

A. Notice of Preparation and Responses

Notice of Preparation
Scoping Meeting Summary
Scoping Meeting Sign in Sheet
Responses to NOP

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
CITY PLANNING
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LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
—
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www.planning.lacity.org

January 2, 2008

**NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT AND
PUBLIC SCOPING MEETING**

EAF NO.: ENV-2007-4063 EAF

PROJECT NAME: The Plaza @ The Glen

PROJECT LOCATION/ADDRESS: 13007 – 13075 Victory Boulevard

ADDITIONAL AREA ADDRESS: 12,930 Hamlin Street, 12,901 – 12,929 and 13,001
and 13005 Victory Boulevard, 6455 Coldwater Canyon

COMMUNITY PLANNING AREA: North Hollywood – Valley Village

COUNCIL DISTRICT: 2

DUE DATE FOR PUBLIC COMMENTS: February 1st, 2008

PROJECT DESCRIPTION: Proposed replacement of existing shopping center (about 152,000 square feet [sf] of space including gym plus 753 parking spaces) with mixed-use project of about 1.3 million sf including: 140,000 sf retail, 100,000 sf restaurant, 45,000 sf market, 45,000 sf gym, 2,500-seat theater, 550,000 sf office, 150 residential units (175,000 sf), 150-room hotel (175,000 sf) with 3,200 to 3,900 parking spaces.

ADDITIONAL AREA: In addition, in the interests of logical, consistent area-wide planning, and to address potential community commercial areas identified in the Framework Element of the General Plan, the Planning Department suggested for the purposes of analysis to include an additional “Add Area” for the General Plan Amendment to be included in the entitlement request. The EIR will analyze potential redevelopment of this area consistent with the proposed land use designation and zoning at approximately the density proposed by the project. This area is not currently proposed for redevelopment. An assumed Reasonable Development Level will be analyzed in the EIR as follows:

Address/area	Current Use	Proposed Use	Current Zoning	Proposed Zoning
Project Site 12 net acres	152,000 sf commercial shopping center	1.3 million sf mixed use (see above)	[Q]C2-1vl	[Q]C2-2
13005 Victory 0.7 net acres	Self Storage 18,414 sf	39 multi-family housing units	[Q]C2-1vl	[Q]C2-1vl – density restricted to 1 unit/800 sf
13,001 Victory, 12,930 Hamlin 4.9 net acres	Catholic Church (18,356 sf), and school (20,255 sf)	No change	[Q]C1-1vl, R1-1, R3-1	[Q]C2-1L
6455 Coldwater 2.5 net acres	Private School 43,026 sf	21,000 sf retail 112,000 sf office	[Q]C1-1vl, [Q]P-1vl	[Q]C2-1L
1,901 – 12,929 Victory 1.1 net acres	Fast food 4,792 sf and miscellaneous retail 5,766 sf	36,000 sf retail 56,000 sf office 143 multi-family housing units	[Q]C1-1vl	[Q]C2-1L

Requested Land Use Entitlements:

- General Plan Amendment: Neighborhood Commercial to Community Commercial for the project site and additional area (see above)
- Zone change and height district changes (as above)
- Vesting Tentative Tract Map
- Possible minor variances
- Site Plan Review
- Building and ancillary permits
- Conditional use permits including for alcohol
- Haul route
- Permit(s) to bridge LA River, as needed: Los Angeles County Flood Control, City of Los Angeles Department of Public Works Department, City of Los Angeles Planning Department, US Army Corps of Engineers

ENVIRONMENTAL ISSUES POTENTIALLY AFFECTED: Land Use, Aesthetics, Air Quality, Biological Resources (adjacent wash), Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Hydrology, Noise, Public Services and Utilities and Transportation, Circulation and Parking. Other environmental issues are anticipated to be less than significantly impacted and will be addressed in the Impacts Found To Be Less Than Significant Section of the EIR.

An Initial Study is not attached to this notice.

PUBLIC SCOPING MEETING DATE AND LOCATION: A public scoping open house/meeting will be held on Wednesday, January 16th, 2008 from 6:30 p.m. to 8:30 p.m. at the Marvin Braude Building, 1st Floor Conference Room, 6262 Van Nuys Boulevard, Van Nuys, CA 91401. The purpose of the scoping meeting is to solicit public comments regarding issues to be addressed in the Draft EIR. This is not a public hearing, and the purpose is not to make recommendations on the project entitlement requests. The scoping meeting will provide information regarding the project and the anticipated scope of analyses to be contained in the Draft EIR. The Department of City Planning encourages all interested individuals and organizations to attend this meeting.

Date of Scoping Meeting: Wednesday, January 16th, 2008

Time: 6:30 p.m. to 8:30 p.m.

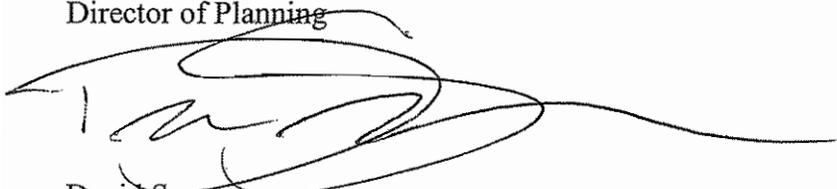
Location: Marvin Braude Building, 1st Floor Conference Room
6262 Van Nuys Boulevard
Van Nuys, CA 91401

The enclosed materials reflect the scope of the proposed project (subject to change), which is located in an area of interest to you and/or the organization you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning, Environmental Review Section. The Environmental Review Section of the Department of City Planning welcomes all comments regarding environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **February 1st, 2008**. Written comments as well as oral comments will also be accepted at the scoping meeting described above.

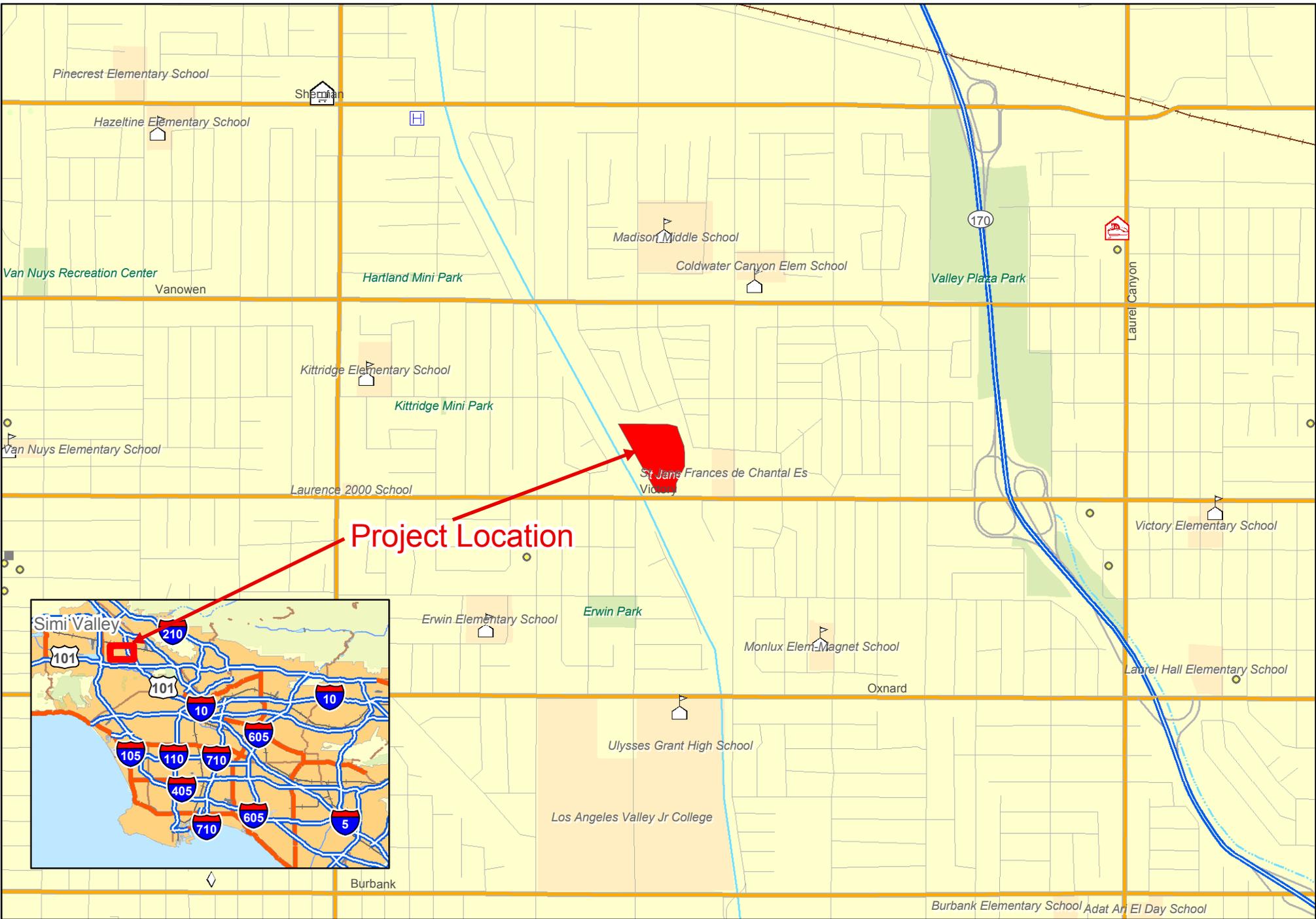
Please direct your comments to:

David Somers
Environmental Review section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
213-978-1343 (fax)
david.somers@lacity.org (e-mail)

S. Gail Goldberg, AICP
Director of Planning

A large, stylized handwritten signature in black ink, appearing to read 'David Somers', is written over the printed name and title below.

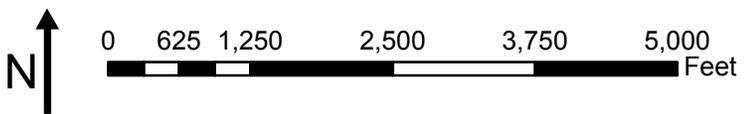
David Somers
Environmental Review Section



