

   b. Post-development, peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

   c. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

   d. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

   e. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

   f. Preserve riparian areas and wetlands.

   g. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

   h. Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

   i. Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.

   j. Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways.

      1. Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.

      2. Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.

   k. Promote natural vegetation by using parking lot islands and other landscaped areas.

   l. Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division.

   m. Promote natural vegetation by using parking islands and other landscaped areas.

   n. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.

   o. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

   p. Legibility of stencils and signs must be maintained.
q. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

r. The storage area must be paved and sufficiently impervious to contain leaks and spills.

s. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

t. Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

u. Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.

v. Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.

w. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.

x. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

   a. All exterior windows shall be constructed with double-pane glass.
   b. Before the granting of a building permit, an acoustical engineer shall specify the CNEL contour within which the building will be located and, based on such CNEL contours, the measures necessary to achieve an interior noise level which will not exceed 45 dBA in any habitable room.

11. 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.

12. 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’s Crime...
Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

13. **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.

14. **Public Services (Street Improvements Not Required by DOT).** The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

15. **Recreation (Increase Demand for Parks or Recreational Facilities).** Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

16. **Safety Hazards/Emergency Access.**
   a. Submit to the Department of Transportation a site and/or driveway plan, prior to plan check submittal to the Department of Building and Safety (DBS) scale at least 1” = 40’. These plans shall be submitted to: DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320 Van Nuys, 91401.
   b. The site plan shall show compliance with the following DOT requirements that supersede DBS site plan guidelines:
      1. Individual driveways accessing public streets shall be 18 feet wide and shared common driveways shall be 30 feet wide, exclusive of side slopes. A minimum of 50 feet of full-height curb shall be provided between all driveways, existing and proposed.
      2. A minimum 20-foot reservoir space (distance from property line to unit garage/security gate) shall be provided at all driveways.
      3. Common drive aisles and individual unit driveways shall be designed in a matter that does not require any vehicles to back out onto a public street. Street improvements per LAMC 12.37.A must be cleared by Bureau of Engineering prior to DOT clearance, which must be obtained prior to the issuance of any building permits.

17. **Insufficient Parking Capacity (Condominiums).** The applicant shall provide parking at a rate of 2 parking spaces per unit, plus ¼ space per unit of guest parking which shall be readily accessible, conveniently located and specifically reserved for guests.

C. **Administrative Conditions.**

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review 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.

2. **Code Compliance.** Area, height and use regulations of the RD3-1 zone classification of the subject property shall be complied with, except where conditions herein are more restrictive.

3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the
County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

5. **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.

6. **Building Plans.** Page 1 of the grants 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.

7. **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.

8. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
CONDITIONS FOR EFFECTUATING (T) OR [T] TENTATIVE CLASSIFICATION REMOVAL

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

1. Dedication(s) and Improvement(s). Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property, as required pursuant to Section 12.37.A of the Municipal Code, shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department, and other responsible City, regional and federal government agencies, as may be necessary.

   A. Responsibilities/Guarantees.

      1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

      2. Prior to issuance of sign offs for final site plan approval and/or project permits by the Planning Department, the applicant/developer shall provide written verification to the Planning Department from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Planning Department.

2. Construction of necessary sewer facilities to the satisfaction of the Bureau of Engineering. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

3. Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.

4. Construction of tree wells and planting of street trees and parkway landscaping to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.

5. Preparation of a parking area and driveway plan to the satisfaction of the appropriate Valley District Office of the Bureau of Engineering and the Department of Transportation. A parking area and driveway plan shall be prepared for approval by the appropriate district office of the Bureau of Engineering and the Department of Transportation. The driveway, parking and loading area(s) shall be developed substantially in conformance with the Site Plan, dated June 20, 2007, of the administrative file as to their location and access, but may be modified in order to comply with provisions and conditions of the subject Department of Transportation authorization. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.
6. Prepare a site access and internal circulation plan to the satisfaction of the Department of Transportation which incorporates a minimum of 30-foot wide driveways (for 2-way driveways) with a 20-foot reservoir to be required from the new property line to any gate or the first parking stall.

7. Installation of street lights to the satisfaction of the Bureau of Street Lighting.

8. That street lighting modifications be required at an intersection if there are improvements by the Department of Transportation (also for off site improvements).

9. Preparation of a plot plan to the satisfaction of the Fire Department.

10. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.

11. Police Department: Preparation of a plot plan in conformance with the Design Out Crime Guideline Booklet and guidelines defined in the Crime Prevention Through Environmental Design (CPTED) handbook to mitigate impacts on police services. Police recommendations may include but are not limited to secured parking, security fencing, security lighting, information signs, building design and landscaping to reduce places of potential concealment. The plans shall be to the satisfaction of LAPD Crime Prevention Section Personnel.

12. Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

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

14. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

15. Recreation and Parks Dedication. Per Section 12.33 of the Los Angeles Municipal Code, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
FINDINGS

A. General Plan/Charter Findings

1. General Plan Land Use Designation. The subject property is located within the Arleta - Pacoima Community Plan, updated and adopted by the City Council on November 6, 1996. The existing Plan designates the subject property as Low Medium I, Multiple Family Residential, with corresponding zones of R2, RD3, RD4, RZ3, RZ4, RU, and RW1. A zone change to the RD3 Zone IS CONSISTENT with the land use designation and IS in substantial conformance with the purposes, intent and provisions of the General Plan, as reflected in the adopted community plan.

