



CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: APR 04 2013

CPC-2008-4604-GPA-ZC-HD-CUB-DB-SPR
CEQA: ENV-2011-0585-EIR, SCH No. 2011031049

Location: 11122 W. Pico Boulevard; 2431-2441 S. Sepulveda Boulevard; ADD Area: 11240, 11250, 11120, 11160, 11110 W. Pico Boulevard
Council Districts: 5 – Koretz, 11 – Rosendahl
Plan Area: West Los Angeles
Requests: General Plan Amendment, Zone Change, Height District Change, Conditional Use, Density Bonus, Site Plan Review

Applicant: Casden West LA, LLC and Los Angeles County Metropolitan Transportation Authority (MTA)

Representative: Howard Katz, Casden West LA, LLC

At its meeting on February 28, 2013, the following action was taken by the City Planning Commission:

1. **Approved a General Plan Amendment** to Change the Light Manufacturing and Public Facilities land use designation to **Community Commercial**.
2. **Disapproved** a General Plan Amendment for the **Add Area** located at 11110, 11200, 11240, 11250 and 11160 W. Pico Boulevard.
3. **Approved a Zone Change** from M2 and PF to **(T)(Q)C2-1-O**.
4. **Approved a Height District Change** for the PF zoned portion of the site from Height District 1XL to **Height District 1**.
5. **Approved a Conditional Use** to permit the sale and dispensing of a full-line of alcohol for off-site consumption for one grocery tenant.
6. **Approved a Conditional Use** to permit the sale and dispensing of a full-line of alcohol for off-site consumption for one retail tenant.
7. **Approved a Density Bonus** to allow 71 Very Low Income Senior Household units with 36 parking spaces, utilizing Parking Option, with one on-menu incentive to permit a floor area ratio of 3:1.
8. **Approved the Site Plan Review**.
9. **Adopted the attached Conditions of Approval**.
10. **Adopted the attached Findings**.
11. **Certified** that it has reviewed and considered the Environmental Impact Report, **ENV-2008-3989-EIR** (SCH No. 2009061041), including the accompanying mitigation measures, the Mitigation Monitoring and Reporting program, and **Adopt** the related environmental Findings, and Statement of Overriding Considerations as the environmental clearance for the project and Find:
 - a. The Environmental Impact Report (EIR) for the Casden Sepulveda Project, which includes the Draft EIR and the Final EIR, has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State and City of Los Angeles CEQA Guidelines.
 - b. The Project's EIR was presented to the City Planning Commission (CPC) as a recommending body of the lead agency, and the CPC reviewed and considered the information contained in the EIR prior to recommending the project for approval, as well as all other information in the record of proceedings on this matter.
 - c. The Project's EIR represents the independent judgment and analysis of the lead agency.

Recommendation to the City Council:

1. **Recommend** that the City Council **Approve** a **General Plan Amendment** to Change the Light Manufacturing and Public Facilities land use designation to **Community Commercial**.
2. **Recommend** that the City Council **Disapprove** a General Plan Amendment for the **Add Area** located at 11110, 11200, 11240, 11250 and 11160 W. Pico Boulevard.
3. **Recommend** that the City Council **Approve** a **Zone Change** from M2 and PF to **(T)(Q)C2-1-O**.
4. **Recommend** that the City Council **Approve** a **Height District Change** for the PF zoned portion of the site from Height District 1XL to **Height District 1**.
5. **Recommend** that the City Council **Adopt** the attached **Conditions of Approval**.
6. **Recommend** that the City Council **Adopt** the attached **Findings**.
7. **Recommend** that the City Council **Certify** it has reviewed and considered the Environmental Impact Report, **ENV-2008-3989-EIR** (SCH No. 2009061041), including the accompanying mitigation measures, the Mitigation Monitoring and Reporting program, and **Adopt** the related environmental Findings, and Statement of Overriding Considerations as the environmental clearance for the project and Find:
 - a. The Environmental Impact Report (EIR) for the Casden Sepulveda Project, which includes the Draft EIR and the Final EIR, has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State and City of Los Angeles CEQA Guidelines.
 - b. The Project's EIR was presented to the City Planning Commission (CPC) as a recommending body of the lead agency, and the CPC reviewed and considered the information contained in the EIR prior to recommending the project for approval, as well as all other information in the record of proceedings on this matter.
 - c. The Project's EIR represents the independent judgment and analysis of the lead agency.

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

This action was taken by the following vote:

Moved: Roschen
Seconded: Lessin
Ayes: Burton, Eng, Hovaguimian
Absent: Freer, Cardoso, Perlman, Romero

Vote: 5 - 0



James K. Williams, Commission Executive Assistant II
City Planning Commission

Appeals: If the Commission has disapproved the Zone Change request, in whole or in part, the applicant may appeal that disapproval to the Council within 20 days after the mailing date of this determination. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

Final Appeal Date: APR 24 2013

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

Attachments: Conditions, Maps, Ordinance, Findings, Resolution
City Planner: Henry Chu

CONDITIONS FOR EFFECTUATING TENTATIVE (T) CLASSIFICATION REMOVAL

Pursuant to Los Angeles Municipal Code Section 12.32 G, the "T" Tentative Classification shall be removed by the recordation of a final tract map or by posting guarantees satisfactory to the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Planning Department for attachment to the subject City Plan Case.

1. **Dedications and Improvements.** Prior to the issuance of any building permit, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:
 - A. **Responsibilities/Guarantees.**
 1. As part of early consultation, plan review, and/or project permit review, the applicant/ developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
 2. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - B. **Street Dedications.** Comply with all street dedication requirements from the Bureau of Engineering.
 - C. **Street Improvements.** Comply with all street improvement requirements from the Bureau of Engineering.
2. **Street Lighting.** Install street lighting facilities as follows:
 - A. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
 - B. Construct new street lights: Five (5) on Sepulveda Boulevard and one (1) on Exposition Boulevard. If street widening per BOE improvement conditions, relocate and upgrade street lights: one (1) on Pico Boulevard, one (1) on Exposition Boulevard, and one (1) on Sawtelle Boulevard.

3. **Street Trees.** Construction of tree wells and planting of street trees and parkway landscaping to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.
4. **Sewers.** Construct sewers to the satisfaction of the City Engineer.
5. **Drainage.** Construct drainage facilities to the satisfaction of the City Engineer.
6. **Parking and Driveway Plan.** Prior to the issuance of a building permit, the applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation (Citywide Planning Coordination Section) for approval. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.
7. **Recreation and Parks Dedication/Fee.** Per Section 12.33 of the Municipal Code, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings. (Mitigation Measure M-9)
8. **Schools.** The applicant shall make payment to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. (Mitigation Measure M-8)
9. **Cable Television.** The applicant shall make necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05.N, to the satisfaction of the Information Technology Agency.
10. **Police.** The building plans shall incorporate design guidelines relative to security, semi-public and private spaces (which may include but not be limited to access control to building), secured parking facilities, walls/fences with key systems, well-illuminated public and semipublic space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities and building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, Phone: 213-485-3134). These measures shall be approved by the Police Department prior to the issuance of building permits. (Mitigation Measures M5, M-6, M-7)
11. **Fire Department.** The requirements 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:
 - a. 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.
 - b. During demolition, the Fire Department access will remain clear and unobstructed.

- c. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- d. 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.
- e. 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.
- f. 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.
- g. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- h. 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.
- i. 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.
- j. Adequate public and private fire hydrants shall be required.
- k. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- l. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- m. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- n. 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.
- o. Any required fire hydrants to be installed shall be fully operational and accepted by Fire Department prior to any building construction.
- p. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- q. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

- r. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to the Building and Safety granting a Certificate of Occupancy.
 - s. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - t. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building. But in no case greater than 150 feet horizontal travel distance from the edge of the public street private street on Fire Lane. This stairwell shall extend unto the roof.
 - u. Entrance to the main lobby shall be located off the address side of the building.
 - v. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or the satisfaction of the Fire Department.
 - w. Site plans shall include all overhead utility lines adjacent to the site.
 - x. Any roof elevation changes in excess of 3 feet may require the installation of shops ladders.
 - y. The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by APPOINTMENT ONLY.
12. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

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

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

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Entitlement Conditions

1. **Use.** The Project shall comply with the provisions of the C2 Zone, pursuant to Los Angeles Municipal Code Section 12.14, except where conditions herein are more restrictive.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan stamped "Exhibit A" and dated March 18, 2013. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with the provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

Note: Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

3. **Floor Area.** The total floor area shall be limited to 785,564 square feet, as defined by LAMC Section 12.21.1.A.5.
4. **Density.** The total residential density of the site shall be limited to no more than 638 dwelling units.
5. **Commercial.** The total commercial component shall be limited 160,000 square feet of leasable commercial floor area (to be comprised of retail and grocery market) on the subject site.
6. **Height.** For the purposes of describing the requirements for building heights of the subject project, all structures above the podium level shall be treated as separate buildings (notwithstanding the fact that they may be constructed of one structure), and the height of such structures and the podium itself shall be measured from the baseline elevation of 165 feet, which represents the point at which grade is measured pursuant to the LAMC (based upon an ALTA Survey prepared by HMK Engineering dated August 27, 2007). No building or structure on the subject site shall exceed the height limits listed below, except for roof structures, pursuant to LAMC Section 12.21.B.3.
 - a. Building 1: 96 feet.
 - b. Building 2: 126 feet.
 - c. Building 3: 126 feet.
 - d. Building 4: 196 feet.
 - e. Podium: 35 feet.
7. **Setbacks.** Buildings 1, 2, 3, and 4 shall be set back in accordance with LAMC Section 12.14-C,2.

8. **Parking.** The following shall be required for parking:
- a. Comply with LAMC Section 12.21.A.4 for market-rate residential units and the commercial component of the project.
 - b. Comply with LAMC Section 12.22.A.25 for Very Low Income Affordable Senior units.
 - c. **Guest Parking.** The project shall provide a minimum one (1) guest parking space for every four (4) dwelling units. Fractional amounts shall be rounded up.

Note: In the event Vesting Tentative Tract map 70805 or any tract map issued for subject project is granted approval for parking requirement different from that required from CPC-2008-4604-GPA-ZC-HD-CUB-DB-SPR, the requirement that requires a greater parking requirement shall prevail.

9. Prior to the issuance of any building permits, clearance shall be obtained for compliance for LEED Certification from the Department of City Planning, in accordance with the provisions of the Green Building Program (LAMC Section 16.10).

B. Other Conditions

10. **Construction Related Parking.** No employees or subcontractor shall be allowed to park on surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of heavy construction vehicles along Pico Boulevard, Sepulveda Boulevard, Exposition Boulevard, and Sawtelle Boulevard before 9:00 AM or after 4:00 PM, Monday through Friday. All construction vehicles shall be stored on site unless returned to their owner's base of operations.
11. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering construction materials or construction-machinery shall be limited to the hours beginning at 9:00 AM and ending at 4:00 PM, Monday through Friday. No truck deliveries shall occur outside of that time period. No truck queuing related to such deliveries to the project site shall occur on any local or collector street within the project vicinity outside of that time period.
12. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning.
13. **Maintenance.** The subject property including associated parking facilities, sidewalks, outdoor pool areas, and landscaped planters adjacent to the exterior walls along the property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
14. **Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24-hours of any complain received on this hotline.

15. **Solid Waste.** The developer shall institute a recycling program to the satisfaction of the Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up no less than once a week as a part of the project's regular trash pick-up program.
16. **Noise (Residential).** All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. As an alternative, the developer may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
17. **Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
18. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. 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.
19. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant agreement with respect to the affordable units that shall run with the land and be satisfactory to the Los Angeles Housing Department (LAHD). The covenant shall bind the applicant and/or any subsequent property owner to reserve 11 percent of the dwelling units for occupancy by Very Low Income Senior households. These units will be restricted as affordable rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22-A,25. All density bonus calculations in fractional units shall be rounded up to the nearest whole number (Government Code Section 6591 5(9)(5)).
20. **Unbundling of Parking Stalls.** Prior to the issuance of any Certificate of Occupancy or Temporary Certificate of Occupancy, the Applicant shall submit a plan to implement a program to unbundle residential parking and guest parking from the residential uses. This plan shall include a description of the rental program that shall ultimately set forth respective rent levels to tenants for a dwelling unit with and without parking spaces. The Applicant shall make parking available to each tenant as a separate item in the lease agreement, and offer lower rents to tenants who choose to lease a dwelling without parking spaces.
21. **MTA Passes and Unbundled Parking.** The Applicant shall offer an MTA B-TAP (Transit Access Pass) transit pass to residents who choose not to rent any parking space(s) with their residential unit. This transit pass shall be offered at no additional cost to the resident as long as the tenant resides within the development and continues to not rent any parking spaces with their residential unit and have documented their non-ownership of a car. The Applicant shall have the option to offer any such unused parking spaces to other residential and business tenants. Unbundled parking shall be offered to residential tenants for the life of the Project. Further, on a monthly basis and for a minimum term of 36 months, the Applicant shall provide a pool of up to 75 additional monthly transit passes for use on a first-come, first-serve basis for residential

tenants who request a pass by the 20th of the each preceding month, and have not already received such pass for that preceding month. The Applicant can satisfy this requirement by participating in programs offered by the MTA as applicable.

22. **Conversion of Parking Stalls to Bicycle Stalls.** In the event the Department of City Planning, in consultation with Council Office 5 and the Department of Transportation, determines the supply of bicycle parking stalls at the project site does not meet project residents and employees' demand for these stalls, additional bicycle parking spaces shall be provided as limited below. If requested by the Applicant, guest parking spaces may be converted to bicycle stalls to satisfy this demand. In the event the number of bicycle stalls meets the long term bicycle parking requirements of the Bicycle Parking Ordinance, the Applicant will not be required to provide additional bicycle parking spaces.
23. **Bicycle Storage Facility.** A secure public Bicycle Storage Facility, with lockers, repair and other services with the capacity to store a minimum of 40 bicycles shall be located on the transit plaza to the satisfaction of the City Planning, in consultation with Council Offices 5 and 11, to support "first mile/last mile" travel. The Bicycle Storage Facility shall be clearly marked on project plans.
24. **Bicycle Parking within Subterranean Parking Levels.** Bicycle parking shall be clearly marked on the project plans. A minimum of 144 secured bicycle parking spaces shall be provided within the P-4, P-5, and P-6 levels of the subterranean parking garage.
25. **Bike Share Program.** Prior to the issuance of any Certificate of Occupancy or Temporary Certificate of Occupancy, the Applicant shall submit final plans detailing the incorporation of a bike sharing facility with a minimum 20 bike stalls set aside for the Bike Share Program to the satisfaction of the Director of Planning after consulting with the Department of Transportation (DOT). The final design shall specify the location of the facility and identify how access to and from the facility will be achieved.
26. **Car Sharing Parking Spaces.** A minimum of eight (8) parking spaces shall be set aside for a Car Sharing service (i.e., Zip Car), and located near the leasing office. The Applicant shall submit final plans detailing the location of a Car Sharing Program to the satisfaction of the Director of Planning.
27. **Bikeway Safety Measures.** Prior to the issuance of any Certificate of Occupancy or Temporary Certificate of Occupancy, the Applicant shall submit plans to the Planning Department to install a Bikeway Safety System at the points where traffic from the project crosses the bikeway. The system would include caution signs for bicyclists, pedestrians and drivers and mirrors for exiting drivers to see on-coming traffic, and flashing lights to indicate approaching vehicles. The Applicant shall also work with the MTA to design and install a signal system for the bikeway that will facilitate bicycle travel unless vehicular traffic to or from the site is detected and will prevent such vehicle traffic from queuing and blocking the bikeway.
28. **Employee and Resident Transportation Demand Management.** The Applicant shall implement trip reduction strategies that would encourage and incentivize project employees and residents to carpool, vanpool, or take transit or other modes. Such strategies may include, but not be limited to, the following: guaranteed ride home program, partially or fully subsidized, monthly or annual transit passes provided to all eligible project employees, rideshare matching, administrative support for formation of carpools/vanpools, bike and walk to work promotions, and preferential loading/unloading or parking location for ride-sharing.

29. **Congestion Reduction Service.** Prior to the issuance of any Temporary Certificate of Occupancy, the Applicant shall submit plans that identify a designated area within the development for a concierge service for residents and employees of the residential component of the development. The concierge services to be provided to these constituencies shall include, among other things, portions of the Applicant's Transportation Demand Management Program (TDM). The Applicant shall submit a list of responsibilities and programs, including but not limited to, organizing carpool and ridesharing that the residential concierge service/transit coordinator will undertake. The Applicant will also provide a menu of similar services to the employees of the commercial component of the project as part of its TDM Program, and these services shall be performed by the retail property manager/transit coordinator. These programs shall be to the satisfaction of the Planning Department, in consultation with Council Offices 5 and 11.
30. **Informational Kiosks.** Prior to the issuance of any Certificate of Occupancy or Temporary Certificate of Occupancy, the Applicant shall submit plans for informational kiosks that shall be installed on the Developer Applicant's property within the Transit Plaza or on the Metropolitan Transportation Authority property if approved by the MTA. The informational kiosks shall be located to the satisfaction of the Planning Department and shall include transit schedules and routes and available modes of transportation near the Project site. Informational kiosks located on the Applicant's property may be non-exclusive, i.e. shall be permitted to display other community and project information in combination with transit information.
31. **Driveway Paving.** All driveways shall have paving patterns that are differentiated from the pedestrian sidewalk to the satisfaction of the Urban Design Studio.
32. **Balconies.** Balconies within a line of site of a public right of way (i.e. Sepulveda Boulevard, Pico Boulevard, and Exposition Boulevard) shall be designed with a minimum of 50% of opaque or solid materials on the balcony walls. The applicant shall indicate on the final elevation plans the height of the balcony wall and material(s) being used to the satisfaction of the Planning Department.
33. **Enhanced Bus Stops.** Prior to the issuance of any building permit, the Applicant shall submit evidence to the satisfaction of the Planning Department, from the Department of Transportation that discussions have been made to fund enhanced bus stop improvements for the two stops located near the southwest corner of Pico Boulevard and Sepulveda Boulevard.
34. **Site Development.** Prior to the issuance of any building permit, the Applicant shall submit proposed updated development and architectural plans that include final design detailing building articulation, facades, and windows for the commercial retail uses and residential buildings to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The final design shall also include detailed information on hardscape and landscape materials, furniture, lighting, irrigation, pedestrian walkways on the podium level, bicycle facilities and parking, space dedicated for the Car-Share Program and Bike Share Program, and other features, such as water features, if proposed, and shall also address the south façade facing the Expo Line. Upon approval by the Director of Planning, the final design shall be deemed to be in substantial conformance with this condition.

35. Driveway Plan. Prior to the issuance of a demolition permit, the Applicant shall submit a driveway plan, to the satisfaction of DOT, which addresses:

- a. Pedestrian safety and technology and equipment installed within the driveways proposed along Pico Boulevard and Sepulveda Boulevard.
- b. All delivery truck loading and unloading shall take place on site with no vehicles backing into or out of the Project site from any adjacent street.

The driveway and circulation plan shall be submitted to DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, at 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the Applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

36. Wayfinding Signage. Prior to the issuance of any Certificate of Occupancy or Temporary Certificate of Occupancy, the Applicant shall submit plans for wayfinding signage along the perimeter of the Project property, at the above-ground podium level for residents, and throughout the site to increase awareness of non-car amenities, to the satisfaction of the Planning Department.