Project Location



The Plaza at The Glen

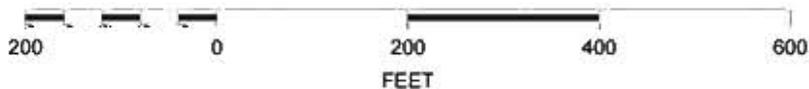


Vicinity Map

Source: ESRI StreetMap USA, 2006



SCALE 1 : 2,423



**THE PLAZA
@ THE GLEN
PROJECT AREA**

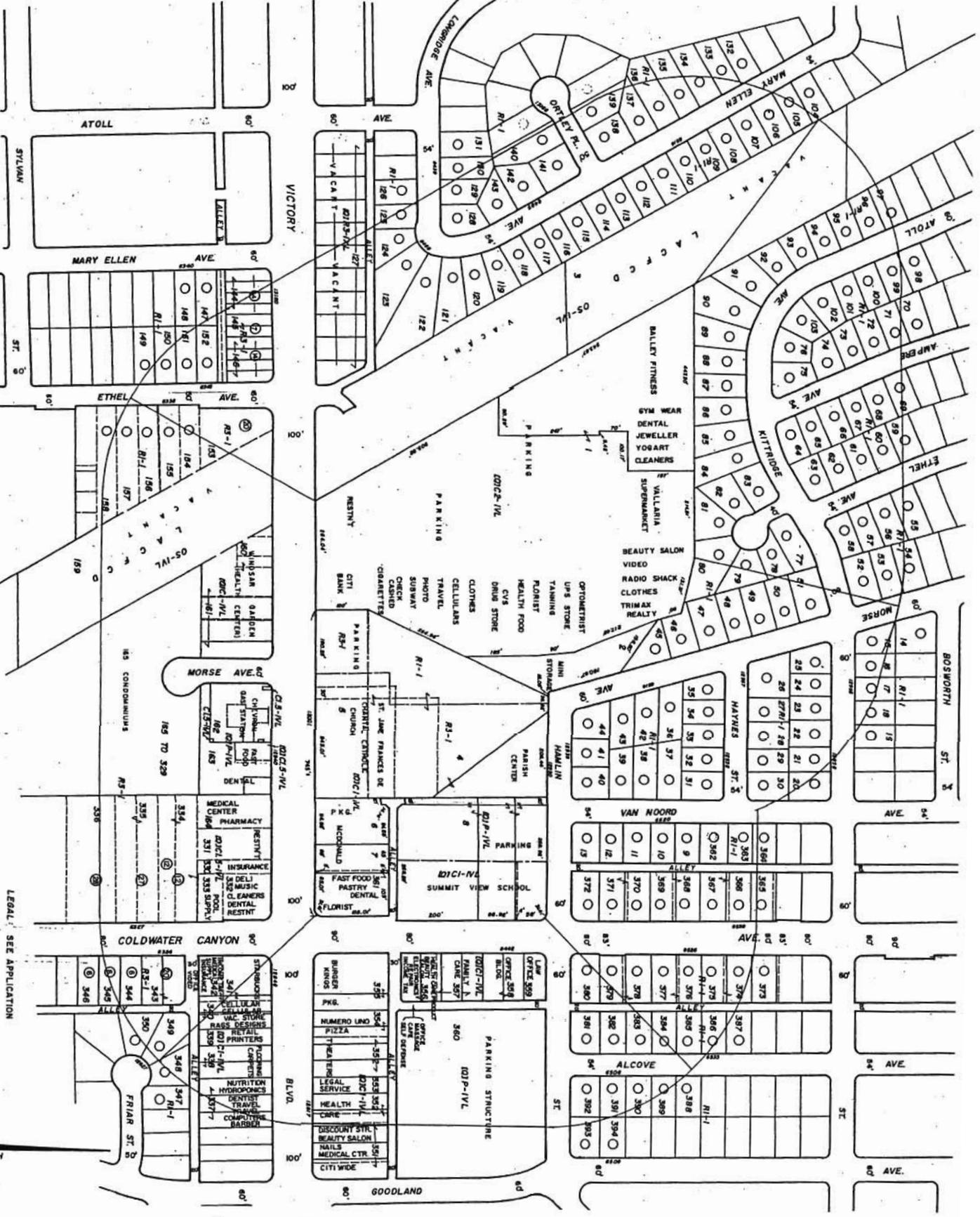
**E.I.R.
ADD AREA**



CASE NO. DATE NOV. 18, 2007
 D.M. 1808187, 1808181
 SCALE 1"=100'
 USES FIELD

T. 8. PAGE 532 GRID D-6
 P.A. 218 VNY
 C.T. 1254.20 C.D. 2

ENVIRONMENTAL ASSESSMENT



LEGAL: SEE APPLICATION

JEROME BUCKWELTER ASSOC
 23534 AETNA ST.
 WOODLAND HILLS, CA 91367
 (818) 340-8388

**The Plaza@The Glen
Scoping Meeting
January 16, 2008**

Meeting Notes

Meeting attendees signed in (City has copy of sign-in sheets), and were provided an agenda, comment card, copy of the presentation, copy of the NOP, list of Initial Study checklist questions.

Dave Somers opened the meeting and introduced City staff, consultants and indicated that the applicant had been invited to briefly describe the project. Dave explained the purpose of the meeting and answered a number of questions regarding process and availability of the Draft EIR.

The applicant briefly described the project.

Wendy Lockwood and Jim Brock briefly explained the City's requirement that the EIR study an "Additional Area" that could be re-designated and re-zoned along with the project site in order to allow for orderly planning and prevent spot zoning.

Wendy and Jim also reviewed the anticipated schedule for completion of the environmental document (about one year) and key points for public input. They also identified that the Plaza@The Glen EIR would be a full EIR addressing all topics required to be addressed by the California Environmental Quality Act.

There were a number of questions about the Additional Area: whether any development is actually proposed for this area, what is anticipated would happen to the church and associated school, whether the impacts would be identified separately. Several commenters expressed concern about the uncertainties as well as potential impacts of the development of the Additional Area.

The following issues were identified as requiring study in the EIR:

- Compatibility of the 3- to 6- story project with the single-story, single-family homes along the site's northern boundary.
- The hotel at 5 stories immediately adjacent to the 5 or 6 single-family homes is a concern. Height (shading and lack of access to light and air), noise and pollution are of particular concern to these residents. Also potential loss of privacy.
- It was suggested that the hotel might be better adjacent to the river.
- Change in grade of the site should be explained in the EIR. The current grade of the site is several feet lower than many of the adjacent homes, and there is

concern about raising the grade of the site and then building 3 to 6 stories. The EIR should fully explain the proposed heights and grades.

- Visual simulations were requested from the residential neighborhood abutting the site to the north.
- Victory/Coldwater residents indicated that they are concerned about the health of their children and the possible impact of the project, particularly dust from construction. The health and well being of current residents should be given priority when land use decisions are made.
- Several people in the area are concerned about changes to their lifestyle as a result of the project.
- One commenter asked the status of the Laurel/Victory project.
- Runoff from the site in to the adjacent wash is a concern. (Erosion, flooding and water quality concerns.) Dave Somers pointed out that under SUSWMP regulations runoff would not be permitted to increase. The EIR should address these issues. One neighbor told the story of pooling water against her property line.
- Construction impacts (noise, air quality, especially dust and PM10 and PM2.5) on adjacent sensitive receptors (single-family homes with a number of elderly, convalescent facility, school, day care facility).
- One commenter asked whether the project was pre-leasing for 2008 on Loopnet. the applicant replied that it was not, and that the EIR, approval and construction schedule would result in occupancy not until several years from now.
- There were several questions regarding the approval and construction schedules. The EIR should identify an approximate schedule for approval, construction and occupancy.
- The reason for and boundaries of the Add Area must be described/explained. Exactly what is being proposed by the applicant versus what is just being studied for the Add Area must be explained. Exactly what would be allowed in the Add Area and what steps a future developer would have to take to entitle the Add Area must be explained.
- Given the high-level of architecture and proposed uses the project will generate considerable traffic in the area with associated impacts.
- Condominium on Morse across from the site has a number of elderly occupants, as well as a number of reckless younger drivers. Traffic on Victory already makes it nearly impossible to turn left out of the cul-de-sac. Several commenters

indicated that a traffic light at Morse was essential now and that the project would make it even more necessary. The need for a signal must be addressed in the EIR.

- At the corner of Morse and Victory there have been 23 accidents in 2.5 years (2 deadly, 11 or 12 resulting in injury).
- One commenter asked about the impact on property values; Dave Somers explained that this was not an issue addressed by CEQA, but that the commenter could bring up their concerns in front of the decision makers, later in the process.
- One commenter indicated that he believed there is no need/demand for the project.
- Emergency access to the convalescent facility was identified as a concern; with increased traffic on Victory, emergency access to this facility (and other areas in the vicinity) could be impeded.
- Emergency access to the site, because it only has two access points for a lot of development. Residents to the north expressed concern that a road through the site in to the single-family neighborhood might be added to the project. The applicant said this would never happen.
- It was noted that 165 families could be directly impacted by the project's air pollution, water pollution, demand for water and increased need for police protection.
- Should an alternative site be studied?

Sign In Form
Public Scoping Meeting
Glen@Victory Plaza Project
January 16, 2008

Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
Edgar Sedano	St. Jane Frances de Chantal School	12950 Hamlin St North Hollywood CA 91606	(818) 766-1714	<input type="checkbox"/>
Glarys S. Rodriguez	St. Jane Frances Parish/Church	12350 Hamlin St. North Hollywood Ca. 91606	818-766-1714	<input type="checkbox"/>
Michael Rowall	Valley Glen Improvement Assoc.	13611 Hamlin St Valley Glen CA 91401		<input checked="" type="checkbox"/>
Stene Co.		14522 Ventura Blvd. #102-150 Sherman Oaks CA 91403		<input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
				<input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
				<input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
				<input type="checkbox"/>

Sign In Form
Public Scoping Meeting
Glen@Victory Plaza Project
January 16, 2008

Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
JUDY PRICE	GREATER VALLEY GLEN COUNCIL	13414 OXNARD ST. VALLEY GLEN, CA 91401	818/787-9946	<input checked="" type="checkbox"/>
BRENDA JEFFREYS	10th HO Terrace	6242 1/2 YOUSE AVE	818-505-9045	<input type="checkbox"/>
JOAN GIL	NO HO TERRACE	6202 MORSE AVE NO HO, CA 91606	818-487-9697	<input type="checkbox"/>
Eva Rehman	NO HO Terrace	6322 N. Morse Ave No HO, CA 91606	(818) 762-9077	<input checked="" type="checkbox"/>
Cecilia			623-8811	<input type="checkbox"/>
HEATHER BOYLAN	STARBUCKS	12848 VICTORY BLVD.	818-762-7450	<input type="checkbox"/>
Nestor Campos		12951 Haynes St	(818) 644-0105	<input type="checkbox"/>

Sign In Form
Public Scoping Meeting
Glen@Victory Plaza Project
January 16, 2008

Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
Terry Anderson	EVGC Neighborhood Council	13360 Oxnard	902-9066	<input checked="" type="checkbox"/>
Felix Khourton	No Hollywood Terrace	6290-6300 Norse Ave 91606	(818) 536-8167	<input checked="" type="checkbox"/>
Tom Carlisi	Personal Storage	13005 Victory Blvd	818 508-9884	<input type="checkbox"/>
Caryn Murray	SF Church employee	12930 Hamlin St. NH 91606	818-985-8600 ext. 21	<input type="checkbox"/>
Bonnie Brown	Colwooder Canyon LLC		818-618-6491	<input type="checkbox"/>
DAI Ngo		6502 Colowace Ave N. HND 91606	769-9972	<input type="checkbox"/>
Lynnda Tarryk		13046 Kithridge St 91606	818 508-9938	<input type="checkbox"/>

Sign In Form
Public Scoping Meeting
Glen@Victory Plaza Project
January 16, 2008

W

Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
Kathleen Schwabz	Home owner	6550 Ethel Ave 91006 NH	818 980-0795	<input checked="" type="checkbox"/>
Mami Emera	Home owner	6551 Ethel 91006	818 506-7251	<input type="checkbox"/>
Maria Flores	Home Owner	6236 Maple Ave Valley View CA	818 687-1888	<input type="checkbox"/>
Judy Hoffmann	Homeowner	6227 Morse Av. N.H. 91606	818 769-5229	<input type="checkbox"/>
Charlotte West	Homeowner	6342 Morse Ave. Valley View CA	818 769-1805	<input checked="" type="checkbox"/>
Venna Kachour	Organization (if applicable) Brown/meshal.	11835 W Olympic Blvd Suite 285 CA, CA 90064	Phone Number 310 713 7424	<input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak
				<input type="checkbox"/>

Sign In Form
Public Scoping Meeting
Glen@Victory Plaza Project
January 16, 2008

Name <i>Nelen Otte</i>	Organization (if applicable) <i>7th an agent apartment building</i>	Street Address/City/State/ZIP <i>6343 Colchester way # 7</i>	Phone Number <i>(818) 508-8316</i>	Check if wish to speak <input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak <input type="checkbox"/>
Name	Organization (if applicable)	Street Address/City/State/ZIP	Phone Number	Check if wish to speak <input type="checkbox"/>
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STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
 GOVERNOR

CYNTHIA BRYANT
 DIRECTOR

Notice of Preparation

December 31, 2007

RECEIVED
 CITY OF LOS ANGELES

JAN 09 2008

ENVIRONMENTAL
 UNIT

To: Reviewing Agencies

Re: The Plaza at the Glen
 SCH# 2007121170

Attached for your review and comment is the Notice of Preparation (NOP) for the The Plaza at the Glen draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

David J. Somers
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan

Scott Morgan
 Project Analyst, State Clearinghouse

Attachments
 cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007121170
Project Title The Plaza at the Glen
Lead Agency Los Angeles, City of

Type **NOP** Notice of Preparation
Description Mixed-use project of about 1.3 million square feet including: 140,000 square feet of retail, 100,000 square feet of restaurant, 45,000 square foot market, 45,000 square foot gym, 2,500-seat theatre, 550,000 square foot office, 150 residential units (175,000 square feet), 150-room hotel (175,000 square feet), with 3,200 to 3,900 parking spaces. An Add Area will be included to apply the General Plan Amendment on an additional 21.2 net acres.