The project area is a suburban neighborhood that has transitioned during the course of the past 30 years from low-density residential and agricultural uses to low medium density apartment and condominiums. Land uses surrounding the site are generally zoned for multiple-family. Adjoining properties to the north on Osborne Street are zoned RD6 and developed with 25 condominium units. Slightly to the northwest, is the edge of a small single-family neighborhood with RS-1 zoning, which is separated from the subject site substantially by elevation and is accessed from Chanute Street. The adjoining property to the south is zoned RD3-1 and is currently being developed with 14 condominiums. Beyond that property is another RD3-1 zoned parcel, which is developed with a large condominium project with approximately 140 units.

The requested General Plan amendment to the Low Medium II Residential category would result in a "spot" General Plan and zone designation for the subject property, designations not shared by the adjacent properties in the same block face, and IS NOT CONSISTENT with the purposes, intent and provisions of the General Plan, as reflected in the adopted community plan.

2. General Plan Text. The Arleta - Pacoima Community Plan text includes the following relevant land use objectives, policies and programs:

- **Objective** No. 2 - "To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities (emphasis added) required to accommodate population and activities projected in the year 2010."

  As determined by the Community Plan update process, the subject site has been planned at a density (Low Medium I) sufficient to accomplish this objective. The recommended zone change to the RD3 density is consistent with the land use designation of the Community Plan. The requested General Plan amendment to the Low Medium II designation and a zone change to the RD1.5 density is inconsistent with this objective and would result in an overbuilding of the site.

- **Objective** No. 4 - "To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice."

- Chapter 111, Residential Land Use Policies and Programs - "The intensity of land use and the density of the population which can be accommodated thereon should be substantially limited in accordance with the following criteria."

  - "The adequacy of the existing and assured street circulation system, both within
The subject property is located on Osborne Street, which is designated a Major Highway Class II in the adopted Community Plan, and will be dedicated and improved to a width of 102 feet adjacent to the project site. Furthermore, Glenoaks Boulevard (approx. ¼ mile to the north) and San Fernando Road (approx. ½ mile to the south) are both designated as a Secondary Highway Class II.

- "The availability of public service facilities and public utilities."

All three streets near the subject site are serviced by numerous local and regional bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT). Furthermore, a Rapid Bus Line (#761) runs on Van Nuys Boulevard (less than one mile away) from Pacoima to UCLA. There is a police station and a fire station located within a ¼ mile of the site.

The project site is also in close proximity to the Hansen Dam Recreation Area, which provides a great variety of recreation facilities, including a lake with swimming and boating opportunities, a golf course, an equestrian center, baseball, basketball and soccer facilities and a future Children's Museum.

- "The compatibility of proposed developments with existing adjacent developments."

The recommended RD3 zone change is consistent with existing adjacent development, including the single-family neighborhood to the west. The requested RD1.5 density would not be consistent with existing adjacent development, and would constitute a "spot" plan and zone on an established block face of RD6 and RD3 density developments.

- "The Low-Medium II Residential Density range shall be limited to the RD2 Zone."

The requested Plan amendment to the Low Medium II designation and a zone change to the RD1.5 zone is inconsistent with this policy.

B. Entitlement Findings

1. Zone Change, L.A.M.C. Sec. 12.32.F: The recommended zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.

The RD3-1 zone is consistent with the existing General Plan Land Use designation of Low Medium I Residential, and is a permitted corresponding zone (R2, RD3, RD4, RZ3, RZ4, RU and RW1). There is a public necessity for housing at all income levels, which is recognized by the Community Plan through the multi-family residential land use designation. The zone change to the Plan-designated residential density will create more opportunity for housing within the Arleta-Pacoima Community Plan area, and will promote the general welfare by permitting development that is compatible with the existing neighborhood. The subject site is convenient to public transit that travels along Osborne Street and connects to other public transit lines throughout the region.
The action, as recommended, has been made contingent upon compliance with the "(T)" and "(Q)" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

The applicant-requested zone change to the RD1.5-1 zone is not in conformance with good zoning practice and the general welfare in that it is inconsistent with the General Plan designation, and is out of scale with the prevailing density along the west side of Osborne Street and with the single-family development located to the west of the site.

2. **Building Line Removal, L.A.M.C. Sec. 12.32.R:** The request to repeal a portion of the Building Line established by Ordinance No. 161,783 on Osborne Street along the subject property frontage is in conformance with the public necessity, convenience, general welfare, good zoning practice and all other applicable elements of the General Plan. Once Osborne Street is dedicated and improved to the General Plan Major Highway designation, no other public purpose would be served by the retention of the building line. Effectively, the building permit process would require the dedication of public street area adjacent to the subject site. Requiring the continued use of the building line setback is not necessary because street and setback standards have changed since the building line was established. Elimination of the building line will not preclude the establishment of a proper street width nor will it eliminate the establishment of a front setback for the proposed structure.

3. **Zoning Administrator Adjustments. L.A.M.C. Sec. 12.28:**
   a. **The granting of the requested adjustments will result in development that is incompatible and inconsistent with the surrounding uses.**

   The requested Zoning Administrator Adjustments are required to construct a project which has been determined to be inconsistent with the Arleta-Pacoima Community Plan and incompatible with the surrounding uses in terms of residential density, as stated in the findings above. Therefore, the granting of the adjustments would result in development that is incompatible and inconsistent with the surrounding uses.