37. Bus/Shuttle Layover Areas. When reasonably appropriate prior notice has been given, the Applicant shall participate in all meetings conducted by staff of the applicable transit agencies pertaining to the development of bus/shuttle layover areas within or near the project site.

38. Residential Dwelling Units. No residential dwelling units shall be within 500 feet of the Freeway.

39. Big Box Retail and Grocery Market Entrance/Exit. The Applicant shall design the Project to include an Entry/Exit access point at the southeast portion for the big box retail store and grocery market. The entry/exit access point shall not be limited to an emergency exit but shall serve as an additional entry/exit for the patrons.

40. Public Restrooms. The Applicant shall submit final plans detailing the incorporation of public restrooms located at the southeast portion of the project site to the satisfaction of the Director of Planning. The final design shall specify the location of the facilities and identify how access to and from the facility will be achieved.

41. Affordable Senior Housing Building. The Applicant shall maintain the restricted Affordable Senior units in a separate building from the unrestricted units, and shall design the restricted building to meet the physical and social needs of senior citizens so as to comply with California Civil Code Section 51.2.

C. Environmental Conditions**42. Aesthetics (Visual Resources/Views) and Geology**

- a. Mitigation Measure B-1: All open areas not used for building, driveways, pedestrian amenities 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.
- b. Mitigation Measure B-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and in good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.
- c. Mitigation Measure B-3: The exterior of all buildings and fences shall be free from graffiti pursuant to LAMC Section 91.8104.15.
- d. Mitigation Measure B-4: On-site signs shall be limited to the maximum allowable under the LAMC.
- e. Mitigation Measure B-5: Multiple temporary signs in the store windows and along the building walls are not permitted.
- f. Mitigation Measure B-6: A landscape plan shall be prepared by a licensed landscape architect.
- g. Mitigation Measure B-7: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.
- h. Mitigation Measure B-8: The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Street Tree Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

43. Aesthetics (Light, Glare and Shadow)

- a. Mitigation Measure B-9: Outdoor lighting shall be designed and installed with shielding so that the light source cannot be seen from adjacent residential properties.
- b. Mitigation Measure B-10: All exterior windows and glass used on the building surfaces shall be non-reflective.
- c. Mitigation Measure B-11: All new street and pedestrian lighting within the public right-of-way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

- d. Mitigation Measure B-12: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
- e. Mitigation Measure B-13: Prior to the issuance of a building permit, architectural plans showing building surface materials shall be submitted to the Department of City Planning for review to ensure that specific surfacing materials and trim shall not cause roadway glare.

44. Air Quality (Construction)

- a. Mitigation Measure C-1: The Project Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the construction of the Development Project. Project Applicant shall include in the construction contract documents the air quality control measures required and recommended by the SCAQMD. Examples of the types of measures currently required and recommended by SCAQMD include the following:
 - i) Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
 - ii) Use the most current grade of low-emission diesel fuel approved by ARB and available in the South Coast Air Basin for heavy-duty diesel-powered equipment operating and refueling at the Project site.
 - iii) Limit truck and equipment idling time to five minutes or less, when equipment is not in active use, as required by ARB.
 - iv) Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines wherever possible.
- b. Mitigation Measure C-2: Consistent with SCAQMD recommendations and to the extent feasible during Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
 - i) January 1, 2012 to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ii) Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- c. Mitigation Measure C-3: The Project Applicant shall implement appropriate dust control measures during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Examples of the types of dust control measures currently required and/or recommended include, but are not limited to, the following:
- i) Water active grading/excavation sites and unpaved surfaces at least three times daily.
 - ii) Cover stockpiles with tarps or apply non-toxic chemical and soil binders.
 - iii) Limit vehicle speed on unpaved roads to 15 mph.
 - iv) Sweep daily (with water sweepers) all paved construction parking areas and staging areas.
 - v) Provide daily clean-up of mud and dirt carried onto paved streets from the site.
 - vi) Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
 - vii) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 mph over a 30-minute period or more.
 - viii) An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

45. Cultural Resources (Archeological Resources)

- a. Mitigation Measure D-1: A covenant and agreement shall be recorded between the Development Applicant and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any archaeological resources are encountered during Project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (SCCIC) (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archeologist who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Archaeological survey, study or technical report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. Project development activities may resume once copies of the archaeological survey, study or report are submitted to the SCCIS at CSU Fullerton. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

46. Cultural Resources (Paleontological Resources)

- a. Mitigation Measure D-2: A covenant and agreement shall be recorded between the Development Applicant and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any paleontological materials are encountered during the course of the Project development, the project shall be halted. The services of a qualified paleontologist approved by

the City or County of Los Angeles and the Los Angeles County Natural History Museum (LACM) Vertebrate Paleontology Section shall be retained to assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontological survey, study or technical report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resources. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the LACM. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

47. Cultural Resources (Human Remains)

- a. Mitigation Measure D-3: If human remains are discovered at the Project site during construction, work at the construction site shall be halted, and the City of L.A. Public works Department and County coroner shall be immediately notified. The County Coroner (1104 N. Mission Road, Los Angeles, CA 90033) can be contacted at (323) 343-0512 (8 a.m. to 5 p.m. weekdays) or (323) 343-0714 (after hours, weekends, and holidays). The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are determined by the County Coroner to be Native American, the Coroner has 24 hours to notify Native American Heritage Commission (NAHC). The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance, or, if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

48. Geology and Soils (Expansive Soils)(Erosion)

- a. Mitigation Measure E-1: The Development Project shall be designed and constructed in accordance with the recommendations provided in the Geotechnical Report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits.

49. Greenhouse Gases (Direct or Indirect Effects)

- a. Mitigation Measure F-1: The Development Project shall meet the requirements of the City of Los Angeles Green Building code. Specifically, as it relates to the reduction of GHG emissions, the Development Project shall:
 - i) Be designed to exceed Title 24 2008 standards by 15 percent;
 - ii) Reduce potable water consumption by 20 percent through the use of low-flow water fixtures; and
 - iii) Each appliance provided and installed shall meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

50. Hazards and Hazardous Materials (Routine Transport, Use or Disposal/Reasonably Foreseeable Upset and Accident Conditions) (Hazardous Materials Sites)

- a. Mitigation Measure G-1: If contamination is discovered at the Project site, prior to issuance of a building permit, the applicant shall obtain a "No Further Action" letter from the appropriate state or local agency that verifies all identified contaminants have been remediated to below the Maximum Concentration Levels (MCL) appropriate for residential use. The Project Applicant shall also receive verification from the appropriate state or local agency that all soil to be exported offsite is remediated to the appropriate levels for export.
- b. Mitigation Measure G-2: Prior to issuance of a building permit, the applicant shall selectively remove soils containing elevated arsenic from the site, and shall receive verification from the LACFD that acceptable MCL levels appropriate for residential uses are present across the site.
- c. Mitigation Measure G-3: Prior to issuance of a building permit, during site grading activities, environmental monitoring of on-site soils within disturbed areas in the former tank/clarifier areas shall be implemented pursuant to a site specific Soil Management Plan. Specifically, soils must be analyzed for TPH. The environmental monitoring must define the extent of any remaining soil contamination and the Soil Management Plan must identify and classify any contaminated soils encountered during excavation and grading, including appropriate remediation methods and reuse limitations, if any. Prior to issuance of a building permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified abatement consultant that no contaminated soils are present on-site. If any remaining contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with Department of Building and Safety and other applicable state and federal regulations.
- d. Mitigation Measure G-4: Prior to issuance of a building permit, the applicant shall provide a letter to the LAFD Underground storage Tank Division from a qualified UST decommissioning consultant that no USTs are present on-site. If USTs are found to be present, a qualified UST consultant shall decommission the USTs in compliance with LAFD, RWQCB, and DTSC standards. ASTs shall also be decommissioned in compliance with applicable LAFD, RWQCB, and DTSC standards, which are designed to ensure that any residual materials within the tanks are properly removed, contained, and disposed and that no material spillage and resultant impact to soils and water quality results from the tank removal process.
- e. Mitigation Measure G-5: Prior to issuance of a demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified PCB abatement consultant that no PCBs are present on-site. If PCBs are found to be present, a qualified abatement consultant shall abate the site in compliance with the applicable city, state and federal rules and regulations. Such abatement will typically consist of removing the PCB containing materials while implementing protective measures to minimize dust generation, store PCB contaminated materials, regularly clean work areas, and properly dispose of contaminated protective clothing.

- f. Mitigation Measure G-6: Prior to issuance of a demolition permit, structures at the Project site that are to be demolished shall be examined for the presence of suspected ACMs by a qualified asbestos abatement consultant. Suspected ACMs that were not previously sampled shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abate the buildings in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations. Asbestos abatement typically consists of sealing the building, removing the asbestos as sections are demolished, and utilizing specially designed vacuums to segregate the asbestos for removal from the site.
- g. Mitigation Measure G-7: Prior to issuance of a demolition permit, structures at the Project site that are to be demolished shall be examined for the presence of LBP by a qualified LBP removal contractor. Any contractor engaged to work in structures containing LBP who may disturb lead containing surfaces shall be notified of the hazard and their requirement to comply with applicable city, state, and federal regulations. Any LBP identified shall be abated by a qualified abatement contractor in accordance with all applicable city, state and federal regulations. Prior to issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified LBP removal consultant that no LBP is present in the buildings.

51. Hydrology and Water Quality (Groundwater/Water Quality)

- a. Mitigation Measure H-1: The Development Project shall be designed and constructed in accordance with the recommendations provided in a final geotechnical report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits. The specific design recommendations presented in the comprehensive geotechnical report shall be incorporated into the design and construction of the Proposed Project.
- b. Mitigation Measure H-4: Prior to the issuance of a demolition and building permits, the applicant shall provide proof to the City that a NOI has been filed with the SWRCB for coverage under the General Construction Permit and a project-specific Risk Assessment, and SWPPP have been prepared. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Board, or a letter from either agency stating that the NOI has been filed. The SWPPP shall include a menu of BMPs to be selected and implemented based on the phase of construction and the weather condition to effectively control erosion, sediment, and other construction-related pollutants to meet the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards. The BMPs to be implemented during construction shall address the following:
 - i) Erosion Control;
 - ii) Sediment Control;
 - iii) Waste and Materials Management;
 - iv) Non-stormwater Management;

- v) Training and Education; and
- vi) Maintenance, Monitoring, and Inspections.

As required by the Construction General Permit, during all phases of construction, the Project shall implement BMPs consistent with the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards. BMPs for reducing erosion and sediment control include site planning considerations, vegetative stabilization, physical stabilization, diversion of runoff, velocity reduction of runoff, and sediment trapping filter. In addition to the SWPPP, all earthwork on the Project site shall be performed in accordance with the requirements of the City of Los Angeles Building and Safety, the City of Los Angeles Civil Engineer of Record.

- c. Mitigation Measure H-5: The amount of exposed soils shall be limited and erosion control procedures implemented for those areas that must be exposed.
- d. Mitigation Measure H-6: Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities.
- e. Mitigation Measure H-7: Appropriate dust suppression techniques, such as watering or tarping shall be used in areas that must be exposed.
- f. Mitigation Measure H-8: All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- g. Mitigation Measure H-9: Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- h. Mitigation Measure H-10: The construction contractors and users of the Project site shall not hose down pavement at material spills. Dry cleanup methods shall be used whenever possible.
- i. Mitigation Measure H-11: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.
- j. Mitigation Measure H-12: Truck loads shall be tarped.
- k. Mitigation Measure H-13: Simple sediment filters shall be constructed at or near the entrances to the municipal storm drain system wherever feasible.
- l. Mitigation Measure H-14: Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.

- m. Mitigation Measure H-15: All construction areas shall be secured to control off-site migration of pollutants. The Project applicant/developer shall conduct truck-wheel cleaning and truck washing to prevent dirt in storm water.
- n. Mitigation Measure H-16: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- o. Mitigation Measure H-17: The Project applicant/developer shall keep vehicles in good working order.
- p. Mitigation Measure H-18: The Project Applicant shall implement storm water BMPs to capture and manage 100 percent from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period in the following order of priority: infiltration, evapotranspiration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities. If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 percent capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.
- q. Mitigation Measure H-19: Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- r. Mitigation Measure H-20: The Project Applicant shall utilize trees and other vegetation by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- s. Mitigation Measure H-21: Impervious surface area shall be minimized by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; until pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- t. Mitigation Measure H-22: Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- u. Mitigation Measure H-23: Toxic wastes shall be discarded at a licensed regulated disposal site. Trash dumpsters shall be stored under cover and with drains routed to the sanitary sewer, or use non-leaking and water-tight dumpsters with lids. Drip pans or absorbent materials shall be used whenever grease containers are emptied. Containers shall be washed in an area with properly connected sanitary sewer.

- v. Mitigation Measure H-24: Wastes shall be reduced and recycled, including: paper, glass, aluminum, oil, and grease.
- w. Mitigation Measure H-25: The use of hazardous materials and waste shall be reduced by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- x. Mitigation Measure H-26: All storm drains inlets and catch basins within the Project area shall be stenciled with prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.
- y. Mitigation Measure H-27: Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks with the Project area.
- z. Mitigation Measure H-28: Legibility of stencils and signs shall be maintained.
- aa. Mitigation Measure H-29: Materials with the potential to contaminate stormwater shall 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.
- bb. Mitigation Measure H-30: All storage areas shall be paved and sufficiently impervious to contain leaks and spills.
- cc. Mitigation Measure H-31: All outdoor storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- dd. Mitigation Measure H-32: The owner(s) of the properties shall prepare and execute 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.
- ee. Mitigation Measure H-33: Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated into the Proposed Project as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits, and channels shall be protected 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. Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

52. Hydrology and Water Quality (Surface Hydrology/Existing Drainage)

- a. Mitigation Measure H-2: The Applicant of the Development Project shall maintain all structural or treatment control BMPs for the life of the Development Project.
- b. Mitigation Measure H-3: The Proposed Development Project shall be designed and constructed in accordance with the recommendations provided in a final geotechnical report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits.

53. Land Use Planning (Conflict with Land Use Plan, Policy or Regulation)

- a. Mitigation Measure I-1: The Development Project Applicant shall comply with all applicable zoning requirements of the requested zoning and shall incorporate traffic mitigation measures and/or pay any required fees set forth in the WLA Transportation Improvement and Mitigation Specific Plan as determined by the LDOT.
- b. Mitigation Measure I-2: Prior to issuance of building permit, the Development Project shall demonstrate compliance with the applicant portions of both the Commercial Citywide Design Guidelines and the Residential Citywide Design Guidelines at the discretion of the Department of City Planning Urban Design Studio.
- c. Mitigation Measure I-3: For the residential portion of the Development Project, an air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.

54. Noise (Cumulative Construction and Operation) and Vibration (Construction and Operation)

- a. Mitigation Measure K-1: Construction at the Project site shall occur only between 7:00 AM and 9:00 PM Monday through Friday and between 8:00 AM and 6:00 PM on Saturdays and national holidays. There shall be no construction activities on Sundays.
- b. Mitigation Measure K-2: Loading dock activities that occur outside at the Project site shall occur only between 7:00 AM and 10:00 PM. Exterior loading dock activities shall not be permitted on site outside of these hours.
- c. Mitigation Measure K-3: Delivery truck drivers shall minimize acceleration and maintain reduced vehicle speeds while on site. Signs shall be posted instructing delivery truck drivers to turn off their engines in the parking and loading areas (with the exception of refrigerated delivery trucks or other vehicles that require power to safely maintain their cargo), and to maintain quiet operations while on site. This includes turning off radios/stereo systems in the delivery trucks. All delivery trucks shall be required to have properly maintained, factory-approved mufflers.
- d. Mitigation Measure K-4: There shall be no speed bumps or uneven pavement in the loading dock area or on the driveway serving the loading dock.
- e. Mitigation Measure K-5: Once detailed architectural plans for the Proposed Project are available, an acoustical study shall be conducted to verify that the interior noise level at all residential units on the Project site shall not exceed the City's standard of 45 dB CNEL. The design features required to achieve compliance may include one or more of the following elements, as verified by the acoustical study: sound-rated windows and doors, size and orientation of windows relative to the noise sources (streets, freeway, and light rail line), upgraded exterior wall construction, insulation batts, and forced air ventilation/air conditioning. The study shall address both existing and future noise levels.

- f. Mitigation Measure K-6: Once detailed mechanical plans for the Proposed Project are available, an acoustical study shall be conducted in order to verify that the future noise levels generated by mechanical equipment (air conditioners, elevator equipment, refrigeration equipment, exhaust fans, etc.) at the Project site comply with the City's noise ordinance standards. The study shall address potential impacts of noise from commercial portions of the Proposed Project on residential portions of the Project Site as well as impacts at off-site receptors. The design features necessary to achieve compliance may include one or more of the following elements, as verified by the acoustical study: selecting quieter equipment, adding or upgrading silencers, improving the design of mechanical penthouses, raising the height of rooftop parapet walls, placing equipment inside a building, and/or installing screen walls around individual equipment items.
- g. Mitigation Measure K-7: During the construction phase, the Project Contractor shall store and maintain equipment as far away as is reasonably possible from residential areas and noise-sensitive receptors.

55. Public Services (Fire Protection)

- a. Mitigation Measure M-1: The Development Project shall provide for and install a 10-inch water main to serve the Project site to satisfy the required 4,000 gallons-per-minute fire flow.
- b. Mitigation Measure M-2: The Project Applicant shall submit a plot plan to the LAFD prior to occupancy of the Project, for review and approval, which shall provide the capacity of the fire mains serving the Project site. Any required upgrades shall be identified and implemented prior to occupancy of the Project.
- c. Mitigation Measure M-3: The Development Project shall comply with all fire code and ordinance requirements for building construction, emergency access, water mains, fire flows, and hydrant placement. Prior to the issuance of a certificate of occupancy for any phase of the Project, the Applicant shall implement all fire code and ordinance requirements to the satisfaction of the LAFD.
- d. Mitigation Measure M-4: The design of the Project site shall provide adequate access for LAFD equipment and personnel to the structure.

56. Public Services (Police Protection)

- a. Mitigation Measure M-5: During construction activities, the Development Project developer shall ensure that all on-site areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass.
- b. Mitigation Measure M-6: The Development Project design shall address:
 - i) Access control to proposed structures including parking areas;
 - ii) Proposed security lighting; and
 - iii) Landscaping planning and minimization of dead space to eliminate areas of concealment.

- c. Mitigation Measure M-7: The Development Project shall comply with The Design Out Crime Guidelines: Crime Prevention Through Environmental Design, published by LAPD. Additionally, all crime prevention features shall be reviewed by LAPD prior to the issuance of a building permit.

57. Public Services (Schools)

- a. Mitigation Measure M-8: The applicant shall be required to pay LAUSD developer school fees to the satisfaction of the administering agency.

58. Public Services (Parks and Recreation)

- a. Mitigation Measure M-9: The Development Project Applicant shall pay all required parkland fees pursuant to LAMC Section 21.10.3(a)(1).
- b. Mitigation Measure M-10: In consultation with the City of Los Angeles Department of Recreation and Parks, the Development Project Applicant shall be required to comply with one or more of the following: 1) dedicate two acres of parkland per 1,000 residents, 2) pay in-lieu fees for any land dedication requirement shortfall, or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof.

59. Public Services (Libraries)

- a. Mitigation Measure M-11: The Development Project Applicant shall pay a mitigation fee of \$200 per capita based upon the projected residential population generated as a result of the build-out of the proposed development.

60. Transportation and Traffic (Access)

- a. Mitigation Measure N-9: Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall install a new eastbound left-turn lane (approximately 50-foot-pocket plus appropriate transitions) and a new westbound right-turn lane (approximately 100-foot-pocket plus appropriate transitions) on Exposition Boulevard.