Lead Agency Contact

Name David J. Somers
Agency City of Los Angeles
Phone (213) 978-1355 **Fax**
email
Address 200 North Spring Street
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Victory Boulevard and Coldwater Canyon Avenue
Parcel No. 2326017
Township 1N **Range** 15W **Section** 11 **Base**

Proximity to:

Highways SR-170
Airports
Railways
Waterways Los Angeles River
Schools Madison MS and Grant HS
Land Use Shopping Center and Gym / [Q]C1-1VL / Neighborhood Office Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Caltrans, District 4; Department of Toxic Substances Control; State Lands Commission

Date Received 12/31/2007 **Start of Review** 12/31/2007 **End of Review** 01/29/2008

<input type="checkbox"/> <u>Resources Agency</u>	<input type="checkbox"/> Fish & Game Region 2 Banky Curtis	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input checked="" type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input checked="" type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jaoues	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans & Housing</u>	<input type="checkbox"/> Caltrans, District 12 Ryan P. Chamberlain	<input checked="" type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Sharon Howell	<input type="checkbox"/> Fish & Game Region 6 I/M Gabrina Gatchel Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Paul Richlins	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Airport Projects Jim Lemer	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Cal Fire Allen Robertson	<u>Other Departments</u>	<input checked="" type="checkbox"/> California Highway Patrol Shirley Kelly Office of Special Projects	<input type="checkbox"/> Transportation Projects Ravi Ramalingam	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Health Services Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gorzalez	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<u>Independent Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 3 Jeff Pulverman	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Department of Pesticide Regulation	
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Marc Bimbaum		
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell		
<input type="checkbox"/> Fish & Game Region 1E Laurie Hamsberger				

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



RECEIVED
 CITY OF LOS ANGELES

January 4, 2008

JAN 09 2008

ENVIRONMENTAL
 UNIT

Mr. David J. Somers

CITY OF LOS ANGELES

200 North Spring Street
 Los Angeles, CA 90012

Re: SCH# 2007121170; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for The Plaza at the Glen Project, City of Los Angeles, Los Angeles County, California

Dear Mr. Somers:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

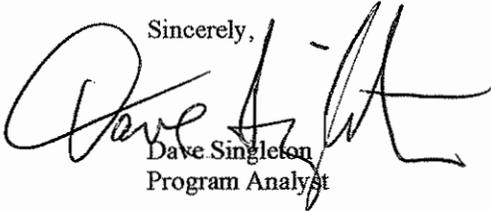
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is stylized and cursive, written over the typed name and title.

Dave Singleton
Program Analyst

Attachment: Native American Contact List

Cc: State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



January 4, 2008

Mr. David J. Somers

CITY OF LOS ANGELES

200 North Spring Street
Los Angeles, CA 90012

Re: SCH# 2007121170; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for The Plaza at the Glen Project; City of Los Angeles; Los Angeles County, California

Dear Mr. Somers:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

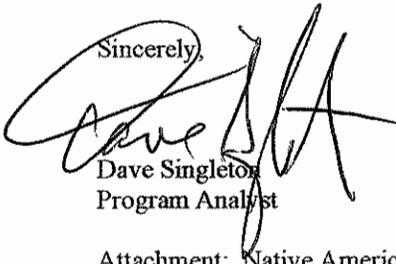
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√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", written over a printed name and title.

Dave Singleton
Program Analyst

Attachment: Native American Contact List

Cc: State Clearinghouse

**Native American Contacts
Los Angeles County
January 3, 2008**

Charles Cooke
32835 Santiago Road
Acton , CA 93510
(661) 269-1422
(661) 733-1812
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell

Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
805 492-7255

Chumash
Tataviam
Fernandefio

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Fernandeno Tataviam Band of Mission Indians
Randy Guzman-Folkes, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
ced@tataviam.org
(818) 837-0794 Office
(805) 501-5279 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

Julie Lynn Tumamait
365 North Poli Ave
Ojai , CA 93023
jtumamait@sbcglobal.net
(805) 646-6214

Chumash

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandefio
Tataviam
Serrano
Vanyume
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007121170; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Plaza at the Glen Project; City of Los Angeles; Los Angeles County, California.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 4, 2008

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JAN 16 2008

ENVIRONMENTAL
UNIT

Mr. David Somers
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Somers:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the The Plaza @ The Glen Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:AK

LAC080102-06AK

Control Number



Metro

January 10, 2008

David Somers
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JAN 16 2008

ENVIRONMENTAL
UNIT

Dear Mr. Somers:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Plaza @ The Glen project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Chapman", with a long horizontal flourish extending to the right.

Susan Chapman
Program Manager, Long Range Planning

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207



March 24, 2008

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APR 02 2008

ENVIRONMENTAL
UNIT

David Somers
Department of City Planning
Environmental Review Section
200 North Spring Street, Room 750
Los Angeles, California 90012

Notice of Preparation
The Plaza at The Glen, 13007-13075 Victory Boulevard
ENV-2007-4063 EAF

Dear Mr. Somers:

The proposed Plaza at the Glen project site is located adjacent to the one-mile-long Tujunga Wash Greenway project within the Los Angeles County flood control rights-of-ways. This five million dollar public project was jointly implemented by the Mountains Recreation and Conservation Authority (MRCA) and the Los Angeles County Department of Public Works. The proposed project would result in significant adverse visual impacts on the greenway. The proposed project will also result in substantial adverse ecological impacts on the greenway within a couple of years when the adjacent native vegetation creates enough cover to harbor wildlife.

Given the substantial public investment in this project and its value as a community amenity, any development approved on the subject property must enhance not detract from the greenway's recreational, educational, and ecological value. The Draft Environmental Impact Report (DEIR) must include at least two economically feasible alternatives that meet the bulk of the project objectives and provide a minimum 50-foot-wide setback for all buildings along the greenway. At a minimum there should be 25 feet of 100 percent native landscaping along the full length of the greenway within the minimum 50-foot-wide setback. Small public sitting areas with impervious surfaces should be the only exception to this 25-foot-wide native vegetation zone.

One of these DEIR alternatives must also include no structures greater than 28 feet in height within 100 feet of the public rights-of-ways. Such a height restriction is critical to retain the existing feeling of this unique public right of way. One of these two necessary DEIR alternatives must also include no diminution of the existing habitat area planted as part of

Notice of Preparation Comments
Environmental Assessment Form NO. ENV-2007-4063 EAF
The Plaza at The Glen, 13007-13075 Victory Boulevard
March 24, 2008
Page 2

the greeway project where the proposed transit hub is located. The proposed site is large enough to accommodate any such transportation facilities within impinging on existing habitat on public lands.

It is also critical that the DEIR address how the public will make use of the existing entrance to the greenway for the proposed project and each DEIR alternative. We encourage the applicant and the City to create a high quality interface between the greenway entrance and the proposed transit plaza/hub. As currently configured, there is no relationship between these two area elements.

The DEIR should also address how the public will be able to park on the subject private property to use the greenway. The scope and magnitude of the General Plan Amendment and Zone Change warrant the requirement of designate area for public parking. The City staff should contact our staff to work with the MRCA in making accommodations for a safe, usable joint use parking area. A DEIR alternative should address providing a permanent easement to the City or the MRCA for such a parking area.

A DEIR alternative should address the feasibility of a public restroom at the greenway entrance. The maintenance and security of the restroom should be amply funded by the proposed commercial facility. Again the scope of the project provides adequate nexus and economic engine to require such a mitigation measure. The MRCA should also be considered as an entity to manage this facility because that agency already maintains the greenway and patrols it with sworn rangers.

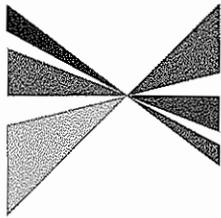
The DEIR must disclose that a request for a General Plan Amendment and Zone Change provides the City with great latitude to require a project that enhances public resources. The proposed project is a step backward in time in terms of its ratio of pervious to impervious surface. A project of this scale and density must include an onsite area to capture, retain and filter storm water runoff. Ideally this function could be achieved in the native vegetation setback zone along the Tujunga Wash Greenway.

Please send all future project documents and address any questions to Paul Edelman of our staff at the above letterhead address and by phone at (310) 589-3200 ext. 128.

Sincerely,



RONALD P. SCHAFER
Chairperson


**ASSOCIATION of
GOVERNMENTS**
Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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 First Vice President: Richard Dixon, Lake Forest
 Second Vice President: Harry Baldwin, San Gabriel
 Immediate Past President: Yvonne B. Burke, Los Angeles County

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Orange County: Chris Norby, Orange County - Christine Barnes, La Palma - John Beauman, Brea - Lou Bone, Tustin - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Troy Edgar, Los Alamitos - Paul Gaaub, Laguna Niguel - Robert Hernandez, Anaheim - Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Bonnie Flickinger, Moreno Valley - Ron Loveridge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

San Bernardino County: Gary Ovlit, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jaspel, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Wapner, Ontario

Ventura County: Linda Parks, Ventura County - Glen Becerra, Simi Valley - Carl Morehouse, San Buenaventura - Toni Young, Port Hueneeme

Tribal Government Representative: Andrew Mastel, Sr., Pecharanga Band of Luiseno Indians

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark

10/24/07

**RECEIVED
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JAN 17 2008
**ENVIRONMENTAL
UNIT**

January 14, 2008

Mr. David Somers
 City of Los Angeles, Environmental Review
 200 N Spring Street, Room 750
 Los Angeles, Ca 90012

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Plaza at the Glen Project, SCAG No. I20070782

Dear Mr. Somers,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Plaza at the Glen Project, SCAG No. I20070782, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95.Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The proposed project will replace an existing shopping center with a mixed use project with 1.3 million square feet of commercial uses and residential uses.

CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a minimum of 45 days for SCAG to review the DEIR and project Plan when these documents are available. If you have any questions regarding the attached comments, please contact Laverne Jones at (213) 236-1857. Thank you.