   **Front Yard Setback.** A Zoning Administrator Adjustment is being requested to allow building permits to be issued for construction of residences with a seven (7) foot front yard setback along the Osborne Street frontage in lieu of the fifteen (15) feet required prior to final map recordation. However, a 7-foot front yard setback would be inconsistent with the established setback pattern along the west side of Osborne Street, and therefore would result in a development that is incompatible with the surrounding uses.

   **Building Separation-Passageways.** A Zoning Administrator Adjustment is being requested to allow for a building permit to be issued for construction of residences with a fifteen (15) foot building separation in lieu of the twenty (20) feet required in the RD Zone prior to final map recordation. However, this adjustment would result in a development that is incompatible with the surrounding uses due to its excess density, which has been found to be inconsistent with the Arleta-Pacoima Community Plan, as stated in findings above.
Retaining Wall Height in Yard Areas. The subject site is currently vacant, undeveloped land. The topography slopes downward from the northwest to the southeast (front property line); the northern boundary is at the base of a somewhat steep bluff that slopes upward onto the adjacent property. In order to maximize the developable area of the sloping lot, the applicant has requested that 10-foot retaining walls be permitted in the front and side yard setbacks in lieu of the permitted 6-foot walls. However, this adjustment would result in a development that is incompatible with the surrounding uses due to its excess density, which has been found to be inconsistent with the Arleta-Pacoima Community Plan, as stated in findings above.

b. The granting of the requested adjustments will not be in conformance with the intent and purpose of the General Plan of the City.

As stated in the findings above, the granting of the adjustments would result in development that is incompatible and inconsistent with the surrounding uses, and that has been found to be inconsistent with the Arleta-Pacoima Community Plan. Therefore, the granting of the requested adjustments will not be in conformance with the intent and purposes of the General Plan.

c. The granting of the requested adjustments is not in conformance with the spirit and intent of the Planning and Zoning Code of the City.

As stated in Finding No. 1 above, the proposed development would result in a "spot" plan and zone designation along this established block face, and create an incompatible residential density. The purpose of the Planning and Zoning Code is to create development patterns and individual developments which are in harmony with the surrounding uses. The granting of the requested adjustments would facilitate a project which is not in conformance with the spirit and intent of the Planning and Zoning Code.

d. There are adverse impacts from the proposed adjustments or any adverse impacts have not been mitigated.

The granting of the requested adjustments would have adverse impacts to the existing neighborhood by permitting a development that is inconsistent with the Arleta-Pacoima Community Plan and incompatible with the surrounding residential uses in terms of its density.

e. The site and/or existing improvements does not make strict adherence to the zoning regulations impractical or infeasible.

Front Yard Setback and Building Separation-Passageways. The subject site does not make strict adherence to the zoning regulations impractical or infeasible, provided the site is developed in conformance with the General Plan land use designation of Low Medium I and a corresponding zone of RD3. This is evidenced by the development of the inmediately-adjacent properties to the north and south, which have both been developed at either the RD6 or RD3 density, and have adhered to all required zoning regulations. The request for a reduced front yard
setback of 7 feet instead of the required 15 feet would be inconsistent with the existing setbacks along the west side of Osborne Street.

The reduced building separation request was filed in conjunction with a proposed Small Lot Subdivision development at the RD1.5 density, which has been shown by previous findings to be inconsistent with the General Plan. A revised development at the RD3 density may not require a Small Lot Subdivision in order to be constructed, with more lot area available to provide the required 20-foot building separation.

Retaining Walls. In order to maximize the developable area of the sloping, retaining walls as tall as 10 feet along the entire length of both the northern and southern property lines of the subject tract are required for the proposed project, instead of the permitted 6-foot high walls. However, this adjustment would result in a development that is incompatible with the surrounding uses due to its excess density, and which has been found to be inconsistent with the Arleta-Pacoima Community Plan, as stated in findings above. A development constructed at the recommended RD3 density will not have the same land area requirements as that required for the proposed project, and therefore may not require the same retaining wall configurations. Therefore, the site does not make strict adherence to the zoning regulations impractical or infeasible; only the requested density makes it impractical or infeasible.

C. CEQA Findings

A Mitigated Negative Declaration (ENV 2007-3103-MND) was prepared for the proposed project. 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. The subject environmental clearance has been corrected to eliminate redundant language.
PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

The public hearing was held at the Marvin Braude Constituent Service Center on October 6, 2008. Three people attended the public hearing, including two representatives of the applicant, and a representative of the Council office. There was no one in attendance in opposition to the proposed project.

Communications Received

One letter was presented to the Hearing Officer at the hearing by the applicant from the president of the Pacoima Neighborhood Council, offering the Neighborhood Council's full support for the proposed project.