61. Transportation and Traffic (Intersections/Street Segments) and Air Quality (Operations)

- a. Mitigation Measure N-1: Prior to issuance of a Building Permit, the development Project Applicant shall pay traffic impact fees to the City, based on the requirements of the WLA TIMP.
- b. Mitigation Measure N-2: Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to the satisfaction of LADOT to reduce traffic impacts of the Development Project encouraging Development Project residents, employees, and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The TDM program shall include implementation of several TDM strategies, including, but not limited to the following:

- i) On-site Transportation Coordinator, in charge of the following:
 - a) Carpool/Vanpool and Rideshare matching
 - b) Preferential Vanpool/Carpool Parking
 - c) Enrollment in Metro's B-Tap pass program (annual group rate discounted transit passes) for all onsite residential occupants and retail employees
 - d) Parking Cash-Out
 - e) Flex-Use Vehicles
 - f) Guaranteed Ride Home
 - ii) Bicycle Racks and Showers/Lockers
 - iii) Flexible Work Hours/Telecommute Opportunities
 - iv) Bus/Transit Stop Shelters and/or Amenities
 - v) Wayfinding Information and Signage
- c. Mitigation Measure N-3: The Applicant shall implement a mitigation package in coordination between LADOT and Council District 5, and the surrounding community that shall include the three major components listed below. The determination of the "fair share" cost of this mitigation shall be subject to final approval by Council District 5 and LADOT. Subsequent to this determination, the Applicant shall be responsible for executing the appropriate agreement to guarantee the Development Project's obligation to said agreement, prior to the issuance of any certificate of occupancy.
 - i) The Applicant shall provide funding assistance, fair share cost consideration, at the discretion of LADOT, for all aspects of the Expo Light Rail (ELR) Phase 2 – Pico Boulevard/Sepulveda Boulevard Station development including: grade separated station construction, transit station enhancements, parking meter technology upgrades, shuttle/circular services, etc.
 - ii) The Applicant shall provide funding assistance, fair share cost consideration at the discretion of LADOT, for all applicable aspects of the City's Mobility Hub concept to the planned ELR Phase 2 Pico/Sepulveda Station including, but not limited to such measures as: secure bicycle parking, bicycle sharing, hourly car rentals, and a folding bike leasing program.
 - iii) The Applicant shall provide funding assistance, fair share consideration at the discretion of LADOT, for all available Capital Improvement projects in the general area surrounding the Project site.
- d. Mitigation Measure N-4: Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall widen the northwest corner of the Ohio Avenue and Sepulveda Boulevard intersection within the existing right-of-way to construct a new southbound right-turn only lane on Sepulveda Boulevard at this location.
- e. Mitigation Measure N-5: Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall restripe the southbound approach of Westwood Boulevard at the intersection of Olympic Boulevard and Westwood Boulevard within the existing roadway width to add a new right-turn-only lane.
- f. Mitigation Measure N-6: Prior to issuance of a Certificate of Occupancy, at the intersection of Tennessee Avenue/San Diego southbound off-ramp and Sawtelle Boulevard, the Development Project Applicant shall convert the existing through/right-turn lane of the off-ramp to a left-turn/through/right-turn lane, and reconfigure the traffic signal phasing to provide opposed east-west signal indications. (This measure requires review and approval from Caltrans).

- g. Mitigation Measure N-7: Prior to issuance of a Certificate of Occupancy, at the intersection of Pico Boulevard and Barrington Avenue, the Development Project Applicant shall increase capacity by implementing the following:
 - i. Restripe the northbound approach of Barrington Avenue within the existing roadway width to provide an exclusive right-turn-only lane; and
 - ii. Install new left-turn signal phasing (protected/permissive) for both the northbound and southbound approaches of this intersection, consistent with the City's ongoing left-turn phasing installation program.
- h. Mitigation Measure N-8: Prior to issuance of a Certificate of Occupancy, at the intersection of Venice Boulevard and Sepulveda Boulevard, the Development Project applicant shall do the following:
 - i) Widen the east side of Sepulveda Boulevard north of Venice Boulevard, and restripe the northbound approach to convert the existing right-turn only lane to a shared through/right-turn lane; and
 - ii) Restripe the north leg of Sepulveda Boulevard to provide a third northbound "receiving" lane, which will ultimately transition back to the two existing northbound travel lane configuration.

62. Transportation and Traffic (Bicycle, Pedestrian, and Vehicular Safety)

- a. Mitigation Measure N-10: Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall install the following features: new sidewalks and reconstruction of the sidewalks adjacent to the Project site to allow for easier pedestrian flow; caution signage for bicyclists, pedestrians, and drivers at the Development Project driveway; mirrors at the Development Project driveway to allow drivers existing the site to check for on-coming traffic; flashing lights at the Development Project driveway to indicate that a car is approaching the exit.

63. Utilities and Service Systems (Water)

- a. Mitigation Measure O-1: The landscaped irrigation system shall be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patters shall be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) shall water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

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

The irrigation systems shall also meet the following requirements:

- i) Weather-based irrigation controller with rain shutoff;
- ii) Flow sensor and master valve shutoff (large landscapes);
- iii) Matched precipitation (flow) rates for sprinkler heads;
- iv) Drip/microspray/subsurface irrigation where appropriate;

- v) Minimum irrigation system distribution uniformity of 75 percent;
 - vi) Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and
 - vii) Use of landscaping contouring to minimize precipitation runoff.
- b. Mitigation Measure O-2: Prior to issuance of a building permit, the Applicant of the Development Project shall submit a Landscape Plan that includes the water budget calculations and the estimated total water use (ETWU) of the project's landscape. The ETWU shall not exceed the Maximum Applied Water Allowance (MAWA) of the State's Model Water Efficient Landscape Ordinance. The project landscaping shall comply with all other requirements of the State's Model Water Efficient Landscape Ordinance. In addition, drought-tolerant, low water consuming plant varieties shall 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.
- c. Mitigation Measure O-3: The Applicant of the Development Project shall use recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary).
- d. Mitigation Measure O-4: The Applicant of the Development Project shall install ultra-low-flush high-efficiency toilets (1.28 gallons/flush or less, includes dual flush), ultra-low-flush high-efficiency urinals (0.5 gallons/flush or less, includes waterless), and water-saving showerheads (2.0 gallons/minute or less) in both new construction and when remodeling and limited to one showerhead per shower stall. Low flow faucet aerators shall be installed on all sink faucets with a faucet flow rate of 1.5 gallons/minute or less.
- e. Mitigation Measure O-5: Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). Cooling towers shall be operated at a minimum of 5.5 cycles of concentration.
- f. Mitigation Measure O-6: The Applicant of the Development Project shall install domestic water heating systems located in close proximity to point(s) of use, as feasible. Tank-less and on-demand water heaters shall be used as feasible. 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.
- g. Mitigation Measure O-7: The Applicant of the Development Project shall install high-efficiency clothes washers (water factor of 5.0 or less for residential and 7.5 for commercial) where clothes washers are provided, and high-efficiency dishwashers (Energy Star rated) shall be installed where dishwashers are provided. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that water saved by these appliances is typically heated.
- h. Mitigation Measure O-8: The Applicant of the Development Project shall install onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less).

- i. Mitigation Measure O-9: Single-pass cooling shall be prohibited.
- j. Mitigation Measure O-10: The Applicant of the Development Project shall install metering systems as follows:
 - i) All dwelling units shall have individual metering and billing for water use; and
 - ii) All irrigated landscapes of 5,000 square feet or more require separate metering or submetering.
- k. Mitigation Measure O-11: Should it be determined that the existing water main infrastructure is unable to accommodate the estimated water consumption for the Project site, the Applicant of the Development Project shall make special arrangements with LADWP to enlarge the supply lines.

64. Utilities and Service Systems (Wastewater)

- a. Mitigation Measure O-12: Prior to issuance of building permit, the Los Angeles Bureau of Sanitation (LABS) shall verify that sufficient wastewater conveyance capacity exists to accommodate the project's wastewater. If it found that the adjacent sewer infrastructure has insufficient capacity for the Proposed Project, the developer shall be required to build another sewer line or additional laterals with direct flow to the nearest, larger line that has the available capacity. Final verification not sufficient capacity shall be demonstrated prior to issuance of any Certificate of Occupancy.

65. Utilities and Service Systems (Solid Waste)

- a. Mitigation Measure O-13: In compliance with City Ordinance 171,687, the construction contractor shall provide space for recycling containers.
- b. Mitigation Measure O-14: In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.
- c. Mitigation Measure O-15: In compliance with AB 939, to facilitate the on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during construction.
- d. Mitigation Measure O-16: All waste shall be disposed of properly. Approximately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- e. Mitigation Measure O-17: Recycling bins shall be provided at appropriate locations in both residential and retail components to promote recycling of paper, metal, glass, and other recyclable material, including greenwaste. These bins shall be emptied and recycled accordingly in both residential and retail components as a part of the project's regular solid waste disposal program.

66. Utilities and Service Systems (Electricity/Energy)

- a. Mitigation Measure O-18: **Energy Performance.** The Development Project shall exceed California Energy Code requirements, based on the 2008 Energy Efficiency Standards, by 15 percent. Using an Alternative Calculation Method (ACM) approved by the California Energy Commission, calculate each building's TDV energy and CO2 emissions and compare it to the standard or "budget" building.
- b. Mitigation Measure O-19: **Green Power.** The Development Project shall be **required** to use 20 percent of the annual residential and commercial building energy demand from green power. The 20 percent usage could be achieved through the Project's participation in the Los Angeles Department of Water and Power's Green Power Program.
- c. Mitigation Measure O-20: Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of regulations.
- d. Mitigation Measure O-21: Install high-efficiency air conditioning controlled by a **computerized** energy-management system in the retail spaces that provides the following:
 - i) A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
 - ii) A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
 - iii) Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
 - iv) The isolation of air conditioning to any selected floor or floors.
- e. Mitigation Measure O-22: Consider the applicability of the use of thermal energy storage to handle cooling loads.
- f. Mitigation Measure O-23: Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.
- g. Mitigation Measure O-24: Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings via ceiling plenums to reduce cooling loads in warm weather.
- h. Mitigation Measure O-25: Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.
- i. Mitigation Measure O-26: Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space -conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

- j. Mitigation Measure O-27: A performance check of the installed space-conditioning system should be completed by the developer/install prior to issuance of the Certificate of Occupancy to ensure that energy-efficiency measures incorporated into the Development Project operate as designed.
- k. Mitigation Measure O-28: Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and thus, increase lighting efficiency.
- l. Mitigation Measure O-29: Use a white reflective material (in lieu of dark-colored materials but not to replace "green" roofing materials) for roofing meeting California standards for reflectivity and emissivity to reject heat.
- m. Mitigation Measure O-30: Install thermal insulation in walls and ceilings that exceeds requirements established by the California Code of Regulations.
- n. Mitigation Measure O-31: Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.
- o. Mitigation Measure O-32: Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.
- p. Mitigation Measure O-33: Install wherever possible fluorescent and high-intensity-discharge (HID) lamps that give the highest light output per watt of electricity consumed, including all street and parking lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.
- q. Mitigation Measure O-34: Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.
- r. Mitigation Measure O-35: Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- s. Mitigation Measure O-36: Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
- t. Mitigation Measure O-37: Control mechanical systems (heating, ventilation, and cooling and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- u. Mitigation Measure O-38: Incorporate windowless walls or passive solar inset of windows into the Development Project for appropriate exposures.
- v. Mitigation Measure O-39: Design the Development Project to focus pedestrian activity within sheltered outdoor areas.
- w. Mitigation Measure O-40: If applicable, the Applicant of the Development Project shall coordinate with LADWP and fund the installation of the upgraded facilities as needed to maintain an adequate electricity distribution system and/or to connect the Project site to the surrounding infrastructure.

67. Utilities and Service Systems (Natural Gas/Energy)

- a. Mitigation Measure O-41: The Applicant shall coordinate with Southern California Gas and fund the installation of the upgraded facilities needed to connect the Proposed Project to the surrounding infrastructure.

D. Transportation Conditions

- 68. Covenant and Agreement.** Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.
- 69. Transportation Impact Assessment (TIA) Fee.** Pursuant to Section 5 of the WLA TIMP, an applicant for a project within the Specific Plan Area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. The retail component of the proposed project is not exempted from payment of TIA Fee. In addition, as distinguished from impact analysis, "pass-by" discounts are not included in the TIA Fee assessment.
- 70. Project Improvements Implementation.** All improvements, with the exception of the improvement that requires coordination with Caltrans, must be guaranteed before issuance of any building permit, through the BOE B-Permit process. For the improvement that requires Caltrans Review and Approval (CRA), the project applicant must demonstrate a "good faith" effort toward pursuing implementation of the improvement through the submission of an Improvement Status Report (ISR) to DOT, upon request, for review. A temporary certificate of occupancy may be issued provided that the applicant has demonstrated due diligence in implementing the CRA improvement. Prior to issuance of any certificate of occupancy, sufficient progress on the CRA improvement, to the satisfaction of DOT, and construction of all other improvements, to the satisfaction of DOT and BOE, must be completed. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator at (213) 928-9691, to arrange a pre-design meeting to finalize the proposed design needed for the project.
- 71. Transportation Demand Management (TDM).** Pursuant to Section 4.G. of the WLA TIMP, the applicant shall submit a Transportation Demand Management (TDM) Plan to DOT prior to the issuance of any building permit. The project shall also comply with Section 12.26-J (Ordinance 168700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures before the issuance of any building permit.
- 72. Pedestrian Connectivity.** The applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.
- 73. Construction Impacts.** A construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

74. **Site Access and Internal Circulation.** This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

E. Administrative Conditions

75. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
76. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
77. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
78. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
79. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
80. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
81. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if in the decision maker's opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
82. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.

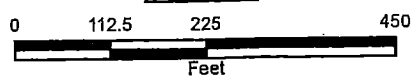
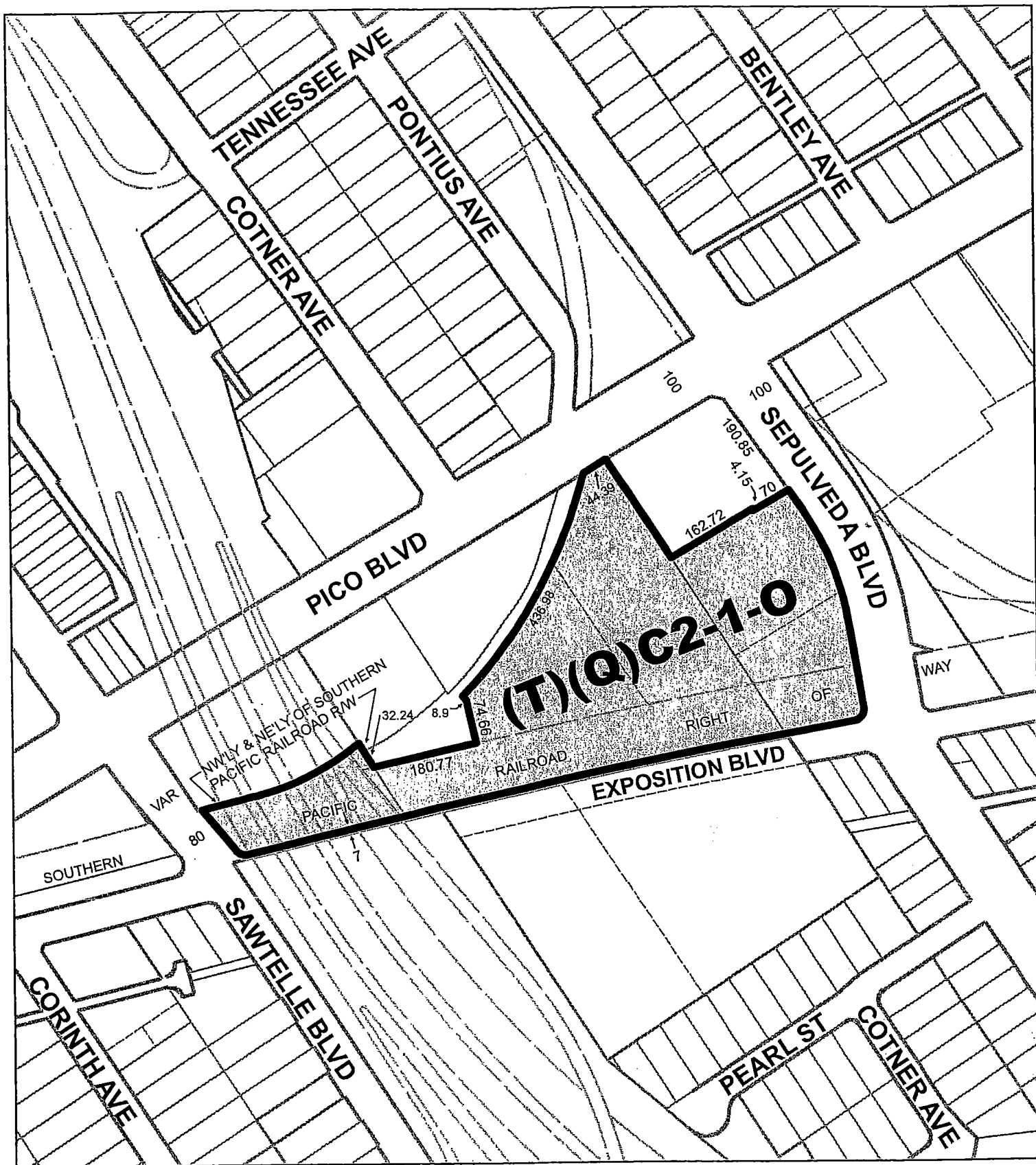
- 83. Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action or proceedings against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

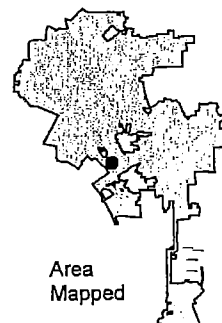
Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications of properties shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the LAMC, so that such portion of the Zoning Map shall conform to the zoning on the map attached hereto and incorporated herein by this reference.



C.M. 123 B 153	CPC-2008-4604-GPA-ZC-HD-CUB-DB-SPR
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CF/

020713



Area
Mapped

CONDITIONS OF APPROVAL

CONDITIONAL USE AND SITE PLAN REVIEW CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **Use.** The Project shall comply with the provisions of the C2 Zone, pursuant to Los Angeles Municipal Code Section 12.14, except where conditions herein are more restrictive.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan stamped "Exhibit A" and dated March 18, 2013. Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the Planning Department. The plans shall comply with the provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

Note: Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

3. **Floor Area.** The total floor area shall be limited to 785,564 square feet, as defined by LAMC Section 12.21.1.A.5.
4. **Density.** The total residential density of the site shall be limited to no more than 638 dwelling units.
5. **Commercial.** The total commercial component shall be limited 160,000 square feet of leasable commercial floor area (to be comprised of retail and grocery market) on the subject site.
6. **Height.** For the purposes of describing the requirements for building heights of the subject project, all structures above the podium level shall be treated as separate buildings (notwithstanding the fact that they may be constructed of one structure), and the height of such structures and the podium itself shall be measured from the baseline elevation of 165 feet, which represents the point at which grade is measured pursuant to the LAMC (based upon an ALTA Survey prepared by HMK Engineering dated August 27, 2007). No building or structure on the subject site shall exceed the height limits listed below, except for roof structures, pursuant to LAMC Section 12.21.B.3.
 - a. Building 1: 96 feet.
 - b. Building 2: 126 feet.
 - c. Building 3: 126 feet.
 - d. Building 4: 196 feet.
 - e. Podium: 35 feet.
7. **Setbacks.** Buildings 1, 2, 3, and 4 shall be set back in accordance with LAMC Section 12.14-C.2.