Sincerely,

Huasha Liu, Manager
 Program Development and Evaluation Division

DOCS# 142978 v1

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
 IMPACT REPORT FOR THE PLAZA AT THE GLEN, SCAG No. I20070782**

PROJECT DESCRIPTION

The City of Los Angeles Plaza at the Glen, SCAG No. I20070782, will result in the development as follows:

Development	Size/Area/Number
Housing Units	150 (175,000 sq ft)
Retail Area	140,000 sq ft
Restaurant	100,000 sq ft
Market Retail	45,000 sq ft
Gymnasium	45,000 sq ft
Theater	2,500 seats
Office	550,000 sq ft
Hotel	150 rooms (175,000 sq ft)
Parking	3,200 to 3,900 spaces
Transit Plaza	TBD

The project will demolish an existing shopping center of about 152,000 sq ft, self-storage facility of 18,414 sq ft, private school of 43,026 sq ft, and miscellaneous retail/fast food facilities of 10,558 sq ft. The project is located north of Victory Boulevard, west of Coldwater Canyon Avenue, and east of the Los Angeles River.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Palmilla Specific Plan.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Los Angeles SubRegion Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted City of Los Angeles Forecasts ¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) will be released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCPG for public review and comment. You may wish to review these forecasts to determine compatibility with the any Project Forecasts. The following 2035 forecasts are provided for your reference. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

<u>2035 Forecasts ¹</u>	<u>Population</u>	<u>Households</u>	<u>Employees</u>
City of Los Angeles	4,415,773	1,616,578	1,994,134
Los Angeles Sub-Region	4,509,435	1,638,823	2,037,472
SCAG Region	24,056,000	7,710,000	10,287,000

1. Source: Draft 2008 RTP Baseline Growth Forecast
 (http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.07 *Support subregional policies that recognize agriculture as an industry, support the economic viability of agricultural activities, preserve agricultural land, and provide compensation for property owners holding lands in greenbelt areas.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural

resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.6 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

Regional Transportation Plan Policies

- RTP P1 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The Compass Blueprint 2% Strategy is a guideline for how and where we can implement the Growth Vision for Southern California's

future. It calls for modest changes to current land use and transportation trends on only 2% of the land area of the region – the 2% Strategy Opportunity Areas. Investing our planning efforts and resources according to the 2% Strategy will yield the greatest progress toward improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents. The following “Regional Growth Principles” are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.

GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.

GV P1.3 Encourage transit-oriented development.

GV P1.4 Promote a variety of travel choices.

Principle 2: Foster livability in all communities

GV P2.1 Promote infill development and redevelopment to revitalize existing communities.

GV P2.2 Promote developments, which provide a mix of uses.

GV P2.3 Promote “people scaled,” walkable communities.

Principle 3: Enable prosperity for all people

GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.

GV P3.2 Support educational opportunities that promote balanced growth.

GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.

GV P3.4 Support local and state fiscal policies that encourage balanced growth

GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations

GV P4.2 Focus development in urban centers and existing cities.

GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

GV P4.4 Utilize “green” development techniques.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	<i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	<i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	<i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

From: "Ping Chang" <CHANG@scag.ca.gov>
Subject: **FW: SCAG Comments on Plaza@The Glen NOP**
Date: January 24, 2008 4:45:33 PM PST
To: "Wendy Lockwood" <wl@siriusenvironmental.com>
Cc: "Huasha Liu" <LIU@scag.ca.gov>, "James Tebbetts" <tebbetts@scag.ca.gov>, "Laverne Jones" <JONES@scag.ca.gov>
▶ 2 Attachments, 536 KB

Dear Ms. Lockwood,

Thank you for your e-mail to Ms. Huasha Liu with respect to the SCAG comments on the Notice of Preparation of a Draft EIR for the Plaza at the Glen Project. We appreciate your clarification on the actual project that the Applicant is proposing versus the "Add Area" suggested by the City for inclusion in the associated EIR. We will attach your e-mail and this e-mail to the project file for future reference.

Please contact me if you have any further questions.

Regards,

Ping Chang, AICP
Program Manager
Performance Assessment and Monitoring
Program Development and Evaluation Division
Southern California Association of Governments
818 W. 7th Street. 12th Floor
Los Angeles, CA 90017-3435
Phone: 213-236-1839
Fax: 213-236-1962

-----Original Message-----

From: Huasha Liu
Sent: Thursday, January 17, 2008 4:32 PM
To: Ping Chang
Subject: Fwd: SCAG Comments on Plaza@The Glen NOP

Please follow up and discuss w/ me afterwards.

-----Original Message-----

From: "Wendy Lockwood" <wl@siriusenvironmental.com>
Subj: SCAG Comments on Plaza@The Glen NOP
Date: Thu Jan 17, 2008 2:08 pm
Size: 1K
To: "Huasha Liu" <LIU@scag.ca.gov>

From: "Wendy Lockwood" <wl@siriusenvironmental.com>
Date: January 17, 2008 2:08:23 PM PST
To: "Huasha Liu" <LIU@scag.ca.gov>
Subject: **SCAG Comments on Plaza@The Glen NOP**

Hi Huasha,

You sent the attached letter on a project where I am preparing the EIR! The applicant has requested that I clarify one thing in your

letter:

The applicant is proposing a 1.3 million sq. ft mixed use project on his 12.2 acres site.

In addition, in order to avoid charges of spot zoning the City has requested that we analyze rezoning the adjacent 9.2 acres, we call this the "Additional Area." This "Additional Area" currently includes the self-storage facility (18,418 sf), private school (43,026 sf), miscellaneous retail/fast food (10,558 sf) as well as a church and associated school (18,356 sf and 20,255 sf respectively).

The EIR will analyze replacement of the uses on the "Additional Area" -- with the exception of the church and associated school which it is anticipated would remain even with rezoning. However, the applicant is not proposing to replace these uses on the Additional Area, we are just studying replacement as a hypothetical at the City's request.

The applicant wants to make sure that his project is clearly understood and not confused with the Add Area.

Thanks

Wendy

Wendy Lockwood
Sirius Environmental
1478 N. Altadena Drive
Pasadena, California 91107
626-808-0031
866-698-5178 fax
213-369-2646 cell
<<mailto:w@siriusenvironmental.com>> w@siriusenvironmental.com
www.siriusenvironmental.com



[ATT187902.htm \(0.1 KB\)](#)

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



January 25, 2008

David J. Somers
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

JAN 30 2008

ENVIRONMENTAL
UNIT

Dear Mr. Somers:

Re: SCH# 2007121170; The Plaza at the Glen

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

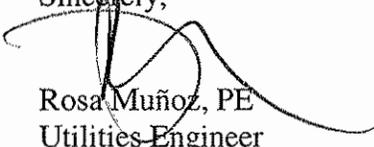
As the state agency responsible for rail safety within California, we recommend that the development project at Victory Boulevard and Coldwater Canyon Avenue (lat= 34.186683, long= -118.413804) planned near the Metrolink's Ventura County Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way. Commission staff is particularly concerned with increased congestion at the nearby grade crossing at Coldwater Canyon Avenue (DOT 745997Y) and Bellaire Avenue (DOT 745998F).

Mitigation measures to consider include, but are not limited to, grade separation of major thoroughfares, safety improvements to existing at-grade highway-rail crossings due to an increase in traffic volumes and appropriate fencing to limit the access of trespassers to railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions, please contact Varouj Jinbanchian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,



Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Rob Harris, Metrolink

To the Department of City Planning
Environmental Impact

Good Evening;

I am here not only as a Home Owner, but also a Teacher at Ulysses S. Grant High School and a Nurse.

I am most concerned with the air quality that this project will impact on the residents in the immediate area. Within a one mile radius there are 16 schools including a day care center with out side play area that is included within the red out line area. Directly next door is St. Jane Frances Catholic Church with an elementary school. To this add all the students walking to and from school. Right across the street is Windsor Gardens Health and Rehab Center (Long Term Care Facility). This is where the Nursing Students from Grant High School are doing their clinical training. They are bused daily. One group arrives at 8 am and leaves at 10 am; the other group arrives at 10:30 am and leaves at 12: 25 pm. The school bus finds it very difficult to make a left turn on to factory from Morse Ave.(as the traffic is so heavy), then to be able to turn left onto Ethel and to turn left onto Oxnard St. thus to be on the correct side of the street for the students to get on and off the bus.

We already have a 25% increase in asthma, and with the elderly population in the area we have an increase in COPD.(chronic obstructive lung disease)

This project will cause a drain on all of our resources: Water, Electricity, Natural Gas, The Over Loading of the Sewer System; and the Traffic that it will bring is more than what our street Victory Blvd. can handle. Our street was resurfaced not too long ago and will need it again with the influx of heavy trucks. It is a cost the city can not afford.

There is a small street that is a cul-de-sac. (Morse Ave.)It is the only INLET AND OUTLET for the ONE HUNDRED AND SIXTY FIVE CONDOMINIUMS AND TOWN HOMES AT THE END, and the LONG TERM CARE CENTER that is on corner.(Victory and Morse.) There are

ambulances picking up and dropping off patients all day and some times at night. The rescue (911) is there frequently. This includes the fire trucks and ambulances.

Traffic is so bad that with a light at Coldwater and at Ethel no one can come in or out of Morse Ave. to enter onto Victory to turn left and some times even to make a right turn. There is a traffic officer at Coldwater from 4pm to 7pm. Remember there is a light with a left turn arrows and still the traffic is so heavy that they still need a traffic officer. Now to add this increase in traffic will only increase the problem. We already have a theater complex on Victory near Coldwater. Why would we need or want more?

Our public transit system is so bad now that you have up to a half hour wait on the Victory line and the Coldwater line is even worse; one hour. Now add all those homes, condos, stores, movie complex, hotel, gym, and look at the drain on our resources. With the entire area nothing but cement, black top; buildings with flat roofs will draw and retain more heat, thus causing a rise in the heat index that causes the population to use more air conditioning; using more electricity.

Sincerely

**Myra Sloves
6266 Morse Ave
Valley Glen Ca 91606
818-687-1888**

North Hollywood Terrace

Owners Association

6251 Morse Avenue
North Hollywood, CA 91606
(818) 506-6425 Ph.; (818) 506-7007 Fax

January 10, 2008

City of Los Angeles
6262 Van Nuys Blvd. Suite 351
Van Nuys, Ca. 91401

Dear Planning Commission:

We, the owners of the North Hollywood Terrace Homeowners Association are very excited about your project. We hope that it will bring more money to the community and will raise the value of our properties.

However, after looking carefully at the map, we see no additional traffic light that will help residents and customers of this complex to safely get out of the parking lot. It will also be very hard to get in and out of our complex, too. We have 165 units and each of them has at least two, sometimes three, cars. With hotel, gym, offices and our additional 400 cars trying to get in and out every morning and evening, the situation on the road will be not only unbearable, but also dangerous for everybody. Please keep in mind, that we also have a nursing home on the same corner, which creates additional delays in traffic because of the emergency cars rushing in and out.

We are seeking your understanding and support in installing an additional traffic light at the corner of Victory Blvd. And Morse Avenue that we are sure will be beneficial for the whole community and will decrease the number of deadly accidents in our city.

Sincerely,

The Board of Directors of
North Hollywood Terrace and
Owners of 165 units

To the Department of City Planning
Environmental Impact

Good Evening;

I am here not only as a Home Owner, but also a Teacher at Ulysses S. Grant High School and a Nurse.

I am most concerned with the air quality that this project will impact on the residents in the immediate area. Within a one mile radius there are 16 schools including a day care center with out side play area that is included within the red out line area. Directly next door is St. Jane Frances Catholic Church with an elementary school. To this add all the students walking to and from school. Right across the street is Windsor Gardens Health and Rehab Center (Long Term Care Facility). This is where the Nursing Students from Grant High School are doing their clinical training. They are bused daily. One group arrives at 8 am and leaves at 10 am; the other group arrives at 10:30 am and leaves at 12: 25 pm. The school bus finds it very difficult to make a left turn on to factory from Morse Ave.(as the traffic is so heavy), then to be able to turn left onto Ethel and to turn left onto Oxnard St. thus to be on the correct side of the street for the students to get on and off the bus.