Summary of Public Hearing Testimony

The applicant's representatives explained the proposed project, the requested entitlements and the justification for the requests. The project will provide 15, townhome-style condominiums, each with 2 covered parking spaces and either a patio or porch, located in 4 separate buildings, with a total of 8,000 square feet (31%) of landscape area, and a center courtyard that is directly accessed by 12 of the units. The units will be priced to attract working families, all will contain 3 bedrooms and 2.75 bath, and will range in size from 1,380 to 1,445 square feet. The Zoning Administrator Adjustments are mainly necessary as an 'early start' measure prior to the granting of a Small Lot Subdivision, which permits 2 of the 3 requested adjustments as part of that process. The applicant's representative pointed to the 4 zone changes and 5 subdivisions granted at the RD1.5 density on the east side of Osborne Street as justification for approval of the request.

The Council office representative expressed support for the requests and for the project.
EXHIBIT A1 - Vicinity Map
Address: 12369-12381 Osborne St.

QMS # 07-180
EXHIBIT A2 - Radius Map
EXHIBIT A3 - ZIMAS Report
City of Los Angeles
Department of City Planning

021112009
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
12369 W OSBORNE ST
12381 W OSBORNE ST

ZIP CODES
91331

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2007-3474-GPA-ZC-BL-ZAA
CPC-1986-489-BL
CPC-1986-488-ZC
ORD-161783
ORD-161782
 ORD-109262

Address/Legal Information
PIN Number: 207B165 230
Lot Area (Calculated): 25,242.4 (sq ft)
Thomas Brothers Grid: PAGE 502 - GRID F3
Assessor Parcel No. (APN): 2536015029
Tract:
Map Reference: M B 18-197
Block:
Lot:
Arb (Lot Cut Reference): None
Map Sheet:

Jurisdictional Information
Community Plan Area: Arleta - Pacoima
Area Planning Commission: North Valley
Neighborhood Council: Pacoima
Council District: CD 7 - Richard Alarcon
Census Tract #: 1047.02
LADBS District Office: Van Nuys

Planning and Zonina Information
Special Notes: None
Zoning: RA-1
Zoning Information (ZI): ZI-2374 Los Angeles State Enterprise Zone
General Plan Land Use: Low Medium I Residential
Plan Footnote - Site Req.:
Additional Plan Footnotes:
Specific Plan Area:
Design Review Board:
Historic Preservation Review:
Historic Preservation Overlay Zone:
Other Historic Designations:
Other Historic Survey Information:
Mills Act Contract:
POD - Pedestrian Oriented Districts:
CDO - Community Design Overlay:
NSO - Neighborhood Stabilization Overlay:
Streetscape:
Sign District:
Adaptive Reuse Incentive Area:
CRA - Community Redevelopment Agency:
Central City Parking:
Downtown Parking:
Building Line:
500 Ft School Zone:
500 Ft Park Zone:

Assessor Information
Assessor Parcel No. (APN): 2536015029
Ownership (Assessor):
OSBORNE STREET HOUSING LP
6253 HOLLYWOOD BLVD STE 614
LOS ANGELES CA 90028

Ownership (City Clerk):
OSBORNE STREET HOUSING, L.P.
1025 S GRAND 3RD FLOOR
LOS ANGELES CA 90015

APN Area (Co. Public Works)*: 0.690 (ac)

(*) - APN Area: LA County Assessor’s Office is not the data provider for this item. The data source is from the Los Angeles County’s Public Works, Flood Control, Benefit Assessment.
Use Code: 010V - Residential Vacant Land
Assessed Land Val.: $702,270
Assessed Improvement Val.: $0
Last Owner Change: 11/15/07
Last Sale Amount: $0
Tax Rate Area: 13
Deed Ref No. (City Clerk): 9-998
   717663
   677106
   633954
   547424
   458359
   39089
   263141
   2549267
   209043
   1384622
   1263607
   1124091

Building 1:
   1. Year Built: Not Available
   1. Building Class: Not Available
   1. Number of Units: 0
   1. Number of Bedrooms: 0
   1. Number of Bathrooms: 0
   1. Building Square Footage: 0.0 (sq ft)

Building 2:
   2. Year Built: Not Available
   2. Building Class: Not Available
   2. Number of Units: 0
   2. Number of Bedrooms: 0
   2. Number of Bathrooms: 0
   2. Building Square Footage: 0.0 (sq ft)

Building 3:
   3. Year Built: Not Available
   3. Building Class: Not Available
   3. Number of Units: 0
   3. Number of Bedrooms: 0
   3. Number of Bathrooms: 0
   3. Building Square Footage: 0.0 (sq ft)

Building 4:
   4. Year Built: Not Available
   4. Building Class: Not Available
   4. Number of Units: 0
   4. Number of Bedrooms: 0
   4. Number of Bathrooms: 0
   4. Building Square Footage: None

Building 5:
   5. Year Built: Not Available
   5. Building Class: Not Available
   5. Number of Units: 0
   5. Number of Bedrooms: 0
   5. Number of Bathrooms: 0
   5. Building Square Footage: 0.0 (sq ft)

Additional Information
Airport Hazard: None
Coastal Zone: None
Farmland: Area not Mapped
Very High Fire Hazard Severity Zone: No
Fire District No. 1: No
Fire District No. 2: No
Flood Zone: None
Hazardous Waste / Border Zone Properties: No
Methane Hazard Site: None
High Wind Velocity Areas: YES
Hillside Grading: None
Oil Wells: None
Alquist-Priolo Fault Zone: Within Fault Zone
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<td>Targeted Neighborhood Initiative:</td>
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**Public Safety**

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<td>3</td>
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<tr>
<td>Red Flag Restricted Parking:</td>
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CASE SUMMARIES