8. Parking. The following shall be required for parking:

- a. Comply with LAMC Section 12.21.A.4 for market-rate residential units and the commercial component of the project.
- b. Comply with LAMC Section 12.22.A.25 for Very Low Income Affordable Senior units.
- c. Guest Parking. The project shall provide a minimum one (1) guest parking space for every four (4) dwelling units. Fractional amounts shall be rounded up.

Note: In the event Vesting Tentative Tract map 70805 or any tract map issued for subject project is granted approval for parking requirement different from that required from CPC-2008-4604-GPA-ZC-HD-CUB-DB-SPR, the requirement that requires a greater parking requirement shall prevail.

B. Conditional Use Conditions

9. The conditional use authorization herein is for the sale of alcoholic beverages for off-site consumption within the development at one (1) retail store and at one (1) grocery store. The following conditions shall also apply:

- a. The applicant or individual operator shall file a Plan Approval with the department of City Planning prior to the utilization of any grant made herein pursuant to the sale of alcoholic beverages. Each plan approval shall be accompanied by the payment of appropriate fees, pursuant to Section 19.01 C of the Municipal Code, and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. In reviewing the plan approvals for alcohol sales and consumption, the Director of Planning may consider conditions volunteered by the applicant or suggested by the Police Department, but not limited to establishing conditions, as applicable, on the following: hours of operation, security plans, maximum seating capacity, valet parking, noise, character and nature of operation, food service and age limits.
- b. Prior to the issuance of any permits relative to this matter, the applicant shall submit an overall security plan for the project site which shall be prepared in consultation with the Los Angeles Police Department and which addresses security measures for the protection of visitors, residents and employees. The project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors, and elevators equipped with electronic surveillance systems; well-illuminated semi-public space designed with a minimum dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas.
- c. Prior to issuance of the certificate of occupancy, the applicant shall submit copies of the plot plan(s) for review and approval to the Fire Department. The Fire Department's approval shall be shown via a stamp on all plans submitted to the Zoning Administrator for sign-off.
- d. The project site managers, individual business owners, and employees of all private security officers shall adhere to and enforce the 10 p.m. curfew loitering laws concerning all minors within the grounds of the project site without a parent

or adult guardian. The project site managers, individual business owners, or employees of all private security officers shall monitor the area under its control, in an effort to prevent loitering of persons about the premises.

- e. At least one on-duty manager within the facility shall be on the premises at all times that the facility is open for business.
- f. All public telephones shall be located within the interior of the establishment structure. No public phones shall be located on the exterior of the premises under the control of the establishment.
- g. The applicant shall secure a City permit decal denoting approval of alcoholic beverage sales from a Planning Department public counter subsequent to the Zoning Administrator's signature on the Planning Department sign-off form and mount it on either the inside of the window of the subject site facing the street or on the outside of the building (if inside mounting is not possible). The decal shall be visible at all times and mounted before the privileges granted herein are utilized.
- h. There shall be no exterior window signs of any kind or type, promoting alcohol products.
- i. There shall be no advertising of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages.
- j. Within six months of the initiation of alcohol sales, all employees and management of the market and retail store involved in alcohol sales shall be required to complete the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) training program regarding alcohol sales. Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Zoning Administrator as evidence of compliance. In the event there is a change in the licensee and/or a change in employees, within six months of change, this training program shall be required for all new staff.
- k. Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. "No loitering or Public Drinking" signs shall be posted outside the subject facility.
- l. The applicant shall designate a community liaison that shall be available to meet with representatives of the Neighborhood Council, community groups, or neighborhood associations to respond to any community concerns regarding the sale of alcohol.
- m. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Department to impose additional corrective conditions, if, it is determined by the City Planning Department that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
- n. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the

adjoining and neighboring properties, the City Planning Department will have the right to require the Petitioner(s) to file for a Plan Approval application together with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

- o. **Plan Approval.** The applicant or individual operator shall file a plan approval with the Department of City Planning prior to the utilization of any grant made herein pursuant to the sale of alcoholic beverages. The plan approval(s) shall be accompanied by the payment of appropriate fees, pursuant to Section 19.01, C of the Municipal Code, and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. In reviewing the plan approval(s) for alcohol sales, the Zoning Administrator may consider conditions volunteered by the applicant or suggested by the Police Department (Community Problems Unit, 251 E. 6th Street, Room 332, Los Angeles, CA 90014), but not limited to establishing conditions, as applicable, on the following: time period of the grant (i.e. Five years); hours and days of operation; primary use(s); security plans; maximum - seating capacity; maximum floor area; maximum occupancy; valet parking; noise; mode, character and nature of the operation; food service and age limits. Also, the plan approval review application is for the purpose of evaluating the effectiveness of all conditions, associated with alcoholic beverages and dance hall use of this granted action, as to whether additional conditions are necessary or whether conditions may be deleted.

C. Administrative Conditions

10. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval: plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
11. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
12. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
13. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
14. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

15. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
16. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
17. **Utilization of Entitlement.** The applicant/owner shall have a period of five years from the effective date of the subject grant to effectuate the terms of this entitlement by either securing a building permit or a certificate of occupancy for the authorized use, or unless prior to the expiration of the time period to utilize the privileges, the applicant files a written request and is granted an extension to the termination period for up to one additional year pursuant to Sections 12.24.J.3 and 12.28.C, of the Municipal Code. Thereafter, the entitlement shall be deemed terminated and the property owner shall be required to secure a new authorization for the use.
18. **Multiple Entitlements.** The subject Site Plan Review, Density Bonus, and Conditional Use permit for the sale and dispensing of alcohol for off-site consumption require the completion of all applicable conditions of approval herein to the satisfaction of the Planning Department and the effective date of these grants shall coincide with that of the associated Zone Change and Height District change on the property involved.
19. **Effective Date.** The entitlements for the site plan review, conditional use are not effective until the General Plan Amendment is approved.
20. **New Conditions.** Any conditions that are added to or differ from the conditions applied on the General Plan Amendment, Zone Change, or Height District Change shall supersede and be included as conditions of approval for the Conditional Use and Site Plan Review entitlements.
21. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action or proceedings against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the area covered by the West Los Angeles Community Plan, which was adopted by the City Council on July 27, 1999 (pursuant to Council File 98-2024). The Plan map designates the subject property for Light Manufacturing with corresponding zones of MR2, M2, and P and Public Facilities with the corresponding zones of PF. The property contains approximately 6.52 net acres (284,078 square feet before dedications) and is presently zoned M2-1-O and PF-1XL. The Project area has also been identified as an Industrial Mixed Use (IMU) District in the City's recent Industrial Land Use Policy Project (ILUPP) for the West Los Angeles survey area. An IMU District is defined as being a predominantly industrial/employment area that may, given the existence of non-industrial land uses, potentially support residential uses.

The Applicant in this case, is seeking a General Plan Amendment for the West Los Angeles Community Plan to amend the land use designation of the site including the Add Areas from Light Manufacturing and Public Facilities to Community Commercial. The proposed Community Commercial land use designation in the West Los Angeles Community Plan allows the corresponding zones of CR, C2, C4, RAS3, RAS4, P and PB. The subject site is approximately 284,078 square feet (6.52 acres) and is currently improved with a cement batching plant, building product sales, and also includes the Metro right-of-way, which would be proposed for an Expo Line station.

The project site is immediately surrounded by public, industrial and commercial uses, and the proposed development will serve to revitalize the site. More specifically, immediately adjacent to the site are a public storage facility to the north and west (part of the Add Area Project Site) in the M2-1-O zone, a four-story County of Los Angeles office building (Department of Public Social Services Rancho Park District) to the north and east in the PF-1XL zone (part of the Add Area Project Site); a lumber company to the east by Sepulveda Boulevard; a post office and City office and vehicle service facility for Los Angeles Department of Transportation Western Parking Enforcement building to the south of Exposition Boulevard along with the Metro-right of-way; and a commercial property and the San Diego overpass to the northwest and west.

A mix of single-family and multi-family residential uses are located along secondary roadways, not adjacent to, but within the immediate vicinity of the project site. The closest multi-family residences are located on the southwest corner of Exposition Boulevard and Sawtelle Boulevard, approximately 0.09 mile southwest of the project site fronting Sepulveda Boulevard just south of South Bentley Avenue north of Pico Boulevard, approximately 0.14 mile northeast of the project site. The closest single-family residences are located a block south of the project site, along Pearl Street. The proposed zone change would be consistent with the General Plan Amendment from Light Manufacturing and Public Facilities to Community Commercial.

In consideration of this, the proposed mixed-use development of 638 residential condominium units and approximately 160,000 square feet of retail, therefore, will not only complement the existing land use pattern of the neighborhood, but will serve as an additional buffer to the established single- and multi-family residences from the more intensive industrial uses that are located east and south of the project site. Also, the development will benefit the Project area by providing additional retail and commercial job opportunities in the vicinity, while increasing the multi-family housing stock to 638

dwelling units, and providing 71 housing units for Very Low Income Senior Households to a site that abuts two major highways in Pico Boulevard and Sepulveda Boulevard, the San Diego Freeway, and the Expo Line with the future Sepulveda Expo Line station along with a planned bikeway along Exposition Boulevard south of the site. The Applicant has requested a General Plan Amendment and a Zone Change/Height District Change where findings would be required to make the Project consistent Land Use designation for the West Los Angeles Community Plan. The project site would change its existing zoning of PF-1XL and M2-1-O to C2-1-O, which would be consistent with the corresponding zones of the proposed Community Commercial land use designation.

As part of the request for General Plan Amendment to the West Los Angeles Community Plan, Add Areas have been included as part of the amendment to change the land use designation from Light Manufacturing to Community Commercial. The zones of the Add areas would remain M2-1-O and PF-1XL, and would create inconsistencies with the Community Commercial land use designation since the neither zones are within the corresponding zones. As such, on February 28, 2013, the City Planning Commission recommended that the City Council the General Plan Amendment for the Add Area be disapproved, while the General Plan Amendment for the project site be recommended for approval.

Air Quality Element of the General Plan

Objective 1.3 – *Reduce particulate air pollutions emanating from unpaved areas, parking lots, and construction sites.*

Policy 1.3.1 - *Minimize particulate emissions from construction sites.*

Construction activities associated with the Project would be required to comply with the provisions under "SCAQMD Rule 403—Fugitive Dust," which would require appropriate dust control measures to be implemented during each phase of development.

Policy 1.3.2 - *Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.*

Construction activities associated with the Project would be required to comply with the provisions under "SCAQMD Rule 403—Fugitive Dust," which would require appropriate dust control measures to be implemented during each phase of development. Some of these dust control measures include daily watering of unpaved parking areas and roads, and reducing vehicle speed on unpaved roads to less than 15 mph.

Objective 4.2 – *Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

Policy 4.2.2 - *Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.*

The Project would introduce uses that are complementary to the proposed development of the Expo transit line and station in the site vicinity. Furthermore, the Project would construct retail amenities that would serve the proposed residents at the site as well as the existing residential uses in the site vicinity, which would reduce vehicle miles traveled.

Policy 4.2.3 - *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

The Project is a mixed-use project that is located in an area that is served by local serving bus lines providing multiple stops and convenient localized access to shopping, business, and recreation destinations. The Project introduces new uses that are complementary to the proposed development of the Expo transit line and station in the site vicinity. In addition, the site is situated within walking distance to existing retail, restaurant, and other commercial businesses that are located along Sawtelle Boulevard, Pico Boulevard, and Sepulveda Boulevard. A proposed bike path will be incorporated along the length of the Expo Rail line, convenient to the site. Also, the Project will provide plug-in charging stations for electric vehicles.

Policy 4.2.4 - Require that air quality impacts be a consideration in the review and approval of all discretionary Projects.

The EIR analyzed potential air quality impacts and identified feasible mitigation measures. That analysis in this EIR was considered by the City's Planning Commission in its review of the Project.

Policy 4.2.5 - Emphasize trip reduction, alternative transit and congestion management measures for discretionary Projects.

The Project is located in an area that is served by local serving bus lines providing multiple stops and convenient localized access to shopping, business, and recreation destinations. The Project would introduce new uses that are complementary to the development of the Expo transit line and station in the site vicinity. In addition, the site is situated within walking and biking distances to existing retail, restaurant, and other commercial businesses that are located along Sawtelle Boulevard, Pico Boulevard, and Sepulveda Boulevard. Furthermore, the Project would implement a Transportation Demand Management program for all Project occupants and retail employees. In addition, parking for residents would be unbundled, and occupants will be offered an MTA B-Tap pass should they choose to opt out of a parking space with their leased dwelling. In addition, the project site is conditioned to provide 144 bicycle stalls, 40 spaces for the Bicycle Storage Facility, and Bike Share and Car Share programs to encourage alternative transit options, which were approved by the City Planning Commission.

Objective 5.1 - Increase energy efficiency of City facilities and private developments.

Policy 5.1.4 - Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.

The Project would comply with the requirements set forth in AB 939, which requires each city or county (but not private entities) to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

Land Use Element of the General Plan - West Los Angeles Community Plan

Objective 1-1 - To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1 - Protect existing single family residential neighborhoods from new out-of scale development and other incompatible uses.

The types of land uses included as part of the Project (residential and commercial) are similar to those already found in the area of the site. Further, although the scale (height and massing) of the Project are larger than the scale of some other structures in the site area, including the residential structures to the south of the site, those residential land uses are not located along major roadways where larger-scale developments are often found. Further, the stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure the massing of the Project as a whole.

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

The Project would add a total of 638 multi-family residential units to the City's housing stock without displacement of any existing housing. The Project would provide housing options across a wide range of costs and sizes to meet market demand in Los Angeles' housing-impacted Westside, including Very Low Income, senior units.

Objective 1-2 - *To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.*

Policy 1-2.1 - *Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

The Project's connectivity with the Expo Line and proximity to bus lines would reduce vehicular trips and congestion compared to projects not located near bus lines and the Expo line. By locating residential uses alongside commercial uses, the Project would reduce the need for residents of the Project to make lengthy and inconvenient car trips to satisfy routine shopping needs. Also, locating the Project adjacent to the Expo Line would create a "convenience incentive" for many shoppers and residents who have not used public transportation in the past. Use of public transportation will be further facilitated by providing MTA B-Tap pass to project residents who opt out of a parking space. Further, locating the Project adjacent to the Expo Line would allow individuals who work at the site to travel to and from the site on the Expo Line or other public transit, thus reducing their commute times and dependence on automobiles. The Project is also located near major bus lines. The Santa Monica Big Blue Bus has a "Super 7" (i.e., express service) stop on Pico at Sepulveda, and Culver City Bus line 6 has a stop on Sepulveda at Pico. Additional Metro Rapid routes are also planned for the general area. As a result, the site would be well served by both existing and planned public transportation infrastructure.

Policy 1-2.3 - *Do not increase residential densities beyond those permitted in the Plan unless the necessary infrastructure and transportation systems are available to accommodate the increase.*

The Project's increase in residential density is supported by its central location and its integration and proximity to transportation systems. Because the Project is an urban infill development, all necessary infrastructure, including utilities, would be available to accommodate the development. Further, the Project would be adjacent to the Expo Line and two existing and near additional bus lines proposed for the future. The Project's mixture of complementary uses and other amenities would reduce the Project's impact on local infrastructure and transportation systems.

Objective 1-3 - *To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

Policy 1-3.1 - *Require architectural compatibility and adequate landscaping for new multi-family residential development to protect the character and scale of existing residential neighborhoods.*

The Project's contemporary architectural design, landscaping plan, and provision of open space exceeding Code requirements would enhance the appeal of the site and the surrounding area. The Project would improve the aesthetics of the site by replacing existing a cement plant stone yard with a mixed-use development with street trees and street seating along building edges, and landscaping throughout. Because it contains both commercial and residential uses, the Project would provide a transition from the commercial and industrial uses to the north and the public uses to the south.

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

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

The Project would provide both market rate and Very Low Income senior housing units providing housing options across range of costs and sizes, from studio to three bedroom unit, to meet market demand in Los Angeles' housing-impacted Westside. The housing provided also would be accessible to students, senior citizens, and those who cannot drive, do not own a car or prefer not to drive.

Policy 1-4.2 - *Ensure that new housing opportunities minimize displacement of residents.*

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

The Project would create 638 multi-family residential units without displacing any existing housing, and would develop a mixture of multi-family residential and commercial/retail uses on a site to be designated as Community Commercial.

Objective 2-2 - *To promote distinctive commercial districts and pedestrian-oriented areas.*

Policy 2-2.1 - *Encourage pedestrian-oriented design in designated areas and in new development.*

Locating residential and commercial/retail uses in proximity to each other as well as transit lines reduces the need for auto transit and encourages pedestrian activity. Additionally, the Project would include streetscape improvements within the 25- and 30-foot setback areas along Pico and Sepulveda Boulevards adjacent to the site, as well as landscaping and other public features, thereby enhancing pedestrian activity.

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

The Project would develop a mixture of multi-family residential and retail uses located near major thoroughfares with access to existing and planned future transit lines, including the approved Expo Line and station in an area with existing commercial uses.

Policy 2-2.3 - Require that mixed use Projects and development in pedestrian oriented districts be designated and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

The Project is designed as a transit-oriented, mixed-use development that would maximize the potential synergies between neighborhood-serving commercial uses, retail uses, housing, and pedestrian, bus, and light rail transit. The Project would be pedestrian friendly and extensively landscaped along the perimeters of the site and within the podium. Additionally, the Project would be compatible with the surrounding commercial and residential uses.

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

Although not in a City-designated pedestrian-oriented district, the Project's design would emphasize the street-level interface with the goal of creating inviting pedestrian space. Key design elements of the Project include the following:

- (i) Interest at the street level created by maintaining retail frontages along building edges, thereby encouraging pedestrian interaction at the street level;
- (ii) Broad sidewalks would be located along the Project's Pico and Sepulveda frontages;
- (iii) Sidewalks to include street seating and mature landscaping. The effect of the design would be to create an open, non-internalized environment that sustains street level interest and promotes pedestrian traffic;
- (iv) Windows and openings provided at the street level so as to promote a high level of visual interest and transparency along the Project's Pico and Sepulveda frontages; and
- (v) Upgraded paving across driveways at the Project.

Objective 2-3 – To enhance the appearance of commercial districts.

Policy 2-3.1 - Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

The Project would establish street identity and character through streetscape improvements, extensive landscaping, and other public features. Additionally, the Project would include land uses (residential and commercial) that are similar to those existing in the surrounding area, and the design and architecture of the Project would be comparable in character to the surrounding land uses. The design of the Project also calls for the removal of the existing signage and billboards at the site. Although the scale of the Project would be larger than structures in some of the adjacent neighborhoods, the Project would be more compatible with the surrounding commercial and residential uses than the existing industrial uses at the site.

Policy 2-3.2 - *Require that commercial Projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.*

The Project's combination of retail and residential uses would be an appropriate transition between the commercial, industrial and public facilities uses adjacent to the site and nearby residential uses. The design of the Project would be compatible with the surrounding uses in the neighborhood. The Project would also be designed and developed to achieve a high level of quality and distinctive character. The Project's contemporary architectural design, landscaping plan, emphasis on the street-level interface; and provision of open space would enhance the aesthetic appeal of the site and surrounding area. The Project's design features open space between the various residential buildings to create a varied appearance when the Project is viewed from adjacent streets. The Project also features numerous street-level features which are designed to create inviting pedestrian space.