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ambulances picking up and dropping off patients all day and some times at night. The rescue (911) is there frequently. This includes the fire trucks and ambulances.

Traffic is so bad that with a light at Coldwater and at Ethel no one can come in or out of Morse Ave. to enter on to Victory to turn left and some times even to make a right turn. There is a traffic officer at Coldwater from 4pm to 7pm. Remember there is a light with a left turn arrows and still the traffic is so heavy that they still need a traffic officer. Now to add this increase in traffic will only increase the problem. We already have a theater complex on Victory near Coldwater. Why would we need or want more?

Our public transit system is so bad now that you have up to a half hour wait on the Victory line and the Coldwater line is even worse; one hour. Now add all those homes, condos, stores, movie complex, hotel, gym, and look at the drain on our resources. With the entire area nothing but cement, black top; buildings with flat roofs will draw and retain more heat, thus causing a rise in the heat index that causes the population to use more air conditioning; using more electricity.

Sincerely

**Myra Sloves
6266 Morse Ave
Valley Glen Ca 91606
818-687-1888**

My name is Kathleen Schwartz.

I live at 6556 Ethel Avenue. My house is in the cul-de-sac that is directly behind the property being evaluated.

I have lived in the neighborhood since 1978, almost 30 years.

Thank you for giving me an opportunity to speak. Please note that the letter regarding this Scoping Meeting was the first notification we have received.

I have two specific concerns about The Plaza @ The Glen and the effect on my neighborhood.

1. I do not want a 5-story hotel (please note that Bob Hope Airport, Burbank, is almost 5 miles from this location), many 5-story and 6-story retail and office buildings, or 3-story residential buildings overlooking my cul-de-sac. Changing the zoning to allow these heights will affect my privacy and security as well as my quality of life. I will no longer have late afternoon sun in my front yard or be able to see the sunset over neighbor's homes. Security lighting from these buildings will light up the neighborhood at night and running air conditioners will ruin nighttime quiet. Also, we do not want people sitting in their hotel rooms or offices, able to easily see when we come and go.
2. I believe traffic will become even worse than it is now. With the addition of the development west of the plaza, and this one, we can only expect that traffic will be much worse. Even now we have a traffic officer at Victory and Coldwater every afternoon, Monday-Friday. That's because the mayor's office has determined that it is a high impact intersection without the new developments.

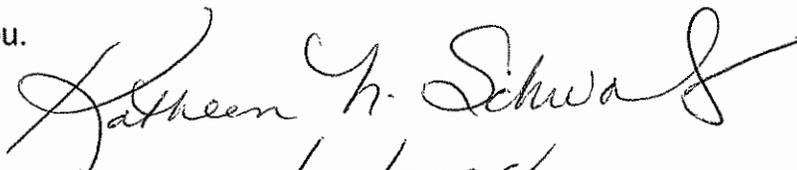
Mr. Alan has indicated that this is like The Grove near Farmer's Market but that development, like the Calabasas Commons, The Americana on Brand (Glendale) and The Shops at Santa Anita do not back up into single-family dwellings like The Plaza @ The Glen will.

He has indicated that to pencil it out for him, Mr. Alan needs needs higher density, going from about 700 parking spaces to 3,500 a 400% increase and from 152,000 sq. ft to 1.3 million sq. ft., a 755% increase. Mr. Alan claims that he is allowed to build 800,000 sq. ft. If true, the 1.3 million sq ft is 63% over the allowed amount.

Environmental issues potentially affected by these are: Land Use, Aesthetics, Air Quality, Biological Resources, Noise, Public Services, Utilities and Transportation

Please take this unreasonable density request into account along with the development on the west side of the Tujunga Wash when developing your EIR.

Thank you.


1/16/2008

Public Input Form
Scoping Meeting
Glen@Victory Plaza Project

January 16, 2008

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the Lead Agency Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **February 1, 2008 at 5:00 P.M.**

Comments: My concern is the hotel behind my house: Impacting
my environment in privacy, noise pollution, shading.
Adverse effect on scenic vista - no privacy. 150
rooms with windows into my yard/home. Substantial
light + glare. Lower my property value. Noise + air
quality - Objectionable odors affecting all homes that
back hotel. Construction + operation Noise Pollution (air)
police protection. Gangs, etc to congregate.
Traffic Congestion.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Lynda Tarryk
Address: 13046 Kitttridge St.
City/State/ZIP: N. Hollywood, CA 91606

Lead Agency Contact:

David Somers
Environmental Review Section
Department of City Planning, City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

e-mail: David.somers@lacity.org

SAM K. ABDULAZIZ
A Law Corporation

KENNETH S. GROSSBART
A Law Corporation

BRUCE D. RUDMAN
A Law Corporation

CATHERINE R. FINAMORE

SHARICE BABOUMIAN



LAW OFFICES OF
ABDULAZIZ, GROSSBART & RUDMAN
A Partnership of Professional Corporations

Mailing Address: P.O. Box 15458 / North Hollywood, CA 91615-5458 / (818) 760-2000

RECEIVED
CITY OF LOS ANGELES

January 11, 2008

JAN 16 2008

ENVIRONMENTAL
UNIT

David Somers
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Notice of Preparation Environmental Impact Report and Public Scoping Meeting

Dear Mr. Somers:

As you can tell by this letter, I am an attorney. My office is located at the corner of Coldwater Canyon Avenue and Hamlin Street in North Hollywood. I have been in this building for more years than I care to remember. Because I am not going to be available on the date of the Scoping Meeting, I am writing this letter.

If one would look at the area at the crossroads of Victory Blvd. and Coldwater Canyon Ave., during the daytime hours, you will see that the area is already overcrowded. Quite often, a guard is required to handle that area. I would suspect that a review of accident records would show that there are more accidents than appropriate in this area. Further, a look at the corner of the area utilized by Starbucks in the morning, you will see that there is a significant crowd and a substantial chance for accidents as a result of people going the wrong way, parking anywhere they wish, and other such problems. I truly believe that your proposal will significantly and dangerously impact the problem.

Respectfully submitted,
ABDULAZIZ, GROSSBART & RUDMAN

SAM K. ABDULAZIZ
SKA:tmw

F:\word\Abdulaziz\2008\Somers let 1-10-08.doc

Public Input Form
Scoping Meeting
Glen@Victory Plaza Project

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CITY OF LOS ANGELES

JAN 25 2008

January 16, 2008

ENVIRONMENTAL
UNIT

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the Lead Agency Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **February 1, 2008 at 5:00 P.M.**

Comments: *There will definitely be traffic pollution. How this is handled is of great concern. The amount of traffic, the noise, the air quality & the inability to go left or right from Morse Ave.*
2. The mountains will not be seen due to high buildings.
3. The noise level during construction & the inconvenience to the local people

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: *Teresa Jefferys*
Address: *6242 Morse Ave*
City/State/ZIP: *North Hollywood Calif 91606*

Lead Agency Contact:

David Somers
Environmental Review Section
Department of City Planning, City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

e-mail: David.somers@lacity.org

will be tremendous.

4. I would like to know about police and fire protection considering the density of the population growth.

5. I do not agree that this project will be affecting our area in a negative way. I see a wonderful upgrading of the community. However there are problems that must be studied and solved.

Public Input Form
Scoping Meeting
Glen@Victory Plaza Project

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ENVIRONMENTAL
UNIT

January 16, 2008

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the Lead Agency Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until February 1, 2008 at 5:00 P.M.

Comments: we need a traffic signal on Morse & Victory.

It's almost impossible to merge into traffic now, what happens during construction on Ethel - at all Victory?
Our view of the mountains will be obstructed by the tall buildings. The air quality will be worse.
Other streets need to be used such as Hamilton for east, west traffic, instead of only Victory.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Judy Hoffman

Address: 6227 MORSE AVE #208

City/State/ZIP: No. Hollywood, Ca. 91606

Lead Agency Contact:

David Somers
Environmental Review Section
Department of City Planning, City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

e-mail: David.somers@lacity.org

Please note that our "letter" called this
"The Plaza @ the Glen"

Public Input Form
Scoping Meeting
Glen@Victory Plaza Project

which is correct?

January 16, 2008

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the Lead Agency Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until February 1, 2008 at 5:00 P.M.

Comments: 3-6 story office buildings
1-5 story hotel
3-5 story office buildings

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CITY OF LOS ANGELES

JAN 25 2008

ENVIRONMENTAL
UNIT

Changing the zoning to allow these heights will affect my
privacy, security, quality of life and increase
traffic tremendously. See attached.
MB

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Kathleen D. Schwartz
Address: 6536 Ethel Ave
City/State/ZIP: Do Hollywood, CA 91606

Lead Agency Contact:

David Somers
Environmental Review Section
Department of City Planning, City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

e-mail: David.somers@lacity.org

My name is Kathleen Schwartz.

I live at 6556 Ethel Avenue. My house is in the cul-de-sac that is directly behind the property being evaluated.

I have lived in the neighborhood since 1978, almost 30 years.

Thank you for giving me an opportunity to speak. Please note that the letter regarding this Scoping Meeting was the first notification we have received.

I have two specific concerns about The Plaza @ The Glen and the effect on my neighborhood.

1. I do not want a 5-story Hotel (please note that Bob Hope Airport, Burbank, is almost 5 miles from this location), a 6-story Retail and Office Building, or 3-story Residential Buildings overlooking my cul-de-sac. Changing the zoning to allow these heights will affect my privacy and security as well as my quality of life. I will no longer have sun in my front yard or be able to see the sunset over neighbor's homes.
2. I believe traffic will become even worse than it is now. With the addition of the development west of the plaza, and this one, we can only expect that traffic will be much worse. Even now we have a traffic officer at Victory and Coldwater every afternoon, Monday-Friday. That's because the mayor's office has determined that it is a high impact intersection without the new developments.

Mr. Alan has indicated that this is like The Grove near Farmer's Market but that development, like the Calabasas Commons, The Americana on Brand (Glendale) and The Shops at Santa Anita do not back up into single-family dwellings like The Plaza @ The Glen will.

He has indicated that to pencil it out for him, Mr. Alan needs needs higher density, going from about 700 parking spaces to 3,500 a 500% increase and from 800,000 sq. ft to 1.3 million sq. ft., a 63% increase.

Environmental Issues potentially affected by these are: Land Use, Aesthetics, Air Quality, Biological Resources, Noise, Public Services, Utilities and Transportation

Please take this unreasonable density request into account when developing your EIR.

Thank you.

A handwritten signature in black ink that reads "Kathleen A. Schwartz". The signature is written in a cursive style with a large, looping initial 'K' and a decorative flourish at the end.

February 20, 2008

David Somers
Environmental Review Section
Department of City Planning, City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

HAND DELIVERED

RE: Notice of Preparation of Environmental Impact Report for the proposed
"The Plaza @ The Glen" Mixed Use Development

Dear Mr. Somers,

On behalf of our client, the Archdiocese of Los Angeles, we are providing this letter in response to the Notice of Preparation of an Environmental Impact Report for the proposed "The Plaza @ The Glen" mixed use development ("project"). A portion of the proposed project site shares approximately 255 linear feet of common property boundary line with the St. Jane Frances de Chantal Parish ("Parish") located at 13001 W. Victory Boulevard including the Parish Center/Office and the St. Jane Frances de Chantal School ("School") located at 12930 W. Hamlin Street. As depicted in plans provided with the Notice of Preparation and at the Public Scoping Meeting on January 16, 2008 for the above cited project, the proposed 1.3 million square foot mixed-use development will include six-story retail and office buildings, a driveway, truck loading area, and ramping to subterranean parking in the area abutting the Parish property. If approved, the Parish and School will endure potential long term impacts from the operation of these adjacent uses, as well as shorter term impacts during the demolition and construction phases of the proposed project.