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

Case Number: CPC-2007-3474-GPA-ZC-BL-ZAA
Required Action(s): BL-BUILDING LINE
GPA-GENERAL PLAN AMENDMENT
ZAA-AREA, HEIGHT, YARD, AND BUILDING LINE ADJMENTS <= 20% (SLIGHT MODIFICATIONS)
ZC-ZONE CHANGE

Project Description(s): GENERAL PLAN AMENDMENT FROM LOW MEDIUM I TO LOW MEDIUM II, ZONE CHANGE FROM RA-1 TO RD1.5-1, BUILDING LINE REMOVAL INCIDENT TO ZONE CHANGE, ZAA FOR A REDUCED FRONT-YARD SETBACK OF 7FT-1IN IN LIEU OF 15FT, ZAA TO PERMIT A REDUCED BUILDING SEPARATION FROM 20FT TO 15FT, ZAA FOR TWO RETAINING WALLS. ONE ...

Case Number: CPC-1986-489-BL
Required Action(s): BL-BUILDING LINE

Project Description(s): BUILDING LINE REPEAL CHANGE FROM 35 FT TO 15 FT

Case Number: CPC-1986-488-ZC
Required Action(s): ZC-ZONE CHANGE

Project Description(s): CHANGE OF ZONE FROM RA-1 TO RD3-1 ON A TRIANGULAR-SHAPED PARCEL OF LAND, LOCATED ON THE WEST SIDE OF OSBORNE STREET, BEGINNING APPROXIMATELY 465 FEET, SOUTH OF CHANUTE STREET, HAVING A FRONTAGE OF APPROXIMATELY 350 FEET, AND A DEPTH OF APPROXIMATELY 175 FEET

DATA NOT AVAILABLE

ORD-161783
ORD-161782
ORD-109262
City of Los Angeles
Department of City Planning

PARCEL PROFILE REPORT

PROPERTY ADDRESSES

Address/Legal Information
PIN Number: 207B165 225
Lot Area (Calculated): 4,872.6 (sq ft)
Thomas Brothers Grid:
Assessor Parcel No. (APN):
Tract:
Map Reference:
Block:
Lot:
Arb (Lot Cut Reference):
Map Sheet:

ZIP CODES

None

RECENT ACTIVITY

None

CASE NUMBERS

CPC-2007-3474-GPA-ZC-BL-ZAA
CPC-1986-489-BL
CPC-1986-488-ZC
ORD-161783
ORD-161782
ORD-109262

Jurisdictional Information

Community Plan Area: Arleta - Pacoima
Area Planning Commission:
Neighborhood Council: Pacoima
Council District: CD 7 - Richard Alarcon
Census Tract #: 1047.02
LADBS District Office:

Planning and Zoning Information

Special Notes: None
Zoning: RA-1
Zoning Information (ZI): ZI-2374 Los Angeles State Enterprise Zone
General Plan Land Use: Low Medium I Residential
Plan Footnote - SiteReq.: See Plan Footnotes
Additional Plan Footnotes: Arleta
Specific Plan Area: None
Design Review Board: No
Historic Preservation Review: No
Historic Preservation Overlay Zone: None
Other Historic Designations: None
Other Historic Survey Information: None
Mills Act Contract: None
POD - Pedestrian Oriented Districts: None
CDO - Community Design Overlay: None
NSO - Neighborhood Stabilization Overlay: No
Streetscape: No
Sign District: No
Adaptive Reuse Incentive Area: No
CRA - Community Redevelopment Agency: None
Central City Parking: No
Downtown Parking: No
Building Line: 15
500 Ft School Zone: No
500 Ft Park Zone: No

Assessor Information

Assessor Parcel No. (APN): 2536015029
Ownership (Assessor):
OSBORNE STREET HOUSING LP
6253 HOLLYWOOD BLVD STE 614
LOS ANGELES CA 90028

Ownership (City Clerk):
OSBORNE STREET HOUSING, L.P.
1025 S GRAND 3RD FLOOR
LOS ANGELES CA 90015

APN Area (Co. Public Works)*: 0.690 (ac)

(*) - APN Area: LA County Assessor’s Office is not the data provider for this item. The data source is from the Los Angeles County’s Public Works, Flood Control, Benefit Assessment.
Use Code: 010V - Residential Vacant Land
Assessed Land Val.: $702,270
Assessed Improvement Val.: $0
Last Owner Change: 11/15/07
Last Sale Amount: $0
Tax Rate Area: 13
Deed Ref No. (City Clerk): 9-998

Building 1:
1. Year Built: Not Available
1. Building Class: Not Available
1. Number of Units: 0
1. Number of Bedrooms: 0
1. Number of Bathrooms: 0
1. Building Square Footage: 0.0 (sq ft)

Building 2:
2. Year Built: Not Available
2. Building Class: Not Available
2. Number of Units: 0
2. Number of Bedrooms: 0
2. Number of Bathrooms: 0
2. Building Square Footage: 0.0 (sq ft)

Building 3:
3. Year Built: Not Available
3. Building Class: Not Available
3. Number of Units: 0
3. Number of Bedrooms: 0
3. Number of Bathrooms: 0
3. Building Square Footage: 0.0 (sq ft)