West Los Angeles Community Plan – Urban Design Policies

(a) Commercial

Minimizing the number of driveways providing access from major or secondary highways.

The EIR analyzed the Project's access impacts and found the impacts to be less than significant. Residential and commercial vehicular access will be provided from Sepulveda Boulevard, while the development will have one driveway for patrons on Pico. Vehicles exiting the development will be restricted to right turn only.

Maximizing retail and commercial services along street level frontages of commercial developments.

The Project's frontage on the Pico Boulevard and Sepulveda Boulevard frontage would be dedicated to commercial uses and associated facilities (entry and leasing office). Commercial entrances would be provided along each of these roadways, with landscaping along the exterior of the building along both frontages.

Providing front pedestrian entrances for businesses fronting on main commercial streets.

Commercial entrances would be provided along both Pico and Sepulveda Boulevards.

Providing, where feasible, the undergrounding of all new utility services.

All utilities necessary to provide for the Project would be underground.

Screening of mechanical and electrical equipment from public view.

All mechanical and electrical equipment would be screened from public view.

Screening of rooftop equipment and building appurtenances from public view.

All rooftop equipment and building appurtenances would be screened from public view.

Requiring the enclosure of trash areas for all Projects.

All trash collection areas would be internal to the Project and would not be visible to the public.

(b) Pedestrian-Oriented Height and Building Design

No structures should exceed three stories or 45 feet in height.

Although the Project would include structures that exceed 45 feet in height, the datum established by the podium reinforces the lower height reference. The Project's stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure most of the massing of the western structure of the Project as a whole as viewed from a pedestrian level near the site.

Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.

The design of the Project is a mixture of contemporary and traditional architectural styles. The lower commercial levels of the Project would reflect a more contemporary architectural style, with punched wall openings in a continuous façade, large glazed windows, and pedestrian-level openings, while the upper residential levels would reflect a more traditional architectural style, accentuated by balconies and half-open railings. The stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure the massing of the Project as a whole.

Providing accenting, complementary building materials to building facades.

The types of materials that would be used in the facades of the buildings include stucco, glass, masonry or tile, and metal.

Maximizing the applications of architectural features or articulations to building facades.

The design of the Project is a mixture of contemporary and traditional architectural styles. The lower commercial levels of the Project would reflect a more contemporary architectural style, with punched wall openings in a continuous façade, large glazed windows, and pedestrian-level openings, while the upper residential levels would reflect a more traditional architectural style, accentuated by balconies and half-open railings. The stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure the massing of the Project as a whole.

(c) Parking Structures

Parking structures should be integrated with the design of the buildings they serve through designing of parking structure exteriors to match the style, materials, and color of the main buildings.

Parking would be provided in the form of a subterranean garage with six subterranean levels. The exterior portions of the garage will not be visible from the streets.

(d) Light And Glare

Installing on-site lighting along all pedestrian walkways and vehicular access ways.

Pedestrian walkways, including public sidewalks and the interior pedestrian courtyards and walkways, would be lighted to provide security and visibility during the evening hours. Driveways would be lighted to enhance wayfinding and security.

Directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Lighting for security and wayfinding would be directed onto the sidewalks and driveways and away from adjacent land uses. Street lighting would be kept at a minimum to reduce lighting impacts on nearby land uses in the Project area.

(e) Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the building.

All of the commercial land uses (major retail, neighborhood-serving retail, restaurants, market) included as part of the Project could serve the needs of the residents associated with the Project.

(f) Multiple Residential

Require architectural and height compatibility for new infill development to protect the character and scale of existing residential neighborhoods.

The contemporary and traditional architecture of the Project would be compatible with similar types of architecture found in the area of the Project. Although, the scale (height and massing) of the Project is larger than the scale of other structures in the area of the Project, including the residential structures to the south of the site, these existing residential neighborhoods do not front on major boulevards (as the Project would) and as such, the character of the Project may differ from some nearby residential neighborhoods.

Site Planning: All multi-family residential Projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

1. *Providing a pedestrian entrance at the front of each Project.*
2. *Requiring useable open space for outdoor activities, especially for children.*

The Project's open space would be improved with extensive landscaping and would include a pool area, seating areas, large open grass areas, and walking pathways. The Project's on-site open space and recreational areas is designed to meet the LAMC requirements. Pedestrian access for the residents of the Project would occur from within the Project from the parking garage and at street level on Pico, Sepulveda, and Exposition Boulevards.

Design: The design of all buildings should be of a quality and character that improve community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

1. *Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.*

The Project would improve the site by removing an existing industrial use with no aesthetically pleasing features. Further, the coordinated design of the Project as a whole and architectural detailing at each floor, such as the use of articulation to break up long, flat building surfaces would be incorporated into the building design. Windows and balconies on the exterior of each residential building would be designed to alternate between recessed and protruded features in varying degrees and distances. The stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure the massing of the Project as a whole. The exterior walls of the commercial portion of the buildings would be broken up with decorative architectural panels, entranceways, building articulation, and landscaping.

2. *Utilizing complementary building materials on building façades.*

The architectural design of the Project would incorporate complementary building materials among the proposed residential buildings and the Project's commercial components. The exterior glass windows and the balcony railings would be set against white and grey stucco walls. Additionally, complimentary architectural panels and design highlights would be utilized along the commercial portion of the buildings. Both the residential and commercial portions of the buildings would be designed in a similar theme so that the two uses would complement each other.

3. *Incorporating varying design to provide definition for each floor.*

The Project would improve community appearances through the implementation of architectural treatment and theme that would avoid excessive variety and monotonous repetition. The coordinated design of the Project as a whole and architectural detailing at each floor, such as the use of articulation to break up long, flat building surfaces would be incorporated into the building design.

4. *Integrating building fixtures, awnings, or security gates, into the design of buildings.*

The Project would integrate all building fixtures, including, but not limited to, awnings, light fixtures, and mechanical fixtures into the total design of the buildings.

5. *Screening of all roof top equipment and building appurtenances from view.*

All rooftop equipment and appurtenances would be screened from view.

6. *Requiring decorative masonry walls to enclose trash.*

The trash collection area for the Project would be contained within the interior loading area and would not be visible from the public street or off-site locations.

Parking Structures: Parking structures should be integrated with the design of the buildings they serve.

The parking for the Project would be subterranean and internal to the Project.

(g) Community Design And Landscape Guidelines

Entryway Improvements: Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these as major entries to the community. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.

Along Pico Boulevard and Sepulveda Boulevard, the Project buildings would be set back approximately 25 feet to 30 feet from the roadways, allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza area along Sepulveda Boulevard will provide retail opportunities as well as connect with outdoor dining.

Street Trees: 1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought and smog tolerant and fire resistant, (c) complement the existing trees.

The Project's street trees would be selected for their enhancement of the pedestrian character of the sidewalks, conveyance of a distinctive high quality visual image for the streets, drought and smog tolerance, and complement of the existing trees. The specific types of street trees selected would comply with the requirements of the City's Urban Forestry Division.

Street Furniture: Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, newspaper racks, bicycle racks, bus shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

Along Pico Boulevard and Sepulveda Boulevard, the Project buildings would be set back approximately 25 feet to 30 feet from the roadways, allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail frontage and key site entry points on Pico Boulevard and Sepulveda Boulevard and to the Sepulveda station for the Expo Rail line.

Street Lighting:

1. *Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.*

City equipment would be designed and tested in accordance with the standard requirements of the Bureau of Street Lighting.

2. *Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture.*

Any street lighting installed by the Project in the public right-of-way would be compatible with the established design of street lighting along the Project area's public streets and would be compatible with the overall design of existing and proposed street furniture.

3. *New lighting systems should be designed to minimize glare and light trespass.*

All pole- or wall-mounted light fixtures on the Project's private property or within the public right-of-way would be shielded in accordance with the provisions of the LAMC to limit spillover of lighting onto adjacent properties and to minimize glare.

Sidewalks/Paving: Repave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.

New concrete sidewalks would be installed along portions of the site and along adjacent streets. Paving materials would be consistent with existing sidewalk and the landscaping patterns implemented in the public right-of-way throughout the area of the Project, and would include complementary, decorative concrete in designated areas.

Public Open Space and Plazas: Establish public open space standards that guide the design of new public plazas and open spaces. These standards should include the following:

1. *The siting of open space to maximize pedestrian accessibility and circulation.*

Along Pico Boulevard and Sepulveda Boulevard, the Project buildings would be set back approximately 25 feet to 30 feet from the roadways, allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail frontage and key site entry points on Pico Boulevard and Sepulveda Boulevard, the Sepulveda station of the Expo Rail line and the nearby bus stops along Pico and Sepulveda Boulevards.

2. *Solar exposure or protection*

The public outdoor spaces within the public plaza would have access to sunlight. The double row of street trees planted along the adjoining sidewalks would provide solar protection to pedestrians.

3. *Adjacent to pedestrian routes and other open space.*

Along Pico Boulevard and Sepulveda Boulevard, the Project's buildings would be set back approximately 25 feet and 30 feet (respectively) from the roadways, allowing for development of publicly accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza area along Sepulveda Boulevard will provide retail opportunities as well as connect with outdoor dining. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail tenants, key site entry points on Pico Boulevard and Sepulveda Boulevard, the Sepulveda station entrance and the bus stops along Sepulveda Boulevard and Exposition Boulevard.

4. *Appropriate plant and hardscape materials.*

The landscaping for the Project is designed to be consistent with the pattern and scale of the existing high-quality landscaping on recent developments in the area of the Project and would be appropriate in the context of the location.

Housing Element of the General Plan

Goal 1 – *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs.*

As stated in the General Plan Housing Element, the City needs a "broader array of housing types to meet evolving household types and sizes, and a greater variety of housing price points that people at all income levels can afford." The General Plan sets forth a strategy to meet this challenge by directing growth to transit-rich and job-rich centers and supporting the growth with sustainable infill development and infrastructure investments. The Project is consistent with the direction of the General Plan since the site is located within the job-rich West Los Angeles and would serve as a transportation hub to other job-rich centers across the City.

The General Plan also recognizes that the City is facing a lack of affordable rental housing. The Project would create Very Low Income housing for seniors. The Project would add units to the City's housing stock while not displacing any existing housing. Moreover, the Project would provide rental housing options across a range of sizes and costs to meet market demand in Los Angeles' housing-impacted Westside. In addition, because of the Project's connection with the Expo Line station in a central West Los Angeles location, the Project is designed for use by people of all income levels, races, and ages.

Objective 1.1 – *Plan the capacity and develop incentives for the production of an adequate supply of rental and ownership housing for households of all income levels and needs.*

Policy 1.1.2 - *Promote affordable rental housing for all income groups that need assistance.*

The Project would add 638 apartment units, including 71 Very Low Income units for seniors, without displacing any existing housing. The Project's housing units would come in a range of sizes and floor plans in order to meet Los Angeles' diverse economic needs.

Policy 1.1.3 - *Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.*

The Project would provide rental housing options across a range of sizes and costs, thereby providing housing options to a diverse group of residents. Further, older City residents often cannot, or would not, drive themselves around the City to do routine errands. The site's proximity to the Expo Line and other forms of public transportation and the inclusion of neighborhood serving retail within the Project would address these residents' needs. With the site's unique location adjacent to the Expo Line and other major transit lines, all residents would have easy access to the Project's shopping and residence, regardless of their special needs.

Policy 1.1.4 - *Expand location options for residential development, particularly in designated Centers, Transit-oriented Districts and along Mixed-Use Boulevards.*

The Project is a transit-oriented development that would locate a high density mixed-use development adjacent to key transit infrastructure. The San Diego Freeway sits immediately west of the site. Both Pico and Sepulveda Boulevards—which border the site to the north and east, respectively—are classified as Major Class II highways in the General Plan's Transportation Element. In addition, the site is located near the future extension of the Expo Line. Further, the Santa Monica Big Blue Bus has a "Super 7" (express service) stop on Pico at Sepulveda and Culver City Bus line 6 has a stop on Sepulveda at Pico. Both Pico and Sepulveda Boulevards adjacent to the Project are planned Metro Rapid routes which will connect the site to major activity centers to the north and south. Also, the MTA is developing a bicycle lane alongside the Expo Line. Bicycle riders using the Expo Line path would be able to access the Project's retail uses as well as ride into neighboring areas.

Objective 1.4 - *Promote an equitable distribution of affordable housing opportunities throughout the City.*

The Project would contribute affordable residential units to the City's affordable housing stock both by the inclusion of Very Low Income units and by providing rental rather than for-sale residential units. The Project would provide rental housing options across a wide range of sizes and costs to meet market demand in Los Angeles' housing-impacted Westside. The Project's housing units would also include Very Low Income, senior units to meet this need in the expensive Westside housing market.

Policy 1.4.1 - *Provide incentives to include affordable housing in residential development, particularly in mixed-use development, Transit-oriented Districts and designated Centers.*

Policy 1.4.1 refers to California State Law SB 1818, which mandates that local jurisdictions provide development incentives or concessions for Projects that set aside a certain percentage of the total units for lower income tenants. The City of Los Angeles has adopted an ordinance implementing that State mandate. Under that ordinance, specific benefits such as FAR increases are available to new development that provides

affordable housing, including developments located near transit stations. Consistent with that law, the Project would provide affordable housing in a transit-oriented development to obtain an increase in its permitted FAR to 3:1.

Policy 1.4.2 - Promote the development of new affordable housing units citywide and within each Community Plan area.

The Project would add a total of 638 apartment units, including 71 Very Low Income senior units in the West Los Angeles Community Plan area, which lacks sufficient affordable housing options. The Project would add these units to the City's housing stock while not displacing any existing housing. Moreover, the Project would provide rental housing options across a range of sizes and costs to meet market demand in Los Angeles' diverse economy.

Goal 2 - A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.1 - Promote safety and health within neighborhoods.

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

Objective 2.4 - Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

The Project would enhance the livability of the neighborhood in a number of ways. For example, it would bring needed grocery and retail uses to the area. Today, some area residents are required to take longer trips to satisfy those shopping needs. The Project – with 638 apartment units situated alongside a grocery store, retail uses, and proximity to Expo Line station – would alleviate that problem.

Further, the Project would include numerous physical improvements that would improve the site. The Project design would enhance the ability of pedestrians to view and enter the site with the goal of creating a comfortable and inviting experience. The Project's retail frontages would be placed along building edges, thereby encouraging pedestrian interaction at the street level. The Project would include wider sidewalks that contain include street seating and mature landscaping. The effect of the design would be to create an open, non-internalized environment that sustains street level interest and promotes pedestrian traffic.

Policy 2.2.1 - Provide incentives to encourage the integration of housing and other compatible land uses.

Policy 2.4.2 - Develop and implement design standards that promote quality development.

Policy 2.4.3 - Promote preservation of neighborhood character in balance with facilitating new development.

The Project would enhance the City's quality multi-family housing stock through the creation of 638 apartment units. The Project's contemporary architectural design, robust landscaping plan, and generous provision of open space would enhance the appeal of the site and the surrounding area. The Project would represent a substantial aesthetic improvement as compared to the existing cement plant, which is a heavy industrial use, and other on-site uses.

The Project would replace this heavy-industrial use with mixed-use development, which would activate the street-level with pedestrian traffic.

Policy 2.2.4 – Promote and facilitate a jobs/housing balance at a citywide level.

Policy 2.2.5 – Educate the public to understand and support the benefits of mixed-use and mixed-income communities to accommodate projected growth.

The Project includes a range of complementary uses that provide a balance of jobs and housing, and it would cluster development so as to create an activity center. (Based on evidence in the record, including an economic report submitted by the Developer Applicant, the Project could provide up to 1,637 construction related jobs and 695 annual permanent jobs.) The mix of uses would also provide mutually supportive employment and housing activities, allowing residents of the Project and employees to use the Expo Line and major bus lines to get to and from work, and shoppers to use the Expo Line and major bus lines to get to the Project's retail stores.

Policy 2.2.3 – Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.

Policy 2.2.6 - To accommodate projected growth to 2014 in a sustainable way, encourage housing in centers and near transit.

The Project's connectivity with the Expo Line and proximity to other forms of public transportation would limit the need for residents living in a unit in the Project to own multiple cars. Further, the Project's urban village character and location near the Westwood/Pico Neighborhood District furthers the ability of residents and commuters to utilize the services of the Project and the surrounding area without need for a car.

Other General Plan Policies and Objectives

As discussed in the EIR, the Project is inconsistent with certain policies and objectives in the General Plan, specifically Policy 4.1.9 in the Land Use Chapter of the Framework Element, Policy 4.3.1 in the Air Quality Element, and Policy 2.1.2 in the Housing Element, and Policy 3.1-1 of the Community Plan. Those policies relate to the preservation of industrial uses (the Project approvals would prohibit such uses on the site; however, development in the general area of the site has increasingly become developed with residential, commercial and retail uses over the years)¹ and the air quality impact on residents (the air quality impacts from the nearby freeways would cause a significant impact). However, as stated above, consistency with a land use plan such as a General Plan is not determined by consistency with each policy in the plan. Instead, State law and the City Charter require "harmony" between the proposed Project and the plan. Since the Project is in substantial conformance with the significant majority of the applicable objectives and policies of the General Plan, the requested General Plan Amendment is consistent with the City's General Plan.

• ¹ Per the City's Industrial Land Use Policy and the Memorandum dated January 3, 2008 by the Los Angeles Planning Director and the Community Redevelopment Agency CEO entitled "Staff Direction Regarding Industrial Land Use and Potential Conversion to Residential or Other Uses," the site is located in West Los Angeles Analysis Area 2, the "Industrial Mixed-Use District."

2. **General Plan Text.** The West Los Angeles Community Plan text includes the following relevant land use objectives, policies and programs:

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

Objective 3.1 - *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.1 - *Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*

While the Project would require a General Plan Amendment and Zone Change that would permanently remove an industrial land use designation for the site, the Project would add a mix of uses to the West Los Angeles area, including residential and retail uses. Those multi-family residential and retail uses would serve the needs of existing residents and visitors in the West Los Angeles area, as well as and future residents and visitors of the Project, by providing housing, employment, and retail opportunities.

Objective 3.2 - *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

The Project would develop a mixture of residential and retail uses in proximity to each other, which reduces the need for automobile transit and the number of vehicle trips and miles traveled. Further, the site is located near existing and future bus stops as well as the Expo Line facilities and station which would encourage residents of the Project to use transit, while also providing Expo Line and bus passengers access to retail uses at the Project. Further, the Project will offer transit passes on a specified basis, as well as provide bicycle sharing and parking.

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

The Project would develop a mixture of multi-family residential and retail uses along a primary transit corridor served by major bus lines. Additionally, development of the Expo Line facilities and station will be developed adjacent to the site. Thus, the Project would serve the City's projected population growth and housing demand, while conserving existing surrounding neighborhoods and related districts.

Objective 3.8 - *Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.*

The Project would develop a mix of multi-family residential and retail uses, providing adjacent residents and visitors with housing, employment, and retail opportunities. The Project would create desirable places to work and visit while remaining compatible with adjacent neighborhoods and encouraging neighborhood activity.