The immediate adjacency of the Project site will result in the following environmental impact concerns and necessitates measures to prevent disruptions to the operation of the School and Parish and to the ability of the students and parishioners to learn and worship.

Environmental Impact Concerns

- During the demolition and construction phase of the project, construction activity including increased truck traffic and other construction vehicles will impact the existing school bus, church shuttle, vehicular, and pedestrian routes of students, staff, clergy and parishioners.
- During and after demolition and construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus and/or shuttle stops may impact school bus and church shuttle performance in meeting designated drop-off and pick-up times and passenger safety.

- During demolition and construction, noise and vibrations from construction activity, haul routes, staging or parking of trucks or other construction vehicles, including construction worker's personal vehicles or vehicles transporting workers to the project site, will impact the ability of students and parishioners to listen and concentrate during classroom instruction and mass services, and will impact the work environment for staff and clergy of the School and Parish.
- During demolition and construction, the project site will present an opportunity for trespassing, vandalism, and other nuisance activities which would impact the safety and security of individuals at the adjacent School and Parish and the aesthetics of the neighborhood.
- After construction, students and staff will be impacted by the daily operation of the project from noise and vibrations caused by trucks and automobiles utilizing the driveway, truck loading area, and ramp to subterranean parking, proposed to be located on the portion of the project site which abuts the School. The School will also be impacted by views of these unattractive service uses, and odors from and views of truck loading and vehicular traffic.
- After construction, the cost of parking at the proposed project site, inadequate on-site parking, or the convenience of parking at adjacent, less crowded locations will cause the School and Parish parking lots to be perceived as an attractive parking option by some visitors of the proposed development seeking to avoid such cost or inconvenience.

Necessary Measures To Alleviate Impact

- School buses, automobiles, and pedestrians must have safe and convenient access to St. Jane Frances School during every instructional day (Monday thru Friday, 7:00 am to 3:00 pm) and regularly scheduled school activities (calendar of events will be provided upon request). Church shuttles, automobiles and pedestrians must have safe and convenient access to the St. Jane Frances Parish during office hours (Monday thru Friday 9:00 am to 6:30 pm, Saturday 9:00 am to 12:00 pm), weekly mass services (8:00 am on Monday and Friday; 7:00 pm on Wednesday; 8:00 am and 5:00 pm on Saturday; 7:30 am, 9:00 am, 11:00 am, 1:00 pm, and 6:00 pm on Sunday), Saturday Children's Religious Education Program (8:30am to 1:00pm) and regularly scheduled church activities (calendar of events will be provided upon request).
 - Prior to commencing demolition and construction, the Project Manager or designee must contact the Principal of St. Jane Frances School (Mr. Edgar Sedano, 818-766-1714) and the Pastor of St. Jane Frances Parish (Fr. Ferdinand Lansang, 818-985-8600) regarding any potential impact on existing school bus, church shuttle, vehicular, and pedestrian routes. A map of these routes will be provided upon request.

- The Project Manager must communicate with the Principal and Pastor of St. Jane Frances School and Parish, respectively, on a monthly basis regarding the expected start and end times of each construction phase and to provide timely notice of specific impacts to school bus, church shuttle, vehicular, and pedestrian routes (such as lane or street closures), allowing sufficient time (at least two weeks) for parents and students to be informed and plan ahead for such disruptions.
- Appropriate traffic controls, such as signs, signals, and crosswalks, must be installed when necessary to ensure pedestrian and vehicular safety.
- Crossing guards must be provided whenever the safety of pedestrians is impacted by construction related activities.
- Staff and students must have a suitably quiet environment that is conducive to teaching and learning during every instructional day and regularly scheduled school activities (see above for specific hours). Clergy and parishioners also require a quiet environment that allows for instruction and worship during parish office hours, weekly mass services, and regularly scheduled church activities (see above for specific hours).
 - Staging or parking of trucks or other construction vehicles, including construction worker's personal vehicles or vehicles transporting worker's to the site must not take place on the streets adjacent to St. Jane Frances School and Parish when school is in session, during regularly scheduled school and/or parish activities, parish office hours, or mass services.
 - Haul routes must not be routed past the St. Jane Frances School and Parish when school is in session, during regularly scheduled school and/or parish activities, parish office hours, or mass services.
 - Prior to commencing demolition and construction, funding for and installation of replacement of windows in the existing buildings of the St. Jane Frances School campus and Parish Center must be provided to address the impact of noise on the students' learning environment, including construction noise and noise from the daily operation of the proposed development's vehicular driveway, parking ramp and truck loading zone abutting the campus.
- Staff and students must have minimal visual distractions to the learning environment and views of unsightly service uses must not detract from the aesthetics of the school grounds.
 - Prior to commencing demolition and construction, funding for and installation of landscaping of sufficient height and density must be provided on the western edge of the St. Jane Frances School campus to physically screen views of the proposed development's parking ramp and loading zone abutting the campus and to filter noise from these proposed uses.

D. Somers
February 20, 2008
Re: NOP-"The Plaza @ The Glen"
Page 4 of 4

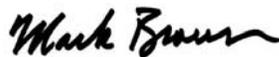
- The abutting project site must not present a public safety hazard or detract aesthetically from the School and Parish campus.
 - Barriers, such as fencing, must be constructed around the construction site in order to secure the site and equipment and to prevent trespassing, vandalism, and other nuisance activities.
 - Security patrols of the construction site and vicinity must be provided to ensure trespassing, vandalism, and other nuisance activities are prevented.
- The availability of School and Parish parking lots must be ensured for staff, students' guardians, clergy, and parishioners at all times.
 - Funding for signage indicating that School and Parish parking lots are for the School and Parish use only and an on-call towing service must be provided to prevent visitors of the proposed project from using the School and Parish parking lots.

These measures are necessary in order to maintain safe and efficient school bus, church shuttle, vehicular, and pedestrian routes to and from the School and Parish, and to preserve an environment conducive to learning and worshiping by reducing the noise and visual intrusions of the abutting proposed use into the School and Parish campus. We request these changes as conditions of approval in order to protect students, staff, clergy and parishioners of St. Jane Frances de Chantal School and Parish from the impacts of the proposed The Plaza @ The Glen mixed use development.

The St. Jane Frances Parish and School look forward to working with Dasher Lawless, Inc. as they believe that this venture will greatly enhance the area surrounding the project and will greatly benefit the community at large.

Please add these comments to the official record and notify me of all upcoming opportunities for public comment on this matter.

Sincerely,



Mark Brown
Brown/Meshul, Incorporated

- C: Honorable Wendy Greuel (Hand Delivered)
Rev. F. Lansang, St. Frances de Chantal Parish (via Email)
E. Sedano, St. Frances de Chantal School (via Email)
M. Davitt, Archdiocese of Los Angeles (via Email)
C. Alan, Dasher Lawless, Inc. (via Mail)
J. Brock, Environmental Planning Associates (via Email)

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337



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FEB 08 2008

ENVIRONMENTAL
UNIT

January 28, 2008

IGR/CEQA NOP CS/080124
City of Los Angeles
The Plaza at the Glen
Victory Boulevard/Coldwater Canyon
Vic. LA-170-17.24, SCH# 2007121170

Mr. David J. Somers
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Somers:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for The Plaza at the Glen Project. The project involves the development of a 12-acre site with 152,000 sf commercial shopping center and 1.3 million sf mixed-use development. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the project's overall impact on the State transportation system including the mainline Hollywood Freeway (State Route-170) and all affected freeway on/off-ramps. The traffic study should include, but not be limited to:

Trip generation, trip distribution, mode choice, and trip assignment. Traffic volumes and level-of-service calculations will be needed for major intersections and for affected freeway on/off-ramps. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis.

We recommend the implementation of a fair-share funding program on a pro rata basis to be used for traffic improvement projects resulting in additional trips generated by the project along with all other proposed and approved projects in the area. Any identified traffic mitigation measures will need to be fully discussed.

If you have any questions, you may reach me at (213) 897-9336 and please refer to our record number 080124/CS.

Sincerely,

for Handwritten signature of Vin Kumar in black ink.

VIN KUMAR
(Acting) IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

DONALD L. WOLFE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

February 6, 2008

IN REPLY PLEASE
REFER TO FILE: LD-0

Mr. David Somers
Environmental Review Coordinator
Environmental Review Section
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

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CITY OF LOS ANGELES

FEB 14 2008

ENVIRONMENTAL
UNIT

Dear Mr. Somers:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT THE PLAZA AT THE GLEN CITY OF LOS ANGELES

Thank you for the opportunity to review the Notice of Preparation for the above-mentioned project. We offer the following comments for your consideration.

Flood Maintenance

County of Los Angeles Department of Public Works maintains Tujunga Wash, a facility that forms this project's western boundary. If any storm drains from this new project are connected to this channel, a Flood Control construction permit is required. This Notice of Preparation also shows that access ramp and driveway are built over the Tujunga Wash. Any new structure over Tujunga Wash also requires a Flood Control construction permit.

The new structure over Tujunga Wash shall have at least the same vertical clearance as Victory Boulevard bridge.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The construction and demolition of the proposed project and the operation over the life of the project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include the recycling of construction and

Mr. David Somers
February 6, 2008
Page 2

demolition debris and the development of infrastructure in the project to facilitate recycling.

When it is ready, please send two copies of the Draft Environmental Impact Report to:

Mr. Conal McNamara
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If the Draft Environmental Impact Report is available electronically or on-line, please forward it or the link to Mr. McNamara at cmcnamara@dpw.lacounty.gov.

If you have any questions, please contact Mr. McNamara at (626) 458-4948.

Very truly yours,

DONALD L. WOLFE
Director of Public Works


for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\LDPUB\ICEQA\CDM\CityofLA-The Plaza @ The Glen - NOP.doc



ANTONIO R. VILLARAIGOSA
Mayor

Commission
NICK PATSAOURAS, *President*
EDITH RAMIREZ, *Vice President*
LEE KANON ALPERT
WALLY KNOX
FORESCEE HOGAN-ROWLES
BARBARA E. MOSCHOS, *Secretary*

H. DAVID NAHAI,
Chief Executive Officer and General Manager

February 12, 2008

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CITY OF LOS ANGELES

FEB 21 2008

ENVIRONMENTAL
UNIT

Mr. David Somers, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Somers:

Subject: The Plaza @ The Glen
Notice of Preparation, Environmental Impact Report (EIR) and Public Scoping Meeting
EAF No. ENV-2007-4063-EAF

The Los Angeles Department of Water and Power (LADWP) is hereby providing comments to the above-referenced Notice of Preparation, EIR and Public Scoping Meeting, as requested in your letter dated January 2, 2008.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed project. Regarding water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610, and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft EIR.

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista, (213) 367-0800 or by e-mail at Alvin.Bautista@water.ladwp.com) and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

Water and Power Conservation ... a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA



Mr. David Somers
February 12, 2008
Page 2

The following are our preliminary comments on the proposed project.

Water Needs

The Los Angeles Department of Water and Power (LADWP) owns, maintains, and operates an 16-inch water main in Victory Boulevard, a 66-inch and an 8-inch water main in Coldwater Canyon Avenue, a 6-inch water main in Hamlin Street and a 6-inch water main in Morse Avenue. There is one double-outlet public fire hydrant that fronts the subject site on Victory Boulevard, north side, 377 feet east of the center line of Ethel Avenue. The site is currently served by a 10-inch fire line service and a 3-inch domestic water service on Victory Boulevard.