Building 4:
4. Year Built: Not Available
4. Building Class: Not Available
4. Number of Units: 0
4. Number of Bedrooms: 0
4. Number of Bathrooms: 0
4. Building Square Footage: None

Building 5:
5. Year Built: Not Available
5. Building Class: Not Available
5. Number of Units: 0
5. Number of Bedrooms: 0
5. Number of Bathrooms: 0
5. Building Square Footage: 0.0 (sq ft)

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

**Economic Development Areas**
Business Improvement District: None
Federal Empowerment Zone: None
Renewal Community: No
Revitalization Zone: None
State Enterprise Zone: Los Angeles State Enterprise Zone
Targeted Neighborhood Initiative: Osborne Corridor

**Public Safety**
Police Information:
- Bureau: Valley
- Division / Station: Foothill 1656

Fire Information:
- District 1 Fire Station: 98
- Battalion: 12
- Division: 3
- Red Flag Restricted Parking: No
CASE SUMMARIES

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

Case Number: CPC-2007-3474-GPA-ZC-BL-ZAA
Required Action(s): BL-BUILDING LINE
GPA-GENERAL PLAN AMENDMENT
ZAA-AREA, HEIGHT, YARD, AND BUILDING LINE ADJMTNS < 20% (SLIGHT MODIFICATIONS)
ZC-ZONE CHANGE

Project Description(s):
GENERAL PLAN AMENDMENT FROM LOW MEDIUM I TO LOW MEDIUM II, ZONE CHANGE FROM RA-1 TO RD1.5-1, BUILDING LINE REMOVAL INCIDENT TO ZONE CHANGE, ZAA FOR A REDUCED FRONT-YARD SETBACK OF 7FT-1IN IN LIEU OF 15FT, ZAA TO PERMIT A REDUCED BUILDING SEPARATION FROM 20FT TO 15FT, ZAA FOR TWO RETAINING WALLS, ONE ...

Case Number: CPC-1986-489-BL
Required Action(s): BL-BUILDING LINE
Project Description(s): BUILDING LINE REPEAL CHANGE FROM 35 FT TO 15 FT

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Required Action(s): ZC-ZONE CHANGE
Project Description(s): CHANGE OF ZONE FROM RA-1 TO RD3-1 ON A TRIANGULAR-SHAPED PARCEL OF LAND, LOCATED ON THE WEST SIDE OF OSBORNE STREET, BEGINNING APPROXIMATELY 465 FEET, SOUTH OF CHANUTE STREET, HAVING A FRONTAGE OF APPROXIMATELY 350 FEET, AND A DEPTH OF APPROXIMATELY 175 FEET

DATA NOT AVAILABLE

ORD-161783
ORD-161782
ORD-109262
EXHIBIT A4 - Existing Zone Map
EXISTING ZONING

REQUESTED  RA-1 TO RD1.5-1
SUBJECT PROPERTY

ADDED AREAS - NO ZONE CHANGE
TENTATIVE ZONING BOUNDARY (T OR Q)

DATE: 06-09-08
EXHIBIT A5 - Existing Plan Map
EXISTING ARLETA-PACOIMA COMMUNITY PLAN

LOW DENSITY
RB9, RS, R1, RU, RD6, RD5

LOW MEDIUM I
R2, RD3, RD4, RZ3, RZ4, RU, RW1

LOW MEDIUM II
RD1.5, RD2, RW2, RZ2.5

NEIGHBORHOOD
C1.5, C4, C2, C1
CR, RAS3, P(HD1VL)

LIMITED
M1, MR1, P

OPEN SPACE
OS, AI

DATE: 06-09-08
EXHIBIT A6 - Proposed Plan Map
EXHIBIT B - Site Photographs
PROJECT SITE LOOKING WEST ACROSS OSBORNE STREET
LOOKING WEST ACROSS OSBORNE STREET
LOOKING SOUTH ACROSS FRONT OF SUBJECT PROPERTY
1) Osborne (W side) looking N along E property boundary.

2) Osborne (W side) looking S from southern property boundary.

3) Osborne (W side) looking NE from northern property boundary.

4) Osborne (W side) looking S from northern property boundary.
5) From E side of Osborne looking SW beyond southern property boundary.

6) From E side of Osborne looking W at development under construction adjacent to southern property boundary.

7) From E side of Osborne looking W at subject property.

8) From E side of Osborne looking NW at subject property.
9) From E side of Osborne looking NW at northern portion of property.

10) From E side of Osborne looking SW at subject property.

11) N corner of subject property looking W along northern property line.

12) N property line at Osborne Street.
13) From subject property looking E at new construction on opposite side of Osborne.

14) From subject property looking NE at new construction on opposite side of Osborne.