Objective 3.15 – *Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.*

The Project would be located adjacent to Expo line facilities and station and developed as a transit-oriented development, providing opportunities to access the proposed Expo Line station and adjacent major bus stops. Expo Line passengers would have access to the retail component of the Project along Sepulveda Boulevard, as well as to existing and planned bus stops on Pico and Sepulveda Boulevards. Because of its adjacency to these major sources of public transportation, the Project would serve as a nexus point between both east-west and north-south mass transit and the destinations they serve. The Project's connection with these major sources of public transportation would positively impact economic development as the Project would encourage the development of jobs and businesses in the area and would create a compact, walkable transit-oriented development. Further, the Project protects and preserves surrounding neighborhoods by providing a more compatible land use than the existing cement plant and stone yard. Therefore, the Project would serve as a superior transition from the commercial, industrial and public facility land uses abutting the site to the nearby residential uses. The Project also would benefit the larger community by affording the opportunity to reduce vehicle miles traveled, pollution and energy use, and household transportation costs by increasing transit ridership. Therefore, given its location, connection to major sources of public transportation and pedestrian-orientation, the Project has been designed to be a mixed-use development with both residences and commercial uses that can serve as a focal point for the West Los Angeles community.

Policy 3.15.2 – *Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.*

On May 1, 2008, MTA signed the application for the Project incorporating the land owned by the MTA and the land owned by the Developer Applicant into a unified proposed development. In March 2011, the MTA and the Developer Applicant entered into an Exclusive Negotiation Agreement to formally plan and negotiate the necessary agreements concerning the coordination and connectivity of the Project and the Expo station.

The Developer Applicant is working with the MTA to integrate the design and development of the Project with the Expo Line station and to provide additional public serving amenities into the Project. Amenities that will be included are bicycle parking and storage and parking for a short-term car-rental operation. Further, the Developer Applicant has designed the Project to enlarge the plaza at the entrance of the Expo station to provide retail opportunities. The Project is also designed to have access from Exposition Boulevard over Metro's property and use the FAR square footage associated with the rezoning of Metro's property. Such use of the FAR attributable to the MTA parcel for the Development Project is appropriate because the MTA parcel will be used for the rail line and station. Therefore, concentrating the FAR and mix of uses on the adjacent development parcel would allow for a more holistic design of a transit-oriented development.

Policy 3.15.3 – *Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded.*

The Project would increase the density within one quarter mile of the Expo station as the Project would provide 638 multi-family residential units housing approximately 1,857 people in multiple buildings and approximately 160,000 square feet of retail uses located adjacent to the proposed station as well as major bus lines. This concentration of residents and destination retail would enhance ridership of the Expo Line and further the goal of reducing vehicle miles traveled as residents and employees of the Project use transit, and shoppers can use transit to access the Project's retail amenities. The Project's mix of uses should bring people to the area not only during the day, but also in the evenings and on weekends. Because of its mix of residential and commercial uses integrated with a transit station, this Project represents the type of transit-oriented growth encouraged by the General Plan.

Policy 3.15.4 – *Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.*

Because of its location adjacent to Light Manufacturing, public facility and commercial zones, the Project's mix of higher density residential and commercial uses would serve as an appropriate transition for residential zones a few blocks away. This mixed-use project would better serve as a transition between those uses than the existing cement plant.

The Project's design and mix of uses would promote pedestrian activity at a key transit location a few blocks from the pedestrian-oriented Westwood/Pico Neighborhood District. The design of the Project, articulating the retail base ensures that the height and scale of the Project would be appropriate with the commercial, industrial and public buildings surrounding it, as well as the nearby multi-family housing.

Policy 3.15.5 – *Provide for the development of public streetscape improvements, where appropriate.*

The Project would increase sidewalk widths along the boundary of the site (as compared to the existing condition) and would be landscaped with street trees and mature landscaping. More specifically, along Pico Boulevard and Sepulveda Boulevard, the building would be set back approximately 25 feet and 30 feet (respectively) from the roadways, allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza area along Sepulveda Boulevard connects the Project's smaller scale retail environment with neighborhood tenants and outdoor dining. The leasing office for the Project would also be on Sepulveda Boulevard, directly accessible from the street. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail frontage and key site entry points on Pico Boulevard and Sepulveda Boulevard and to the Metro Expo II station access point that will be developed adjacent to the site near the intersection of Sepulveda Boulevard and Exposition Boulevard.

Objective 3.16 – *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

The Project is designed to induce pedestrian activity, such as along Sepulveda Boulevard from the Expo Line station and bus stops to the retail component of the Project. The Project also includes streetscape improvements along the perimeter of the site, as well as landscaping and other public features, thereby serving to enhance pedestrian activity, as those using transit would then walk to residences or businesses. Further, because of its location a few blocks from the Westwood/Pico Neighborhood District, residents, employees and shoppers will be encouraged to walk to and from the site and the Neighborhood Oriented District.

Urban Form and Neighborhood Design Chapter in the Framework Element

The requested General Plan Amendment and Zone Change further the purpose, intent and provision of this Element of the General Plan as follows:

Objective 5.1 - Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.2 - Implement demonstration Projects that establish proactive measures to improve neighborhood and community design, and coordinate these activities with the Los Angeles Neighborhood Initiative demonstration Projects, Los Angeles County Metropolitan Transportation Authority station area activities, and other City, non-profit and private efforts.

The site is situated in a highly urbanized area, characterized by a mix of industrial, commercial, retail, and low- to mid-density residential land uses. The visual character of the area surrounding the site is not defined by one or a limited number of character-defining features (such as design, architecture, land uses, or massing) but comprises a mélange of design, architecture, land uses, and massing that is typical of an urban neighborhood in West Los Angeles. Low- to mid-intensity commercial uses are located along the arterial roadways surrounding the site. A mix of single- and multi-family residential uses is located along secondary roadways. Transportation infrastructure has a visually prominent role in the vicinity of the site, primarily due to the Interstate 405 (the "San Diego Freeway"), which is adjacent to the western boundary of the site and is elevated at this location that creates a prominent visual barrier. The San Diego Freeway trends north-south through West Los Angeles.

Development in the area has occurred continuously over the last century. Thus, the surrounding area consists of buildings of varying age and architectural style, which leads to a lack of uniformity in design among nearby development. That being said, recent development has resulted in several mid-rise buildings of similar contemporary design in the immediate vicinity of the site. These contemporary buildings punctuate the predominantly single-story development in the area and include a four-story commercial building located at the southwest corner of the intersection of Pico and Sepulveda Boulevards, a four-story US Postal Service facility located south of the site, directly across Exposition Boulevard, and a three-story Los Angeles Department of Transportation (LADOT) Parking Enforcement Facility, also located south of the site, directly across Exposition Boulevard, that separates the site from the existing residential land uses to the south of the site.

The site is currently improved with two separate concrete batch plants. The two concrete batch plants are large, multi-story, unenclosed structures with an industrial

appearance. The machinery associated with the batch plants is exposed to the viewer, and include numerous storage silos; long, inclined, conveyor ramps; and a metal frame structure to support all of the apparatus. The site also contains two large billboards; one located approximately mid-block on Pico Boulevard and the other located on the eastern side of the site near the intersection of Sepulveda Boulevard and Exposition Boulevard, both approximately 35 to 40 feet in height. The two batch plants rise above the surrounding development and stand in visual contrast to the development in the area due to their industrial and functional appearance. In general, the site presents an industrial visual appearance that is in contrast to the surrounding development.

The Project includes the demolition of the two concrete batch plants and all single-story storage and office structures on the site, as well as the removal of all temporary, mobile office units. The Project includes developing the site with mixed-use commercial and residential land uses, similar to those found throughout the vicinity of the site. The Project would reflect a mixture of contemporary and traditional architectural styles, designed to complement the existing modern design of recent development in vicinity of the site and with other mid- and high-rise buildings in the greater area. The relationship between the taller buildings associated with the Project to the surrounding existing single- and multi-family residential development is endemic to the West Los Angeles area and is consistent with other recent high-density developments, such as development located at the intersection of Olympic Boulevard and Purdue Avenue located approximately 0.5 mile west of the site.

Along Pico Boulevard and Sepulveda Boulevard, the building would be set back approximately 25 feet to 30 feet from the roadways, allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. As stated, the plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail tenants, key site entry points on Pico Boulevard and Sepulveda Boulevard and to the Metro Expo II station access point that will be developed adjacent to the site near the intersection of Sepulveda Boulevard and Exposition Boulevard.

Objective 5.2 - Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2 - Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by building characteristics [listed in this Policy].

The Project's buildings would be set back approximately 25 feet and 30 feet (from the roadways allowing for development of publicly-accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping and other public features. The plaza area along Sepulveda Boulevard connects the Project's smaller scale retail environment with neighborhood tenants and outdoor dining. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian access to retail frontage and key site entry points.

Located near the intersection of Sepulveda Boulevard and Exposition Boulevard, the Project would be conveniently close to office, hospitality, retail, dining, and other commercial development uses all within close proximity to one another. The Project would introduce these higher density residential and commercial uses near major thoroughfares and transit lines.

The design and architecture of the Project would be compatible with other uses in the surrounding area. The design of the Project is a mixture of contemporary and traditional architectural styles. The lower commercial levels of the Project would reflect a more contemporary architectural style, with punched wall openings in a continuous façade, large glazed windows, and pedestrian-level openings, while the upper residential levels reflects a more traditional architectural style. The accentuated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would soften the massing of the Project.

Policy 5.2.3 - Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system. While densities and distances will vary based on local conditions, the following residential density standards, which are based on the City's adopted Land Use/Transportation Policy, should be used as a general guide when updating community plans through a public participation process:

- a. Four-stories over parking (R4) within 1,500 feet of grade-separated (subway or arterial) fixed rail transit stations.*

While the Project would exceed the four-stories prescribed by this policy for a portion of the site, the Project would develop a mix of uses in close proximity to designated Metro bus lines and the planned Expo station. The Project would also increase the density of the site area to levels that would better support the use of these mass transit options.

Objective 5.5 - Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

The Project would replace an industrial use that lacks any aesthetically pleasing features with a mixed-use development that combines contemporary and traditional architectural design, which would improve both the existing quality of the public's use of the site as well as facilitate the development of new commercial and residential uses in the surrounding areas in the future. Further, the setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component.

Policy 5.5.6 - Identify building and site design elements for commercial or mixed-use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.

The design of the Project is a mixture of contemporary and traditional architectural styles. The lower commercial levels of the Project that visually reference the scale of the neighboring Pico Boulevard buildings would reflect a more contemporary architectural style, with punched wall openings in a continuous façade, large glazed windows, and pedestrian-level openings, while the upper residential levels would reflect a more traditional architectural style, accentuated by balconies. The stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and

Sepulveda Boulevard would soften the massing of the Project as a whole. Also, the tallest component of the Project would be located furthest away from Pico and Sepulveda Boulevards in order to limit their impact on the public experience on those streets.

Housing Chapter In The Framework Element

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

Policy 4.1.1 - *Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year Projections of housing needs.*

Objective 4.2 - *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower- density residential neighborhoods.*

The Project would provide 638 multi-family residential units (of which 71 would be Very Low Income, senior units). The units would be a mix of studios and 1-, 2- and 3-bedroom units, thereby contributing to the range of housing goals for the WLA Community Plan subregion and along a primary transit corridor served by existing local and regional transit lines and freeways. Additionally, the Expo Line facilities and station will be constructed near the site. The lower-density residential neighborhoods would be buffered from the Project by the uses more adjacent to the site such as the future Expo Line parking structure, the Los Angeles Department of Transportation parking enforcement facility, a lumber operation, the U.S. post office facility, and the freeways.

3. **The Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of Pico Boulevard and Sepulveda Boulevard to Major Highway standards, and Exposition and Sawtelle Boulevard to Secondary Highway standards will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05. Five vehicular access points are proposed for the Project. A commercial driveway is proposed along Pico Boulevard and Sepulveda Boulevard. A residential driveway is proposed on Sepulveda Boulevard and from on the south side of the development leading onto Exposition Boulevard. Exposition Boulevard will also have a loading/fire access driveway. The proposed Project is providing off-street parking spaces in conformance with the LAMC and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA TIMP), which imposes specific regulations and fees associated with transportation infrastructure improvements, parking, and investment in the area and is conditioned as such. Any improvements will assure compliance with this Element of the General Plan and with the City street improvement standards pursuant to Municipal Code 17.05.

Objective 1 – *Expand neighborhood transportation services and programs to enhance neighborhood accessibility.*

The Project would promote neighborhood accessibility through its integration with the Expo Line station and location adjacent to other existing transit services. The Project would expand neighborhood transportation services given the Expo Line, the Big Blue

Bus "Super 7" line, the Culver City Bus line 6 and additional Metro Rapid routes planned for the general area. The project will offer transit passes on a specified basis. In addition, due to its central location near the San Diego and Santa Monica freeways, the site is also accessible by car. Further, the MTA is developing a bicycle lane alongside the Expo Line, which residents, businesses owners and employees, and visitors would be able to utilize from the site. The Project will provide bicycle parking and sharing.

Policy 1.6 – Seek maximum opportunities for entrepreneurial services and other private-sector initiatives when developing community level accessibility plans.

The Project is a private mixed-use development being developed in conjunction with the development of a new public transit station and parking facility.

Objective 2 – Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.3– Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

The Project would emphasize public transit through the inclusion of the Expo Line station and its connection to local bus lines such as the existing Big Blue Bus "Super 7" line, Culver City Bus line 6, and the planned Metro Rapid lines along Pico and Sepulveda Boulevards. The Project will offer transit passes on a specified basis. The Project would encourage bicycle ridership due to the bicycle lane to be developed by the MTA alongside the Expo Line and the provision of supportive amenities for bicycle riders on-site. This, in turn, would promote an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. By integrating a grocery store and retail uses with nearby transit lines, the Project would encourage individuals to use public transportation for their shopping needs.

Objective 2 – Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.20 – Promote the multi-modal function of transit centers (bus and rail through improved station design and management of curb lanes to facilitate transfers between modes (e.g. Rail to bus or shuttle or taxi).

The Project would further the use of nearby transit centers, allowing Expo Line passengers to transfer to other modes of transportation, including major bus lines with stops along Pico and Sepulveda Boulevards. Expo Line passengers could access the Project's retail amenities for convenience or more significant needs. Further, the path will be enhanced by trees, bus shelters and street furniture as they transfer between the Expo Line station and the bus stops located on Pico and Sepulveda Boulevards.

Objective 3 – Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Policy 3.5 – *Encourage and seek the formation of public/private partnerships when developing centers and districts and provide appropriate transportation facilities and/or related program, to the maximum extent feasible.*

As stated previously, the Developer Applicant is working with the MTA to coordinate the development of the Project with the Expo Line station.

Policy 3.7 – *Promote the development of transit alignments and station locations which maximize transit service to activity centers and which permit the concentration of development around transit stations.*

The Project is specifically designed to enhance transit service to activity centers by utilizing the transit services provided by the Expo Line as well as the bus lines with stops currently located or proposed near the intersection of Pico and Sepulveda Boulevards. The Project will offer transit passes on a specified basis. In addition, the Project and its grocery store, retail stores, and residential units represent a concentration of a mix of uses around a nearby transit station (namely, the Expo Line station). Further, because of its central West Los Angeles location and connectivity with the Expo Line station, the Project would serve as a community commercial and residential center where West Los Angeles residents can connect with transit service to activity centers, including Downtown Los Angeles, Santa Monica, and Culver City.

Policy 3.12 – *Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.*

Expo Line passengers can access the Project's retail amenities along Sepulveda Boulevard and will be able to transfer from the station to the bus stops located on both Pico and Sepulveda Boulevards. In addition, because of its centralized West Los Angeles location and its connectivity with the Expo Line station, the Project would serve as a community commercial and residential center where both residents of the Project and West Los Angeles residents can connect with transit service to activity centers across the City.

Policy 3.13 – *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

The Project is designed so the plaza at the entrance to the Expo Line station would be enlarged to provide retail opportunities. In addition, the Project includes wide sidewalks designed to encourage pedestrian activity, as the sidewalks include street seating as well as retail frontages along building edges. Further, the street level architecture and landscaping would promote interest and enhance pedestrian circulation along Pico and Sepulveda boulevards. The Project is a transit-oriented development which integrates its residential and commercial aspects with the Expo Line station. Transit-oriented developments are mixed-use, walkable communities with a strong relationship to a transit station. They incorporate such elements as diverse housing and retail, linked by streetscaping and landscaping. While promoting pedestrian walkability, transit-oriented developments help the environment by discouraging dependency on the automobile and promoting alternative modes of transportation and bringing in retail that serves residences for the goal of decreasing air pollution and traffic congestion.

Policy 3.14 – *Promote the provision of shared-parking facilities in appropriate centers and districts.*

The Project would provide parking for residents and retail customers within a six level subterranean parking garage. Also, although not part of the Project, Expo Line passengers can access a dedicated multi-level parking garage across Exposition Boulevard.

Objective 10 – *Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.*

The Project would include broad and inviting sidewalks which would include street seating and mature landscaping. In addition, a bicycle path being developed alongside the Expo Line will be accessible from the site. The effect of this design will be to create a safe and convenient environment for bicycle and pedestrian travel. No schools are located immediately adjacent to the site, and nearby schools are located approximately one-half mile away.

4. **Charter Findings – City Charter Sections 556 and 558 (General Plan Amendment).** The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment promotes an intensity and pattern of development that is consistent with the area's General Plan Framework destination and that it encourages transit use;; reduces automobile dependency; improves air quality; encourages the development of multi-family housing, affordable housing, and community-serving commercial uses; and enhances the pedestrian environment. The project will be an infill development, appropriately transitioning the light manufacturing, retail, and other commercial uses surrounding the site. The General Plan Amendment from Light Manufacturing Community Commercial would allow the project to replace an unsightly use and with a mixed-use project that would be designed with the Expo light rail line and station in mind, and that would provide new employment and housing opportunities to the West Los Angeles community to accommodate for a growing population and balance the jobs-to-housing ratio. Finally, the proposed project would include 71 affordable units for Very Low Income Senior households.
5. The **Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject Project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
6. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.
7. **Charter Findings - City Charter Sections 556 and 558 (General Plan Amendment).** The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment promotes an intensity and pattern of development that is consistent with the area's General Plan Framework designation and that encourages transit use; reduces automobile dependency; improves air quality; encourages the development of multiple-family housing and community-serving commercial uses; and enhances the pedestrian environment. The recommended General Plan Amendment to amend the land use designation of the project site from Light Manufacturing and Public Facilities to Community Commercial will further many of the City's land use policies and address the need for housing.

8. Zone Change and Height District Change Findings

- a. Pursuant to LAMC Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The request for a zone change and height district would lead to a development that is in conformity with public necessity, convenience, general welfare and good zoning practice. The zone change and height district change would bring residential uses and commercial uses to an area that is presently developed with a cement factory and a stone yard, and enhance the visual character of the area. The Project's proposed array of residential and retail uses, in conjunction with its connection to the Expo Line station, would promote a reduction of mobile source emissions by providing a large supply of housing and employment opportunities within close proximity to one another and accessible by mass transit. Specifically, the Project would provide construction jobs permanent employment positions, which represents a significant increase over the existing cement plant and stone yard uses. This would make it possible for an individual to both reside and work within the Project and provide much needed amenities for the area. The clustering of the residents and shoppers at the site would further support public transit service.

The Project would provide 638 dwelling units including and affordable senior units with no displacement of residents. The Project would provide housing options across a wide range of sizes and costs to meet market demand in Los Angeles' housing-impacted Westside including affordable units. In particular, the Project would dedicate 11% of the residential units to Very Low Income for seniors, who, as a demographic group, have been adversely affected by rising prices and rents in the West Los Angeles area.