The Water Distribution System can adequately supply water for domestic use to the proposed project. Available fire flow for private on-site fire protection can be determined by filing a Service Advisory Request(s) from our New Business Office at (213) 367-2130. Public fire hydrant requirements, including fire flow, are set by the Los Angeles Fire Department (LAFD). Public fire flow can be analyzed at the request of the LAFD.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at Hugo.Torres@water.ladwp.com to make arrangements for water supply service needs.

Water Conservation

LADWP has a number of water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed.

For more information on water and energy conservation programs, please visit our website at www.ladwp.com.

If there are any additional questions, please contact me at (213) 367-1235 or by e-mail at Luis.Nuno@water.ladwp.com.

Sincerely,



Luis Nuno, P.E.
Engineer of East Valley District
Water Distribution Engineering

LN:ct
Enclosure

Mr. David Somers
February 12, 2008
Page 3

c: Mr. Alvin Bautista
Mr. Hugo Torres

bc: Ms. Julie M. Spacht
Mr. Luis Nuno

WSM: 180-159

**IMPACT OF THE PROPOSED PROJECT ON THE
WATER SYSTEM AND METHODS OF CONSERVING WATER
LOS ANGELES DEPARTMENT OF WATER AND POWER**

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

1. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

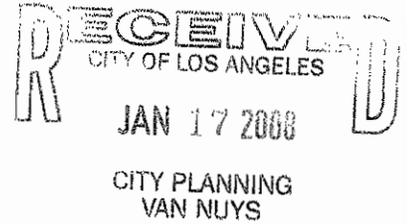
Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

2. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.
3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.
4. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.
5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.
6. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.
7. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.



Dale & Flora Ferrens
15070 Victory Blvd. Unit 102 # 102
Van Nuys, CA 91411



January 9, 2008

City of Los Angeles
6262 Van Nuys Blvd. Suite 351
Van Nuys, Ca. 91401

Dear Planning Commission:

This letter is in behalf of the 165 residents who live at No. Hollywood Terrace. Most residents have two or three cars and the traffic is impossible at any time of the day and night. The Association has tried everything to get a signal.

I have tried to close off two entrances from the Victory Shopping Center. Golan Restaurant needs two poles to stop the traffic from making left turns. The shopping center only needs the bank entrance and the Ethel signal is enough.

Our request is to re consider your Plaza request is not feasible for the traffic. Coldwater and Victory has a guard to make the traffic flow.

This is request of changing the traffic flow and adding the poles must be done immediately before any construction is started.

Thank you in advance for your cooperation.

Sincerely

Flora Ferrens

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

LEAD CITY AGENCY LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL DISTRICT 2
--	-----------------------

PROJECT TITLE ENV-2006-4150-MND	CASE NO. TT-67549, CPC-2006-5788-GPA-ZC-BL-HD-ZV-SPR
------------------------------------	---

PROJECT LOCATION
13103 W VICTORY BLVD

PROJECT DESCRIPTION
 TENTATIVE TRACT MAP NO. 67549 FOR MERGER AND SUBDIVISION PURPOSE, AND THE DEMOLITION OF SIX APARTMENT BUILDINGS CONTAINING A TOTAL OF 72 APARTMENT UNITS. THE PROPOSED PROJECT INVOLVES THE MERGER OF ATOLL AVENUE AND AN ADJACENT NORTHERLY ALLEY, AND THE SUBDIVISION OF A 115,832 NET SQUARE FEET SITE FOR TWO MASTER LOTS WITH THE CONSTRUCTION AND THE MAINTENANCE OF 124 RESIDENTIAL CONDOMINIUM UNITS AND 120 COMMERCIAL CONDOMINIUM UNITS (APPROXIMATELY 113,550 SQ. FT. FOR COMMERCIAL RETAIL USE). THE PROJECT IS TO PROVIDE 279 PARKING SPACES FOR THE RESIDENTIAL COMPONENT AT 2.25 PARKING SPACES PER DWELLING UNIT RATIO, AND 611 PARKING SPACES FOR THE COMMERCIAL COMPONENT. THE PROJECT BUILDING IS PROPOSED TO BE 5-STORIES NOT EXCEEDING 75 FEET ABOVE GRADE WITH THE PARKING LOCATED AT SUBTERRANEAN LEVELS. INCLUDED WITH THE TENTATIVE TRACT IS THE COMMISSION CASE NO. CPC-2006-5788-GPA-ZC-BL-HD-ZV-SPR FOR THE FOLLOWING REQUESTS: A GENERAL PLAN AMENDMENT FROM "MEDIUM RESIDENTIAL" LAND USE DESIGNATION TO "COMMUNITY COMMERCIAL" DESIGNATION, A ZONE CHANGE FROM [Q]R3-1XL ZONE TO (T)(Q)RAS3-1L ZONE, A REMOVAL OF 15 FEET BUILDING LINE ESTABLISHED BY ORDINANCE NO. 97,466, A HEIGHT DISTRICT CHANGE FROM "1XL" TO "1L", ZONE VARIANCE REQUESTS TO PERMIT COMMERCIAL USES ON THE SECOND FLOOR IN THE RAS3-1 ZONE, AND ON-SITE CONSUMPTION OF ALCOHOLIC BEVERAGES IN RESTAURANTS, AND A TRANSFER A PORTION OF RESIDENTIAL DENSITY FROM THE PROPOSED LOT NO. 2 TO LOT NO. 1, AND TO PERMIT "EARLY START" CONSTRUCTION, AND A SITE PLAN REVIEW. THE PROJECT IS ALSO REQUESTING A HAUL ROUTE PER THE APPROVAL OF THE DEPARTMENT OF BUILDING AND SAFETY FOR AN EXPORT OF 128,000 CUBIC YARDS OF EARTH.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 DASHER LAWLESS, VICTORY GLEN PARTNER, LLC.
 13148 VICTORY BOULEVARD, VALLEY GLEN, CA 91401

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.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
JACK CHIANG	CITY PLANNER	(818) 374-5045

DEPARTMENT OF CITY PLANNING



FRANKLIN N. QUON
 CITY PLANNER

EXHIBIT C

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)

Maya E. Zitzewsky

DATE

04/18/2007

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 b5. Aesthetics (Signage)

Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a level of insignificance by the following measures:

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

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.

III d1. Air Pollution (Stationary)

~~Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:~~

- RESIDENTIAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.
- COMMERCIAL/INSTITUTIONAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.

IV f. Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

- Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.
- Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: 213-485-5675.

VI aii. 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 b1. Haul Routes

- 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.
- 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 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.
- 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.

VIII c4. Food Service Industry (Restaurants, Bakeries, Food Processors)

Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of restaurants, bakeries, and food producers. 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/rwqcb4/>).

- 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.
- 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.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- 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 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.
 - Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
 - Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.
 - Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
 - Reduce and recycle wastes, including oil and grease.
 - Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
 - 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.
 - 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.
 - Prescriptive Methods detailing BMPs specific to the "Restaurant" project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at www.lastormwater.org. (See Exhibit A).

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 a1. Increased Noise Levels (Parking Wall)

Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- A 6-foot-high solid decorative masonry wall, adjacent to residential use and/or zones shall be constructed if no such wall exists.

XI a2. Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII b. Induce Substantial Growth

Environmental impacts may result because of the project's contribution to changes in the distribution, density or growth rate of the human population. However, this impact will be mitigated to a level of insignificance by the following measure:

- The project shall be limited in intensity and/or density to the RAS3 Zone.

XIII a. Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a 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 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.

XIII c1. 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.

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 a1. Increased Vehicle Trips/Congestion

An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to an acceptable level by the following measure:

- Implementing measures detailed in the Department of Transportation's traffic study report dated December 14, 2006, which was issued to the Planning Department. The mitigation measures stated in the said report will be installed as a part of the Conditions of Approval under the Department of Transportation recommendation. The applicant shall comply with all conditions.

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.

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.

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
INTER-DEPARTMENTAL CORRESPONDENCE

13103-13225 Victory Bl.
DOT Case No. SFV 2005-254

Date: December 14, 2006

To: Mike Young, Associate Zoning Administrator
Department of City Planning



From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT
13103-13225 VICTORY BOULEVARD.**

ENV-2006-4150, ENV-2005-8612

The Department of Transportation (DOT) has completed the traffic assessment for the proposed Mixed-Use Project located at 13103-13225 Victory Boulevard, between Ethel Avenue and Longridge Avenue. This traffic assessment is based on a traffic study prepared by Overland Traffic Consultants submitted on August 31, 2006. After careful review of the pertinent data, DOT has determined that the traffic study, as revised, adequately describes the project related traffic impacts of the proposed development.

DISCUSSION AND FINDINGS

The proposed project consists of 110 apartments, a 60,000 square foot shopping center, a 40,000 square foot health club, and a 20,000 square foot office. This site is presently occupied by an defunct affordable housing apartment complex, for which existing use credit has been applied. The proposed project will generate 4,241 new daily trips, 145 new a.m. peak hour trips and 429 new p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after making the following changes:

- Hourly volumes producing the highest v/c values for cumulative bases were used, which did not necessarily coincide with the highest peak hour volumes.
- Signal phasing at the intersection of Victory Boulevard and Whitsett Avenue was changed to reflect the scheduled installation of left turn phasing at this intersection before project completion.
- Additional related projects were added to the cumulative base.
- Project trip distribution was changed to reflect a greater utilization of the major highways with nearby freeway access, and to reflect project access at the alley at the top of Longridge Avenue.

The traffic study reviewed eleven intersections for traffic impacts.

DOT's policy on significant transportation impact thresholds is summarized in Table 2. DOT has determined that the proposed project will have a significant traffic impact at four of the studied intersections as shown in Table 3, which is a summary of the volume-to-capacity ratios and levels of service at the study intersections. The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval [in order to mitigate the project's traffic impact to less than significant levels.

PROJECT REQUIREMENTS

A. Mitigation measure for Victory Boulevard and Woodman Avenue

The intersection of Victory Boulevard and Woodman Avenue will be mitigated to a less-than-significant level by funding a proportionate share of the cost for the design and construction of the Victory/Ventura ATCS System. The Project's proportionate share of the cost for this system is \$35,000, which is equal to the average cost per intersection. On October 12, 2006, DOT received a check in the amount of \$105,000 to fund ATCS improvements to three intersections in the Victory/Ventura Corridor, and therefore this condition is considered to be fulfilled to DOT's satisfaction.

B. Mitigation measures for Victory Boulevard and Atoll Avenue

The intersection of Victory Boulevard and Atoll Avenue will be mitigated to a less-than-significant level by restriping and widening Victory Boulevard to provide the following:

- A westbound right turn lane that is a minimum of 100 feet in length.
- A westbound acceleration lane for southbound right turns that is a minimum of 100 feet in length.
- A two-way left turn lane at the easterly leg of the intersection of Victory Boulevard and Atoll Avenue.
- A two-way left turn lane at the easterly leg of the intersection of Victory Boulevard and Longridge Avenue.
- The addition of striping to the northerly leg of the intersection of Victory Boulevard and Atoll Avenue to provide one southbound through-left lane and one southbound right turn lane.

C. Mitigation measures for Victory Boulevard and Ethel Avenue

The intersection of Victory Boulevard and Ethel Avenue will be partially mitigated by funding a proportionate share of the cost for the design and construction of the Victory/Ventura ATCS System. The check received by DOT on October 12, 2006 fulfills this measure, but does not alone mitigate the intersection to a less-than-significant level. The intersection will be considered to be mitigated to a less-than-significant level by providing signal improvements to the intersection of Victory Boulevard and Coldwater Canyon Avenue as described below.