15) Aerial photo on following page
EXHIBIT C I - Site Plan
OSBORNE TOWNHOMES

OVERALL SITE SUMMARY
Gross Lot Area: 26,099 SF (0.6 AC)
Proposed Lots: 15
Residential Density: 25 DU/AC

OSBORNE STREET

CPC 2007 3474
EXHIBIT C2 - Floor Plans
EXHIBIT C3 - Site Sections and Building Elevations
EXHIBIT C4 - Landscape Plan
GENERAL NOTES:
1. THIS DRAWING IS PROPOSED CONCEPTUAL LANDSCAPE PLAN 17.20
2. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION OR CONTRACTUAL
3. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION OR CONTRACTUAL
4. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION OR CONTRACTUAL
5. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION OR CONTRACTUAL

OSBORNE TOWNHOMES
12369 - 12381 WEST OSBORNE STREET, PACOIMA, CA

Preliminary Landscape Plan

1. Site Plan
2. Site Plan
3. Site Plan
4. Site Plan

General Notes:

1. THERE ARE NO PROTECTED TREES ON SITE AS DESIGNATED BY LAMC 17.02
2. THE SITE IS VACANT. THERE ARE NO EXISTING STRUCTURES.
3. FOR SITE DIMENSIONS AND MISTING TOPS REFER TO ARCHITECTURAL SITE PLAN AND Civil Engineer's Conceptual Grading Plan.
D - Environmental Clearance
### 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

<table>
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<th>COUNCIL DISTRICT</th>
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<td>City of Los Angeles</td>
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<th>CASE NO.</th>
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<td>12368 W OSBORNE ST</td>
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#### PROJECT DESCRIPTION
CONSTRUCTION OF 15 NEW TWO-STOREY TOWNHOME STYLE SINGLE-FAMILY DWELLINGS OVER ONE PARKING GARAGE (MAXIMUM HEIGHT OF 42.5 FEET) WITH 30 ON-SITE PARKING SPACES. THE PROJECT SITE IS CURRENTLY VACANT. THE DEVELOPMENT WILL HAVE A MAXIMUM FLOOR AREA OF APPROXIMATELY 21,320 SQUARE FEET. THE ENTITLEMENTS INCLUDE A GENERAL PLAN AMENDMENT TO THE ARLETA-PACOIMA COMMUNITY PLAN FROM LOW MEDIUM I DENSITY RESIDENTIAL TO LOW MEDIUM II DENSITY RESIDENTIAL; A CORRESPONDING ZONE CHANGE FROM RA-1 TO RD1.5, A VESTING TENTATIVE TRACT MAP FOR SMALL LOT SUBDIVISION PURPOSES, THE REMOVAL OF AN EXISTING 15-FOOT BUILDING LINE ALONG OSBORNE STREET, ADJUSTMENT FROM FRONT YARD TO 7 FEET IN LIEU OF 15 FEET, AND ADJUSTMENT FROM BUILDING SEPARATION REQUIREMENT FROM 20 FEET TO 15 FEET.

### NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
OSBORNE STREET HOUSING
ATTN.: GEORGINA MIRANDA
1035 SOUTH GRAND STREET
LOS ANGELES, CA 90015

### FINDING:
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

(continued on page 2)

### 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.

<table>
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<tr>
<th>NAME OF PERSON PREPARING THIS FORM</th>
<th>TITLE</th>
<th>TELEPHONE NUMBER</th>
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<tbody>
<tr>
<td>TOM GLICK</td>
<td>City Planner</td>
<td>(818) 374-5062</td>
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<tr>
<th>ADDRESS</th>
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<tr>
<td>200 N. SPRING STREET, 7th FLOOR, LOS ANGELES, CA. 90012</td>
<td>[Signature]</td>
<td>5-21-08</td>
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</table>
I b2. Aesthetics (Landscaping)
- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance 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, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b3. Aesthetics (Surface Parking)
- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a level of insignificance by the following measures:
  - A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
  - The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. Automatic irrigation plan shall be approved by the City Planning Department.
  - Palm trees shall not be considered in meeting this requirement.

I b4. Aesthetics (Graffiti)
- 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 level of insignificance 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 graffiti, 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 public street or alley, pursuant to Municipal Code Section 91.8104.15.

I b7. Aesthetics (Landscape Buffer)
- Environmental impacts to adjacent residential properties may result due to the proposed use on the site. However, the potential impact will be mitigated to a level of insignificance by the following measures:
  - A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
  - A landscape plan shall be prepared by a licensed landscape architect to the satisfaction of the decision maker.

I c1. 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 level of insignificance by the following measure:
  - Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. Aesthetics (Glare)
- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
  - The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

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

VI b. Erosion/Grading/Short-Term Construction Impacts
- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
  - Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
Air Quality
- 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 owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, grading, 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.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Noise
- 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 feasible.
- 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.
- Construction and demolition 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.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

Grading
- 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:
- 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.
- Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

General Construction
- 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.
- 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 shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- 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.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- 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.
VI b1. Haul Routes
- Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
  - Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
  - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VI b2. Erosion/Grading/Short-Term Construction Impacts
- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
  - **Air Quality**
    - 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 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.
    - All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - 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.
  - **General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.**
  - **Noise**
    - 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.
    - Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
    - The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
    - The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
  - **General Construction**
    - 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.
    - 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 shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
    - 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.
    - 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.
    - Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
    - 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.