The Site is located at a transportation hub. It is roughly bounded by Pico Boulevard to the north, Sepulveda Boulevard to the east, Exposition Boulevard to the south, and the San Diego Freeway to the west. Both Pico and Sepulveda are classified as Major Class II Highways in the General Plan's Transportation Element. Three major bus lines, Santa Monica Big Blue Bus, Culver City bus line 6 stops located at the corner of Pico Boulevard and Sepulveda Boulevard. Both Pico and Sepulveda Boulevards are future Metro Rapid routes, which would connect the Site to major activity centers to its north and south. In addition, the San Diego Freeway is located to the west and the future Expo Line and associated bike path located to the south all surround the Project with high-capacity transportation infrastructure and services.

The Project integrates the site with a future light rail station by creating a walkable mixed use development designed towards the station, which would not only bring jobs, housing and affordable senior units to the site, but would provide opportunities to reduce dependency on automobiles, create jobs, and create a safe, and convenient to travel on foot or by bicycle, transit, or car.

The Project would also bring in neighborhood-serving retail, a big box retail store, and a grocery market that would serve the needs of the residents of the site as well as the surrounding residents. The Project would provide approximately construction jobs and permanent jobs, which would be greater than the existing cement plant and stone yard uses. This would make it possible for an individual to both reside and work within the Project and provide much needed amenities

for the area. The clustering of the residents and shoppers at the Site would further support public transit service.

An emphasis on public transit given its connectivity with the Expo Line station, and other alternative modes of transportation, is made by the proposed Project. The site is conditioned to include a transit kiosk, provide a transit coordinator to arrange for carpools, participate in flex car and bike sharing, provide MTA passes to residents and employees for a minimum period of time, includes bike locker and other facilities, and many other features that would be presented to those within site and those who would utilize alternative modes of transportation to reduce the number of vehicle trips and vehicle miles traveled. Furthermore, the reduction in auto dependency would help work to improve the regional air quality.

The Project would provide off-street parking in excess of LAMC requirements. The Project will include an Opt-Out condition that will allow for parking spaces to be re-allocated to provide flexibility and address future parking needs.

In addition, the Project would provide a direct economic benefit to businesses that surround the Site, thereby strengthening the area's main commercial corridors. According to a study prepared by the Concorde Group, the Project would add approximately \$35.2 million in total fees and tax revenue to the City; and approximately \$1.14 billion in revenue to businesses in the region.

The Project would promote economic health and public convenience through the provision of both construction jobs and permanent jobs in connection with the Project's retail and residential uses. Based on evidence in the record, the Applicant has cited from the economic study by the Concord Group that the Project could create up to 1,637 construction related jobs and 695 annual permanent jobs.

- b. The action, as recommended, has been made contingent upon compliance with the "T" and "Q" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

Conditional Use Findings

9. **Conditional Use (Sale of alcoholic beverages).** Conditional Use Findings for the sale or dispensing of alcoholic beverages for off-site consumption at one retail store and one grocery market in the C2 zone pursuant to LAMC, Section 12.24-W,1.

- a. **The proposed location is desirable to the public convenience or welfare.**

The Project will be desirable to public convenience and welfare for a number of reasons. First, it will revitalize a site currently occupied by a cement batching plant and building product sales by redeveloping it with a transit-oriented mixed-use development. Second, the Project will be aesthetically appealing to the neighborhood as it will feature attractive contemporary architectural design and extensive perimeter landscaping and open space. Finally, the Project will provide retail options to not only Project residents and the surrounding community, but to Expo Line and other mass transit passengers. Allowing customers to meet their general shopping needs at the project site, including the

purchase of alcoholic beverages for off-site consumption, would eliminate the need for these customers to travel to an additional retail location for alcohol purchases, thereby reducing vehicular trips attributable to the Project and offering a benefit to the public convenience and welfare.

b. The proposed location is in proper relation to adjacent uses or the development of the community.

The proposed mixed use Project is immediately surrounded by public, industrial and commercial uses, and the proposed development will serve to revitalize the Site, which is currently occupied by a cement batching plant, building product sales and the Metro right-of-way. The Project's residential and commercial component will complement other proximate uses in the area by providing much-needed housing options across a range of income levels, as well as desirable retail options for the community. Further, by coordinating its Project design with the proposed Expo Line station, the Project will reflect the principles of transit-oriented development, and facilitate the use of mass transit for residents of and visitors to the Project. Finally, the Project will improve the aesthetics of the site by providing contemporary architectural design, landscaping plan, and the provision of significant open space.

c. The use will not be materially detrimental to the character to the development in the immediate neighborhood.

The Project will not be detrimental to the character of development in the surrounding neighborhood. Rather, the Project will revitalize a large industrial parcel developed with a cement batching plant, building product sales, and billboards with a vibrant mixed-use development. The Project will offer much-needed housing units across a range of income levels in addition to groceries and general retail goods. Although off-site alcohol sales will be provided at the Project, they are not expected to have a deleterious effect on the surrounding neighborhoods, as the sales will be incidental to the sale of groceries and other retail goods, and will comprise a small portion of the overall sales activity at the Project.

Further, the Project's contemporary architectural design, attractive landscaping plan, and provision of significant open space will enhance the aesthetic appeal of the Site and surrounding area. As detailed in Findings for Site Plan Review, the Project's retail and residential uses, off-street parking facilities, loading areas, lighting, landscaping, trash collections and other such pertinent improvements (including height, bulk and setbacks) will be compatible with and sensitive to existing and future development on the neighboring properties.

d. The proposed location will be in harmony with the various elements and objectives of the General Plan, the Applicant community plan, and any applicable specific plan.

The overall goals of the General Plan are to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social, and physical health of the City, and to guide the development of communities to meet existing and anticipated needs of this population. The Project meets the goals of the General Plan by providing a transit-oriented development which includes both neighborhood-serving commercial uses as well as housing options across a wide range of costs and sizes to meet market demand in Los Angeles' housing-impacted Westside.

The Project will be integrated with the proposed Expo Line station and located adjacent to major existing and planned bus stops. As such, the Project will serve as a nexus point between both east-west and north-south mass transit and the destinations they serve. The Project will also promote pedestrian activity at a key transit location a few blocks away from the pedestrian-friendly Westwood/Pico Neighborhood Oriented District. Residents and commuters will be able to walk from the subject site to the Westwood/Pico Neighborhood Oriented District, promoting and enhancing the urban village character of the neighborhood.

Because of its location, connection to major sources of public transportation, and pedestrian-oriented design, the Project meets the qualities that are identified as a transit-oriented mixed-use Project where residences and a neighborhood-serving commercial use coexist. Further, the Project protects and preserves surrounding neighborhoods by providing an even more compatible land use than the existing cement plant and stone yard on the Site and serves as a transition from the commercial, industrial and public facility land uses abutting the site to the residential uses several blocks from the site.

The Site currently has zoning designations of M2-1-O and PF-1XL. The Applicant seeks to change the project site's underlying zoning from M2-1-O and PF-1XL to C2-1. The C2 zoning will allow the development of the proposed grocery and retail uses, as well as multi-family residential uses consistent with the R4 zoning designation. (LAMC Section 12.13.) The Height District 1 designation will accommodate the Project's 196 foot approximate height. As stated in the Findings Regarding General Plan Amendment and Zone Change, the requested Zone Change furthers the purpose, intent and provisions of the General Plan.

The Site is not located within a redevelopment plan or specific plan area.

e. The proposed use will not adversely affect the welfare of the pertinent community.

The Project will not adversely affect the welfare of the pertinent community. The sale of alcoholic beverages is common in supermarkets and in retail stores selling other food items in addition to retail items. The alcohol display areas within each retail use will be located away from the store entrances and will occupy only a small percentage of the total square footage of each use's sales area. Additionally, the Project will provide a private security service that will monitor the site 24 hours a day, seven days a week, which will reduce the likelihood of any public disturbances sometimes attributable to alcohol use. Also, the presence of Project residents at all times will also lower the likelihood of such potential disturbances since residents will bring eyes to the streets and to the areas within the site. This will allow for them to quickly inform security and police of any disruptions. The sale of alcoholic beverages for off-site consumption will be incidental to the sale of groceries and other retail goods at the Site. The incidental sale of alcohol at the project site renders it unlikely that alcohol would be transported to a location in the immediate surrounding neighborhood for public consumption or induce criminal activity such as public intoxication that might disturb the peace in the vicinity of the Site. In addition, the presence of on-site security guards will deter behavior that would adversely affect the surrounding community.

- f. **That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

Granting the request will not result in an undue concentration of alcohol sales in the surrounding area. The Site is located in Census Tract No. 2678, which according to the latest available data from the California Department of Alcohol Beverage Control ("ABC") is not located in an over-concentrated census tract area. As such, the off-site sale of alcohol will not result in an undue concentration of premises that sell alcoholic beverages.

The project site is located in Crime District Reporting District No. 884, and statistics from the Los Angeles Police Department indicate it is not within a high crime area. High crime areas have an approximately 20 percent higher average crime rate than the City average, with 316 crimes reported annually. In Crime Reporting District 884, only 293 total crimes were reported in 2011.

As stated above, the off-site sale of alcohol at the Project will be incidental to the sale of groceries and retail goods, and will comprise only a small portion of the overall retail sales at the Site. Additionally, the Project will provide a private security service that will monitor the Site 24 hours a day, seven days a week. Further, the Site is buffered from residential uses as commercial and public facilities uses are located immediately adjacent to the Site, with residential uses several blocks away. Because the sale of alcohol will be incidental to the sale of other goods and because of the on-site security guards, the sale of alcohol should have little to no effect on the crime rate of the surrounding area.

- g. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The sale of alcohol at the Project will not have a detrimental effect on nearby residential communities. Residential uses exist more than one block away from the project site in all directions and there are no churches, schools, hospitals, playgrounds, or public parks within the immediate vicinity of the Site. The Site is buffered on all sides from existing residential uses by public facility and commercial uses. Multi-family residential buildings are located more than a block away and residential neighborhoods with single-family homes are located several blocks away along smaller residential streets. Finally, although the Project will itself have a residential component, the incidental nature of alcohol sales and the Project's security measures will ensure that there are no adverse impacts on residents.

The following sensitive uses are located within 1,000 feet of the subject property:

One sensitive use is located within 600 feet of the project site:

- Wonder Years Pre-School at 2457 Sawtelle Boulevard

There are no sensitive uses between 600 feet to 1,000 feet of the project site.

As discussed above, the incidental nature of alcohol sales at the Site renders it unlikely that alcohol would be transported to a location in the immediate surrounding neighborhood for public consumption. For the same reasons, the incidental sale of alcohol at the Project is unlikely to induce criminal activity such as public intoxication or other activities that might disturb the peace of the residential neighborhoods in the vicinity of the Site. Finally, the presence of a full-time security service, as well as the presence of residents of the Project at all times will further reduce the likelihood of any public disruption. The Project's proposed off-site sale of alcoholic beverages, therefore, will not have a detrimental effect on residentially zoned areas in the vicinity.

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

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

As conditioned by this approval, the proposed Project complies with all applicable provisions of Government Code 65915-65918 and LAMC Section 12.22-A,25. The Project qualifies for a 35 percent density bonus for the following reasons: (1) 11 percent of its pre-density bonus units are set aside for Very Low Income Senior Households. The set aside units automatically allow the Applicant to qualify for increases in density and FAR requirements. In addition, since the Project sets aside 11 percent of its pre-density bonus units for Very Low Income Senior occupants, the Applicant qualifies for incentives from a specific menu of concessions, as described below:

Density. The subject property under the proposed zone is (T)(Q)C2-1-O, permits one dwelling unit per 400 square feet. The approximate 284,078 square-foot site would be permitted 710 "by-right" units. The State Density Bonus Program, however, allows a 35 percent density bonus, since the Applicant is providing 11 percent of the pre-density bonus as Very Low Income Senior units. Based on these incentives, the Applicant would be permitted to build up to 959 units. The Project is proposing 638 units and is within the permitted density.

Automobile Parking. The Project will utilize one- Parking Option Two, which permits parking to be provided at a ratio of 0.5 parking spaces for each dwelling unit restricted to Very Low Income Senior Households.

- (1) **Floor Area Ratio.** The subject site is a 284,078 square-foot site that includes the MTA parcel. Zoning on the subject site would allow an FAR of 1.5:1, which would permit the development to develop a maximum

426,117 square-foot building. However, per LAMC Section 12.22 A.25 (f)(4), with the granting of a 3:1 FAR, the site is permitted a maximum 852,234 square-foot building. The Project is proposing a 785,564 square-foot mixed use development with an FAR of 2.76:1. To qualify for the 3:1 FAR On-Menu Incentive, a Project must be in a Commercial Zone in Height District 1, front on a Major Highway as defined in the General Plan, qualify for a 35 percent density bonus, and at least 50 percent of the site must be within 1,500 feet of a Transit Stop. The Project complies with all of these restrictions.

- Commercial Zone Height District 1: The zone change requested is C2-1.
- Front on Major Highway: Both Sepulveda and Pico Boulevards are classified as Major Highways in the General Plan.
- Qualify for 35% Density Bonus: Although the Project does not request a Density Bonus (increase in the maximum allowable residential density on the site), it does qualify for this bonus. To qualify, the Project provides for 11% (71 units) of the total 638 units to be restricted to Very Low Income Seniors. In Section 12.22(c)(1), For-sale or Rental Senior Citizen Housing with Low or Very Low Income Restricted Affordable Units is determined based on the provision of restricted units as a percent of total units (not of potential units). Therefore, even though the allowable density would yield more than the 638 units proposed in the Project, the percentage is calculated based only on the number of units planned.
- Proximity to Transit Stop: The entire Site is within 1,500 feet of a Transit Stop. Qualifying Transit Stops include the future Sepulveda Station at the southwest corner of the Site and the bus stops along Pico and Sepulveda Boulevards.

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

In compliance with the requirements of the California Environmental Quality Act (CEQA), the Project was issued an Environmental Impact Report (ENV-2008-3989-EIR). The Project is subject to various specific measures during both construction and operation phases of the Project. The Project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, and animal life, or risk of upset to these resources are concerned. Furthermore, the project site, as well as the surrounding area is presently developed with urban structures and residential and commercial land uses which do not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as "Potentially Significant Unless Mitigation Incorporated" in the Environmental Impact Report have attached Mitigation Measures to remedy potentially significant impacts to less than significant or no impact levels. These measures are required and have been incorporated into the Project's conditions of approval and "Q" Conditions. A Mitigation Monitoring and Report Program is part of the environmental document to ensure the implementation of all required mitigation measures. Therefore, in light of the whole record, the proposed Project would not cause substantial impacts on the environment.

The proposed Project will not be constructed over a designated hazardous materials site or dam inundation zone. The Project would not place any occupants or residents near a hazardous materials site or involve the regular use or transport of hazardous materials or substances. The proposed use is consistent with the zone and land use designation, resulting in a development that is compatible with the surrounding uses and improvements in the same zone and vicinity.

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

11. SITE PLAN REVIEW FINDINGS

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

General Plan

The subject site is currently designated "Light Manufacturing" and "Public Facilities" by the Land Use Element of the General Plan, namely, the West Los Angeles Community Plan. In order to remain consistent with the requested zoning and to achieve the desired Floor Area Ratio ("FAR"), a General Plan Amendment across the entire Site to "Community Commercial" is required. Height District 1 is consistent with the "Community Commercial" designation and will allow unlimited height.

The overall goals of the General Plan are to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social, and physical health of the City, and to guide the development of communities to meet existing and anticipated needs of this population. The Project will meet the goals of the General Plan by providing a transit-oriented development which includes both neighborhood-serving commercial uses as well as housing options across a wide range of costs and sizes to meet market demand in Los Angeles' housing-impacted Westside.

The Project will be integrated with the proposed Expo Line Sepulveda Station. The Project includes an enhanced plaza at the entrance of the Expo station, and provides accessibility to retail uses for pedestrians along Sepulveda Boulevard. In addition, the site is located adjacent to major existing and planned bus stops. Because of its integration with and connection to these major sources of public transportation, the Project will serve as a nexus point between both east-west and north-south mass transit and the destinations they serve. The Project will also enhance the urban village character of the City by promoting pedestrian activity at a key transit location a few blocks away from the already pedestrian-friendly Westwood/Pico Neighborhood Oriented District. Residents and commuters will be able to walk around the site and to the Westwood/Pico

Neighborhood Oriented District, thus promoting the urban village character of the neighborhood.

Because of its key location next to two major highways, the proposed Expo Line, near major bus stops, and the Project's pedestrian-orientation, the Project is suitable for development as a mixed-use Project with both residences and a major community serving commercial use. Further, the Project protects and preserves surrounding neighborhoods by providing a compatible land use, which would replace the existing cement plant and stone yard, and serves as a transition from the commercial, industrial and public facility land uses abutting the site to the residential uses several blocks from the Site.

Zoning

The Site currently has zoning designations of M2-1-O and PF-1XL. The Applicant seeks to change the Site's underlying zoning from M2-1-O and PF-1XL to C2-1. Per LAMC Section 12.13, the C2 zoning will allow the development of the proposed grocery and retail uses, as well as multi-family residential uses consistent with the R4 zoning designation. The Height District 1 designation will accommodate the Project's 196 foot approximate height. The requested Zone Change would further the purpose, intent and provisions of the General Plan.

LAMC and Other Local Laws

In addition to the requested General Plan Amendment and Zone and Height District Change, the Applicant is requesting:

- Transit-Oriented Affordable Housing Floor Area Bonus – Pursuant to State Law (Govt. Code Sections 65915-18) ("SB 1818") and City Ordinance No. 179681 and the menu of incentives provided therein, the Project is entitled to a density bonus and a floor area bonus that permits a FAR of 3:1 because the Project will provide 11% of the Site's units for Very Low Income units and the Site is near a Transit Stop or future Transit Stop.
- Site Plan Review – Site Plan Review is required when a Project creates a net increase of 50,000 gross square feet of nonresidential floor area and/or an increase of 50 or more residential units.
- Conditional Use Permits for Alcohol Sales ("CUB") – Two CUB approvals are required in connection with the sale of a full line of alcoholic beverages for off-site consumption by the Project's grocery store and retail store components.

With approval of all of the entitlements requested by the Applicant, the Project will comply with all applicable provisions of the LAMC, including provisions concerning LAMC parking, height, setback, open space and landscaping.

Additionally, the Project will include walkable elements within the project site and conform to the City's "walkability checklist." The Project includes connections from the Expo Line station to the retail component of the Project, as well as street seating, retail frontages along building edges, and landscaping to create a vibrant streetscape. Further, façade articulation, as well as large windows and openings, will be at the street level, bringing in visual interest and transparency along the Project's Pico and Sepulveda frontages. Located a few blocks away

from the Westwood/Pico Neighborhood Oriented District, the Project will encourage pedestrian-oriented development as residents and commuters will be able to walk around the Project and to the Westwood/Pico Neighborhood Oriented District, thus fostering the urban village character of the neighborhood.

Specific Plan or Redevelopment Plan

The Site is not located within a redevelopment plan or specific plan area.

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

The Project will be compatible and consistent with the surrounding uses in the neighborhood. The Project's contemporary architectural design, landscaping plan, and provision of significant open space will greatly enhance the aesthetic appeal of the site and surrounding area. As detailed below, the Project's retail and residential uses, off-street parking facilities, loading areas, lighting, landscaping, trash collections and other such pertinent improvements (including height, bulk and setbacks) will be compatible with and sensitive to existing and future development on the neighboring properties.