D. Mitigation measures for Victory Boulevard and Coldwater Canyon Avenue

The intersection of Victory Boulevard and Coldwater Canyon Avenue will be mitigated to a less-than-significant level by funding a proportionate share of the cost for the design and construction of the Victory/Ventura ATCS System. The check received by DOT on October

12, 2006 fulfills this condition. However, in order for the intersection of Victory Boulevard and Ethel Avenue to be considered to be mitigated to a less-than-significant level, the applicant shall also provide for the design and the construction of northbound and southbound left turn phasing at this intersection. This measure will improve the overall operation of the intersection by reducing left turn queuing, and therefore will serve to improve the overall flow of traffic in the immediate vicinity of this intersection, mitigating the impacts to the intersection of Victory Boulevard and Ethel Avenue in the process.

The Above transportation improvements shall be guaranteed through the B-permit process of the Bureau of Engineering (BOE) before the issuance of any building permit for this project. These measures shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

E. Highway Dedications and Improvements

1. Victory Boulevard is a designated class II major highway in the Streets and Highways Element of the City's General Plan, and consists of a 37-foot half roadway on a 50-foot half right-of-way. Standard Plan S-470-0, effective November 10, 1999, dictates that the standard cross section for a class II major highway is a 40-foot half-roadway on a 52-foot half right-of-way. In addition to the mitigation-related widening specified in the Project Requirements section listed above, a two-foot dedication and a three-foot widening is also required to bring the adjacent frontage of Victory Boulevard up to the standard required by the General Plan.
2. Atoll Avenue is a designated local street in the General Plan, and consists of a 60-foot roadway on a 36-foot right-of-way. Standard Plan S-470-0 dictates that the standard cross section of a local street is a 36-foot roadway on a 60-foot right-of-way. Therefore, no dedication or improvements are indicated beyond those which are necessary to fulfill the mitigation measures as specified in the Project Requirements section above.

The applicant should contact the Bureau of Engineering (BOE) to determine exact dedication and widening standards and to ensure compliance of these requirements of the municipal code. The applicant should contact BOE to determine any other required street improvements.

All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project. These measures shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

F. Site Access and Internal Circulation

This determination does not include final approval of the project's driveways, internal circulation, and parking scheme. A preliminary review of the site plan revealed the following comments:

1. All loading/unloading of passengers and/or goods shall be accomplished on site and shown clearly on the site plan.
2. No direct access to this project shall be allowed from Victory Boulevard.
3. The parking scheme shall be designed so that all portions of the retail and fitness

parking areas shall be accessible to all other portions thereof without requiring the use of any public street.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site and/or driveway plan, at a scale of at least 1" = 40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, 91401, prior to submittal of building plans for plan check to the Department of Building and Safety.

If you have any questions, you may contact me or Ken Aitchison of my staff at (818) 374-4699.

- c: Second Council District
 Bill Shao, DOT East Valley District
 Jim Williams, DOT ATSAC
 Guido Marucut, DOT Accounting
 Shu Hua Chen, DOT Accounting
 Edmond Yew, BOE Land Development Group
 Mike Walters, BOE Valley District
 Liz Culhane, Overland Traffic Consultants
 Jerome Buckmelter, JBA Inc.

Table 1: Project Trip Generation Estimates

Use	Notes	Use Description	Size Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
		<u>Proposed development:</u>								
1	ITE 220	Apartments	110 Dwelling Units	739	11	45	56	44	24	68
		Internal capture	10% of use 1	(74)	(1)	(5)	(6)	(4)	(2)	(6)
2	ITE 820	Shopping center	60,000 S.F. Gr. Leasable Area	4,872	70	45	115	214	232	446
		Internal capture	10% of use 1	(74)	(5)	(1)	(6)	(2)	(4)	(6)
		Internal capture	5% of use 3	(66)	(1)	(1)	(2)	(4)	(4)	(8)
3	ITE 492	Health/fitness Club	40,000 S.F. Gross Floor Area	1,317	20	28	48	83	79	162
		Internal capture	5% of use 3	(66)	(1)	(1)	(2)	(4)	(4)	(8)
4	ITE 710	Office building, general	20,000 S.F. Gross Floor Area	220	27	4	31	5	25	30
		Total new adjacent proposed trips:		6,868	120	114	234	332	346	678
		<u>Pass-by reductions for vehicles:</u>								
2		Shopping center	40%	(1,893)	(26)	(17)	(43)	(83)	(90)	(173)
3		Health/fitness Club	20%	(250)	(4)	(5)	(9)	(16)	(15)	(31)
		Total new non-adjacent proposed trips:		4,725	90	92	182	233	241	474
		<u>Existing development:</u>								
5	ITE 220	Apartments	72 Dwelling Units	484	7	30	37	29	16	45
		Total existing trips:		484	7	30	37	29	16	45
		Net project trips: Adjacent		6,384	113	84	197	303	330	633
		Non-Adjacent		4,241	83	62	145	204	225	429

Table 2: Significant Transportation Impact Thresholds

Level of Service	Projected future Volume to Capacity Ratio (v/c), including Project	Project-Related Impact ($\Delta v/c$)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010

Table 3: Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

13103-13225 Victory Boulevard Mixed Use Project

Intersection	Peak Hour	Year 2006 Existing		Year 200X without Project		Year 200X with Project		Project Impact $\Delta v/c$	Year 200X with mitigation	
		v/c	LOS	v/c	LOS	v/c	LOS		v/c	$\Delta v/c$
Fulton Av & Vanowen St	AM	0.651	B	0.712	C	0.717	C	0.005	N/A	N/A
	PM	0.663	B	0.729	C	0.733	C	0.004	N/A	N/A
Coldwater Cyn Av & Vanowen St	AM	0.708	C	0.767	C	0.770	C	0.003	N/A	N/A
	PM	0.800	C	0.873*	D	0.876	D	0.003	N/A	N/A
Fulton Av & Kittridge St	AM	0.509	A	0.569	A	0.573	A	0.004	N/A	N/A
	PM	0.413	A	0.459*	A	0.480	A	0.021	N/A	N/A
Woodman Av & Victory Bl*	AM	0.870	D	0.948*	E	0.957	E	0.009	0.927	-0.021
	PM	0.907	E	0.985	E	1.008	F	0.023	0.978	-0.007
Fulton Av & Victory Bl	AM	0.655	B	0.724	C	0.733	C	0.009	N/A	N/A
	PM	0.691	B	0.772*	C	0.799	C	0.027	N/A	N/A
Atoll Av & Victory Bl*	AM	0.489	A	0.531*	A	0.579	A	0.048	0.561	0.030
	PM	0.568	A	0.619	B	0.754	C	0.135	0.678	0.059
Ethel Av & Victory Bl*	AM	0.477	A	0.520	A	0.553	A	0.033	0.523	0.003
	PM	0.578	A	0.633	B	0.730	C	0.097	0.700	0.067
Coldwater Cyn Av & Victory Bl*	AM	0.791	C	0.867	D	0.870	D	0.003	0.840	-0.027
	PM	0.816	D	0.896	D	0.933	E	0.037	0.903	0.007
Whitsett Av & Victory Bl	AM	0.694	B	0.819	D	0.824	D	0.005	N/A	N/A
	PM	0.817	D	0.959	E	0.968	E	0.009	N/A	N/A
Fulton Av & Oxnard St	AM	0.603	B	0.656	B	0.657	B	0.001	N/A	N/A
	PM	0.618	B	0.679*	B	0.684	B	0.005	N/A	N/A
Coldwater Cyn Av & Oxnard St	AM	0.658	B	0.722	C	0.727	C	0.005	N/A	N/A
	PM	0.581	A	0.641*	B	0.648	B	0.007	N/A	N/A

*Significantly impacted intersection

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

April 24, 2008

RECEIVED
CITY OF LOS ANGELES

To: Department of City Planning
Environmental Review Section
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attn: David Somers, Environmental Review Coordinator

MAY 13 2008

ENVIRONMENTAL
UNIT

From: Fire Department

Subject: The Plaza @ The Glen

PROJECT LOCATION

13007 – 13075 Victory Boulevard

PROJECT DESCRIPTION

Proposed replacement of existing shopping center (about 152,000 square feet [sf] of space including gym plus 753 parking spaces) with mixed-use project of about 1.3 million sf including: 140,000 sf retail, 100,000 sf restaurant, 45,000 sf market, 45,000 sf gym, 2,500-seat theater, 550,000 sf office, 150 residential units (175,000 sf), 150-room hotel (175,000 sf) with 3,200 to 3,900 parking spaces.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from 4 fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

B. Response Distance, Apparatus, and Personnel

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1 ½ mile(s), the first-due Truck Company within 1 1/2 mile(s).

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 102
13200 Burbank Boulevard
Van Nuys, CA 91401
Task Force Truck and Engine Company
Staff - 10
Miles – 1.1 miles

Fire Station No. 39
14415 Sylvan Street
Van Nuys, CA 91401
Task Force Truck and Engine Company
Hazardous Materials Squad
Paramedic Rescue Ambulance
Battaion 10 Headquarters
Staff – 17
Miles – 1.7 miles

Fire Station No. 89
7063 Laurel Cyn. Boulevard
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
Staff – 12
Miles – 2.2 miles

Fire Station No. 60
5320 Tujunga Avenue
North Hollywood, CA 91601
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance, Batt 14 Headqrtrs
Staff – 15
Miles – 3.1 miles

Fire Station No. 78
4230 Coldwater Cyn. Boulevard
Studio City, CA 91604
Paramedic Engine Company
Staff – 4
Miles – 3.0

The above distances were computed from Street Index program and are approximations to the furthest most portion of the project from each fire station.

Based on these criteria (response distance from existing fire stations), fire protection would be considered **(adequate)**.

At least two different ingress/egress roads for each area, which will accommodate major fire apparatus and provide for major evacuation during emergency situations, shall be required.

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

Irrigated and managed greenbelts around the perimeter of all structures for a distance of **100** feet shall be considered as a buffer between the brush and the proposed project.

All landscaping shall use fire-resistant plants and materials. A list of such plants is available from the Fire Department Brush Clearance Unit (818) 374-1111.

All homes shall have noncombustible roofs. (Non-wood)

The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the homeowner's Association under supervision to the Los Angeles City Fire Department in order to reduce the risk of brush fires spreading to the homes.

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

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

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

This project is located in the very high fire hazard severity zone and shall comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.

Mitigating measures shall be considered. These measures shall include, but not be limited to the following:

- a. Boxed-in eaves.
- b. Single pane, double thickness (minimum 1/8" thickness) or insulated windows.
- c. Non-wood siding.
- d. Exposed wooden members shall be two inches nominal thickness.
- e. Noncombustible finishes.

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

C. Firefighting Personnel Access

During demolition, the Fire Department access will remain clear and unobstructed.

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

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

D. Firefighting Apparatus Access

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

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

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

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

All structures should be fully sprinklered.

Adequate public and private fire hydrants shall be required.

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

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

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

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

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

A "Top Change" will be required on the closest fire hydrant to upgrade from a single 2 ½" to a double 4" x 2 ½".

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

All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.

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

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

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

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

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

Those plot plans be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

CONCLUSION

Project implementation will increase the need for fire protection and emergency medical services in this area.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

The inclusion of the above recommendations along with any additional recommendations made during later reviews of the proposed project, will reduce the impacts to an acceptable level.

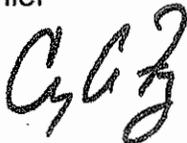
Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact Inspector Robert Duff of the Construction Services Unit at (213) 482-6502.

DOUGLAS L. BARRY
Fire Chief



C.A Fry, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

CAF:RD:vlj