VI e. Hillside Mitigation Measures
Environmental impacts may result from the project's hauling operations and shall be reduced to a less than significant level by the implementation of the following mitigation measures:

- The applicant shall obtain a haul route approval from the Board of Building & Safety Commissioners for export/import in excess of 1,000 cubic yards.
- All haul route hours shall be limited to off-peak hours as determined by Board of Building & Safety Commissioners.
- LADBS shall assign specific haul route hours of operation based upon School(s) hours of operation.
- 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.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- LADBS shall require the applicant to have all employees park their personal vehicles outside of the hillside area and utilize a developer-sponsored vanpool system for transport to the site.
- LADBS shall stagger haul trucks based upon a specific area's capacity, as determined by LADOT, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The City of Los Angeles Department of Transportation (LADOT) shall recommend to the Building & Safety Commission the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- Trucks having no current hauling activity shall not idle but be turned off.
- No parking shall be permitted on street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
- In order to preserve adequate access for emergency vehicles, all construction material shall be stored on-site and not on the street during hauling operations.
- The applicant shall provide a soils and/or geotechnical report to LADBS (reports needed to be determined by LADBS) for review and approval that shall include measures to mitigate impacts related to grading.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb/).

- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 314 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways:

- **Hybrid Lot** - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
- **Parking Grove** - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.

- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer’s instructions.
- Hillside Residential Subdivision:
  - In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. including the following: (A copy of the SUSMP can be downloaded at: http://www.swrb.ca.gov/rwqcb4/).
  - Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 314 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
  - Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
  - Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.

- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

- Legibility of stencils and signs must be maintained.

- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

IX a. General Plan Designation/Zoning
- The proposed project would permit intensities and or densities exceeding those permitted by the existing District Plan. However, this potential impact will be mitigated to a level of insignificance by the following measure:
  - The applicant shall comply with mitigation measures required by this mitigated negative declaration (MND).

IX b. Environmental Plans/Policies
- Environmental impacts may result from project implementation due to an incompatibility with applicable environmental plans or policies. However, the potential impacts can be mitigated to a level of insignificance by the following measure:
  - The applicant shall comply with mitigation measures required by this MND.

IX c. Land Use
- The proposed project would permit a land use which is not compatible with that of the surrounding projects. However, the potential impacts would be mitigated to a level of insignificance by the following measure:
  - The applicant shall comply with mitigation measures required by this MND.

XI a3. Increased Noise Levels (Landscape Buffer)
- Environmental impacts to the adjacent residential properties may result due to the (describe feature) on the site. However, the potential impact will be mitigated to a level of insignificance by the following measures:
  - A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
  - A landscape plan prepared by a licensed Landscape Architect shall be submitted and approved by the decision maker.

XI e1. Severe Noise Levels (Aircraft Noise - Residential)
- Environmental impacts to future occupants may result from project implementation due to aircraft noise. However, this potential impact will be mitigated to a level of insignificance by the following measures:
  - All exterior windows shall be constructed with double-pane glass.
  - Before the granting of a building permit, an acoustical engineer shall specify the CNEL contour within which the building will be located and, based on such CNEL contours, the measures necessary to achieve an interior noise level which will not exceed 45 dBA in any habitable room.

XII a. Public Services (Eire)
- 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 level of insignificance 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 submission 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.

XIII b1. Public Services (Police General)
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 level of insignificance 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’s Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII cl. 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 level of insignificance 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.

XIII c2. Public Services (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 level of insignificance by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of [school name] 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.
  - 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.
  - 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.
  - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XIII e. Public Services (Street Improvements Not Required By DOT)

Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:

The project shall comply with the Bureau of Engineering’s requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project’s implementation.

XIV a. Recreation (Increase 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 by the following measure:

Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XV d. 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 level of insignificance by the following measure:

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.

XV e. Inadequate Emergency Access
Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a level of insignificance 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.

**XV f3. Insufficient Parking Capacity (Condominiums)**

- Environmental impacts may result from project implementation due to a demand for on-street parking. However, this potential impact will be mitigated to a level of insignificance by the following measure:

  - The applicant shall provide parking at the rate of 2 per unit plus 1/4 space per unit of guest parking which shall be readily accessible, conveniently located and specifically reserved for guests.

**XVI f. Utilities (Solid Waste)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

  - 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.

  - 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.

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

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

**XVII d. End**

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.
## 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)

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### PROJECT DESCRIPTION:
15 SMALL LOT SINGLE FAMILY DWELLINGS.

### ENV PROJECT DESCRIPTION:
CONSTRUCTION OF 15 NEW TWO-STORY TOWNHOME STYLE SINGLE-FAMILY DWELLINGS OVER ONE-PARKING GARAGE (MAXIMUM HEIGHT OF 42.5 FEET) WITH 30 ON-SITE PARKING SPACES. THE PROJECT SITE IS CURRENTLY VACANT. THE DEVELOPMENT WILL HAVE A MAXIMUM FLOOR AREA OF APPROXIMATELY 21,320 SQUARE FEET. THE ENTITLEMENTS INCLUDE A GENERAL PLAN AMENDMENT TO THE ARLETA-PACOIMA COMMUNITY PLAN FROM LOW MEDIUM I DENSITY RESIDENTIAL TO LOW MEDIUM II DENSITY RESIDENTIAL; A CORRESPONDING ZONE CHANGE FROM RA-1 TO RD1.5, A VESTING TRACT MAP FOR SMALL LOT SUBDIVISION PURPOSES, THE REMOVAL OF AN EXISTING 15-FOOT BUILDING LINE ALONG OSBORNE STREET, ADJUSTMENT FROM FRONT YARD TO 7 FEET IN LIEU OF 15 FEET, AND ADJUSTMENT FROM BUILDING SEPARATION REQUIREMENT FROM 20 FEET TO 15 FEET.

### ENVIRONMENTAL SETTINGS:

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