Height and Bulk. The Project will be approximately 16 stories and 196 feet in height, with a total floor area of approximately 785,564 square feet. Of the total floor area, 160,000 square feet will be occupied by commercial uses, and 625,564 square feet will be occupied by residential uses. Approximately 50,000 square feet of commercial uses intended for a grocery market will be sited below street level, which reduces the massing of the Project as viewed from the surrounding community. The Site's proposed C2-1 zoning would permit a building of this height. In addition, because of the Project's proximity to transit uses and affordable housing provision, the Applicant will obtain an increased FAR of 3:1 at the Site pursuant to SB 1818, a state law requiring development incentives and density bonuses for Projects that provide a specified amount of affordable housing, and City Ordinance 179681 that implements SB 1818, the Project's floor area is consistent with a 3:1 FAR. The Project's design features a courtyard on the podium level which will reduce the bulk and mass of the building, while at the same time creating a varied appearance as viewed from adjacent streets. It also features a street-level retail entrance that will include welcoming elements such as transparent glass doors and walls utilizing windows to allow for interaction between the uses and activity along the street.

Setbacks. The Project will meet the LAMC's setback requirements. In the C2 zone, no setbacks are required along the building's front yard. Side and rear yards in the C2 zone are not required for buildings erected and used exclusively for commercial purposes. However, for all portions of buildings erected and used for residential purposes, side and rear yards must conform to the requirements of the R4 zone at the floor level of the first story used for residential purposes. The Project will meet the 16-foot maximum side yard setback requirements, and will exceed the LAMC's 20-foot maximum rear yard requirement, as required in the R4 zone.

Off-Street Parking. The Project will provide parking that meets and exceeds the applicable LAMC requirements. The Project will provide a total of 1,795 parking spaces in a six-level parking garage – 640 of these parking spaces will be provided for the commercial component and 1,155 parking spaces will be provided for the residential component, including 995 parking spaces required for the residents of the Project and 160 spaces for guests of the residents (which guest parking exceeds LAMC requirements). (The guest parking spaces will be included with the commercial parking.) Even though the Project is entitled to a lower parking requirement under SB 1818 and City Ordinance No. 179681, the Applicant has agreed to provide parking in accordance with the LAMC.

Loading Area. The loading area will be located on the ground level behind the Project's commercial uses at a southwest corner of the Site. Ingress and egress will be accessible from Exposition Boulevard through a tunnel under the elevated Expo Rail line, with egress to Sawtelle Boulevard. Accordingly, the access driveway and loading area will be shielded from the Project's primary frontages. Since the loading area is proposed to be located at the rear of the Site, aesthetic impacts will not occur. In addition, because the loading area is located down a driveway and off of the surrounding streets, street loading will not occur, thus minimizing traffic impacts. Further, noise impacts associated with loading will be minimized through environmental mitigation measures.

Lighting. Lighting will be provided throughout the Site in order to provide a superior level of security in the residential, commercial and parking portions of the Project, while protecting nearby adjacent uses from light infiltration.

Landscaping and Open Space. The Project will provide for landscaping throughout the Site. The Project will provide approximately 91,500 square feet of open space, well in excess of the 72,800 square feet of open space required by the LAMC. All of the open space provided will be common open space, including an approximately 57,600 square foot open air courtyard at the podium level, as well as an approximately 9,000 square-foot recreation center. The open space areas will be landscaped in accordance with LAMC requirements. Furthermore, all setback areas will be landscaped as well.

Trash Collection. Trash collection areas will be internal to the Project and will not be visible or accessible to the general public or neighboring uses. Trash collection areas will be conditioned to be located away from the views of the public rights-of-way and shall be covered on all sides.

- c. **That any Project containing residential uses provides its residents with appropriate type and placement of recreational facilities and services amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.**

Residents of the Project will benefit from accessible public transportation resources, including the Expo Line station as well as multiple bus lines with stops adjacent to the site. The Project will offer transit passes to residents on a specified basis. They will also be able to shop on-site for both groceries and other retail goods at the Project's grocery and retail stores or at other neighborhood-serving retail proposed. With regards to recreational facilities and service amenities, the Project will provide its residents with approximately 9,000 square feet of indoor space for amenities. Of this total, 2,000 square feet will be in the senior building (Building 1) and will include meeting/multi-function rooms,

rooms for counseling, and a common mail room. The market rate units will share the remaining 7,000 square feet of indoor space. This will include a leasing office and concierge, a business center for residents, and a large exercise/spa facility. Outdoor amenities will include a pool, putting green, garden, etc. Amenities also include walkways and paths for residents to easily get to access these recreational facilities.

- d. **The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would substantially less the significant environmental effects of the Project, and/or any additional findings as may be required by CEQA.**

The Project has been conditioned to comply with all mitigation measures of environmental impact report, ENV-2008-3989-EIR.

12. The approval of the requested General Plan, zone change/height district change, conditional use, and site plan review has been made contingent upon compliance with the conditions of approval imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

13. **FINDINGS OF FACT (CEQA)**

Casden West LA, LLC (the "Developer Applicant"), proposes to develop the proposed Casden Sepulveda Project, a mixed-use development that includes residential structures above commercial uses and five levels of subterranean parking at 11122-1150 W. Pico Boulevard and 2431-2441 S. Sepulveda Boulevard in West Los Angeles (the "Site" or "Project Site"). The Site includes approximately 2.46 acres owned by the Los Angeles County Metropolitan Transportation Authority ("Metro"), as well as the land owned by the Developer Applicant. Metro owns the railroad right-of-way at the southern portion of the Site, along Exposition Boulevard between Sepulveda and Sawtelle Boulevards. The City of Los Angeles Department of City Planning ("Planning Department") is simultaneously proposing the re-designation of three properties adjacent to the Development Project from Light Manufacturing and Public Facilities to Community Commercial under the City's General Plan (the "Add Area Project"). The two separate projects were analyzed together in one CEQA document.

As originally proposed by the Developer Applicant, the project included approximately 266,800 square feet of commercial uses and 538 residential units (518,764 square feet) (the "Original Project"). It also included amenities such as a recreation center, a landscaped common courtyard between the residential structures, additional landscaping, public art and other public features, and green roofs. Building heights would vary from four and five stores above the two commercial levels along Sepulveda Boulevard for the senior building, six and seven stories above the two commercial levels along Pico and Sepulveda Boulevards for two market rate rental structures, and 15 stories above the two commercial levels in the western portion of the Project site for the fourth residential structure. Residential and commercial parking would be provided in five subterranean parking levels that would provide a total of 2,029 on-site parking spaces.

After the hearing held by the City in December 2012 on the Original Project, the Developer Applicant revised the project (the "Revised Project"). These changes are summarized below:

- Reduced Commercial Space
The Revised Project reduced retail square footage by approximately 100,000 square feet to 160,000 square feet.
- Lowered Podium Level
The Revised Project eliminates one level of above grade commercial space, which sets the podium level approximately 22 feet lower than the Original Project.
- Peak Building Heights Reduced
The removal of a 22-foot commercial story and the redistribution of units reduces the top building height of the rear structure by 5 feet (from 201 feet to 196 feet). Further, the heights to the tops of the other structures were lowered by 6 to 12 feet.
- Increase in Distance between Structures
Under the Revised Project, there is a distance of 84 feet between the two Sepulveda Boulevard structures and 118 feet between the Exposition Boulevard fronting structures.
- Increased Number of Residential Units
The Revised Project increases the number of residential units from 538 to 638, which includes an increase of 12 in senior affordable units from 59 to 71 units.
- Direct Multi-Level Commercial Garage Access
The Revised Project will provide direct access to the various levels to the new garage. All commercial parking levels will be linked internally.
- Commercial/Resident Parking Levels
Parking Level P4 of the Revised Project is designed to accommodate both commercial and resident parking. The allocation of spaces between these two uses will be able to be changed should parking demand shift and more spaces need to be allocated to one use or the other.
- No Building Construction on Public Storage Land
The design of the Revised Project no longer includes the construction of any garage space below or residential space above land owned by Public Storage. The Revised Project only will utilize a surface easement to improve the pedestrian access to the residential and retail lobbies on Pico Boulevard.
- Parking
The number of residential parking spaces increased as the number of residential units increased. However, the total number of parking spaces in the project decreased by 234. Parking will still exceed LAMC requirements.

I. CEQA REVIEW PROCESS

In compliance with CEQA, a Notice of Preparation ("NOP") was prepared by the Planning Department and was distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties on June 10, 2009. A noticed, public scoping meeting for the Original Project was also held on June 25, 2009, in the Department of Transportation Western Parking Enforcement Conference Room located at 11241 West Exposition Boulevard. At the meeting, the Planning Department received public testimony regarding the appropriate scope and content of the environmental information to be included in the Draft Environmental Impact Report ("DEIR") for the Original and Add Area Projects. Comments on the NOP and public comments received at the scoping meeting were considered during preparation of the DEIR.

A Notice of Availability ("NOA") and the DEIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 45-day public review period from April 12, 2012 through May 29, 2012. The public review period was later extended to June 18, 2012.

During that time, the DEIR was also available for review at the City of Los Angeles Department of City Planning, Central Library, West Los Angeles Regional Library, Palms Rancho Park Branch Library, Mar Vista Branch Library, and via internet at <http://cityplanning.lacity.org>. The DEIR evaluated in detail the potential effects of the Original and Area Projects. It also analyzed the effects of a reasonable range of six alternatives to the Original and Add Area Projects, including potential effects of two different "No Project" alternatives. Following the close of the public review period, written responses were prepared to the comments received on the DEIR. Comments on the DEIR and the responses to those comments are included within the "Final EIR." Within the meaning of CEQA Guidelines Section 15132, the Final EIR comprises: the DEIR; the responses to comments document (which includes an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Mitigation Monitoring Report Plan; and Appendices); and Errata #1, #2, and #3 to the Final EIR (discussed in more detail below).

After publication of the Final EIR in November 2012 and in December 2012, two errata to the Final EIR were prepared. "Errata #1" included clarification of Mitigation Measure G-1 (related to potential soil contamination at the Project site) and the name of a commenter inadvertently omitted from the list of commenters in the Final EIR. "Errata #2" included a comment letter on the Draft EIR from the City's Bureau of Sanitation and a response to the comments in this letter. Additionally, after publication of the Final EIR in November 2012 and the City hearing on the Original Project in December 2012, the Developer Applicant submitted its Revised Project to the City. In order to demonstrate that the changes made to the Original Project would not result in any new or increased significant impacts beyond those significant impacts already identified in the Draft EIR for the Original Project, the City prepared "Errata #3" to the Final EIR.

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based are located at the Department of City Planning, 6262 Van Nuys Boulevard, Room 351. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))
- B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))
- C. The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Revised Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the Final EIR. For each such effect identified in the Final EIR, these findings contain the following sections:

Description of Significant Effects - A specific description of the environmental effects identified in the DEIR for the Original Project and in Errata #3 for the Revised Project, including a judgment regarding the potential significance of the impact.

Mitigation Measures - Identified mitigation measures or actions that are required as part of the Revised and Add Area Projects.

Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091, as well as a finding as to whether the Revised Project would cause any new significant impacts or worsen the severity of a previously identified significant impact.

Rationale - A summary of the reasons for the finding(s).

Reference - Notations to the specific section in the DEIR and Final EIR or that includes evidence and discussion of the identified impact.

While they are discussed separately in these Findings, the cumulative impacts of the Original, Revised and Add Area Projects were analyzed in the Final EIR. Because there is no development proposed in connection with the Add Area Project, the City concludes that there is no potential for the two projects alone to result in significant cumulative impacts. Finally, the discussion of the conclusions concerning the impacts associated with the Original and Revised versions of the Project may be in a different section of these Findings than the discussion of conclusions concerning the impacts attributable to the Add Area Project because the level of impacts and any necessary mitigation may vary. In that instance, the section headings in these Findings clearly denote that difference.

II. DESCRIPTION OF PROPOSED DEVELOPMENT

Original Project

The Original Project would have required the demolition of all the existing structures that are currently located on the Project Site. It would then be developed with a mixed-use commercial and residential development, with commercial access along Pico and Sepulveda Boulevards and residential access along Sepulveda and Exposition Boulevards. Loading and emergency vehicle access to the site is from Exposition Boulevard, with egress on Exposition and Sawtelle Boulevards. Part of the Metro railroad land at the southern portion of the site, along Exposition Boulevard between Sepulveda Boulevard and Sawtelle Boulevard, is planned for use as rail-line related infrastructure associated with Phase II of the Metro's Exposition Light Rail Transit Line (the "Expo Line"). The Phase II extension of the Expo Line will travel along the Exposition Boulevard corridor through the Project area, and will provide an above-grade station that crosses Sepulveda Boulevard with a station access point at the Project Site, near the intersection of Exposition Boulevard and Sepulveda Boulevard. The Original Project would have been integrated with the proposed Expo Line station. The Original Project included an enhanced plaza to the entrance of the Expo station, and there would be pedestrian accessibility to the Original Project's retail uses along Sepulveda Boulevard along the pedestrian path between the Expo Line station and both existing and planned bus stops on Pico and Sepulveda Boulevards.

The Original Project included a total of approximately 266,800 square feet of retail commercial floor area and 538 residential units (of which 59 would be senior-affordable units). There would be 56 studios, 262 one-bedrooms, 201 two-bedroom units and 19 three-bedroom units (approximately 518,764 residential square feet). In total, the Original Project would have involved construction of four separate residential structures above two stories of commercial uses. The two-story commercial component would be constructed above five levels of subterranean parking and would serve as the podium for the residential uses and associated open courtyard space and recreational facilities. The first floor of the Original Project would include a lobby fronting Pico Boulevard, the first floor of a major retail store, additional retail space fronting Sepulveda Boulevard, a stock area for the market located on the second floor and a leasing office. The second floor would include the second floor of the major retail store, and an approximately 54,350-square-foot market. The third floor would serve as a podium for the four residential structure, open courtyard space, and residential recreational facilities. The Original Project included additional landscaping and a public water feature, as well as "green roofs."

The two residential structures fronting on Sepulveda Boulevard would vary in height. The building in the southeastern corner of the Original Project site would house the senior-affordable residential units and would extend four and five stories above the two commercial levels. The other residential structure fronting on Sepulveda Boulevard would extend six and seven stories above the two commercial levels and the residential structure fronting on Pico Boulevard would extend six stories above the two commercial levels (approximately 114 feet above grade), stepping back and up to seven stories in height (approximately 124 feet above grade) toward the interior of the Project Site. The residential structure located in the western portion of the Project Site would extend 15 stories (approximately 200 feet above ground surface) above the two commercial levels.

The design of the Original Project was a mixture of contemporary and traditional architectural styles. The lower commercial levels would reflect more contemporary architectural style, with punched wall openings in a continuous façade, large glazed

windows, and pedestrian-level openings, while the upper residential levels would reflect a more traditional architectural style, accentuated by balconies. The stepped and articulated elements of the design of the upper residential structures along Pico Boulevard and Sepulveda Boulevard would obscure the massing of the Original Project as a whole and the overall height, as viewed from a pedestrian level near the Project Site.

Along Pico Boulevard and Sepulveda Boulevard, the building would be set back approximately 25 feet and 30 feet, respectively, from the roadways, allowing for development of publicly accessible plaza areas. The setback areas would include widened sidewalks, a double row of trees, enhanced paving, drainage features, native plantings/landscaping, and a public art component. The plaza area along Sepulveda Boulevard would serve to enlarge the transit plaza and connect to the Original Project's smaller scale retail environment with its neighborhood tenants and outdoor dining. In addition, a portion of the second commercial level on Sepulveda Boulevard would be terraced to allow for additional outdoor dining and other uses. The leasing office for the Original Project would also be on Sepulveda Boulevard, directly accessible from the street. The plaza areas would be designed to serve as a pedestrian "activation" function, by allowing sufficient room for pedestrian travel and by providing pedestrian-friendly access to key site entry points on Pico Boulevard and Sepulveda Boulevard and to the Expo Line station access point that will be developed adjacent to the Project site near the intersection of Sepulveda Boulevard and Exposition Boulevard.

Residential and commercial parking would have been provided in five subterranean parking levels located below the development. A total of 1,067 commercial stalls would have been provided to accommodate the commercial retail uses. Residential parking units would be segregated from the commercial parking spots. The residential stalls would be provided at the rate of 0.5 stall per age-restricted unit, 1.0 stall per studio unit, 1.5 stalls per each one-bedroom unit, and 2 stalls per each two- and three-bedroom unit. A total of 827 residential parking stalls would be included and dedicated to residential use. There would be an additional 135 stalls for guest parking, accessed in the commercial parking area. In total, 2,029 parking stalls will be provided for residential and commercial uses. Original Project parking would exceed Los Angeles Municipal Code ("LAMC") parking requirements. Residential guest parking that is not required by the LAMC would be provided. Moreover, the Developer Applicant is not taking the parking reduction that is permitted under SB 1818 and the City's implementing ordinance concerning the incorporation of affordable housing into the Original Project. Vehicular access to residential parking would be provided from Sepulveda and Exposition Boulevards, with ingress and egress located along both boulevards. Vehicular access to the commercial parking would be located from Pico and Sepulveda Boulevards, and commercial loading and emergency vehicle access would be provided by an entrance located on Exposition Boulevard, with egress on both Exposition and Sawtelle Boulevards.

Revised Project

After the hearing held by the City in December 2012 on the Original Project, the Developer Applicant submitted the Revised Project. These changes are summarized below:

- **Reduced Commercial Space**
The Revised Project reduced retail square footage by approximately 100,000 square feet to 160,000 square feet.

- Lowered Podium Level
The Revised Project eliminates one level of above grade commercial space, which sets the podium level approximately 22 feet lower than the Original Project.
- Peak Building Heights Reduced
The removal of a 22-foot commercial story and the redistribution of units reduces the top building height of the rear structure by five feet (from 201 feet to 196 feet). Further, the heights to the tops of the other structures were lowered by 6 to 12 feet.
- Increase in Distance between Structures
Under the Revised Project, there is a distance of 84 feet between the two Sepulveda Boulevard structures and 118 feet between the Exposition Boulevard fronting structures.
- Increased Number of Residential Units
The Revised Project increases the number of residential units from 538 to 638, which includes an increase of 12 in senior affordable units from 59 to 71 units.
- Direct Multi-Level Commercial Garage Access
The Revised Project will provide direct access to the various levels to the new garage. All commercial parking levels will be linked internally.
- Commercial/Resident Parking Levels
Parking Level P4 of the Revised Project is designed to accommodate both commercial and resident parking. The allocation of spaces between these two uses will be able to be changed should parking demand shift and more spaces need to be allocated to one use or the other.
- No Building Construction on Public Storage Land
The design of the Revised Project no longer includes the construction of any garage space below or residential space above land owned by Public Storage. The Revised Project only will utilize a surface easement to improve the pedestrian access to the residential and retail lobbies on Pico Boulevard.
- Parking
The number of residential parking spaces increased as the number of residential units increased. However, the total number of parking spaces in the project decreased by 234. Parking will still exceed LAMC requirements.

While the City Planning Commission recommended different conditions of approval at its hearing on February 28, 2013, those conditions do not affect the development envelope of the Project. Most notably, the heights of the Project buildings would remain within the heights previously analyzed in the Final EIR even accounting for the Commission's condition that no residential dwelling unit be within 500 feet of the Freeway. Accordingly, the findings made below concerning the Revised Project are equally applicable to the Project as conditioned by the Commission.

III. PROJECT LOCATION AND SURROUNDING USES

The approximately 6.5 acre Site is located near the southwest corner of Pico Sepulveda Boulevards in West Los Angeles. The Project Site is adjacent to land zoned for industrial and public uses. Existing proximate uses include City and County offices; a self-storage facility; mid-size retail uses including a mini-shopping center, a lumber and hardware store, an outdoor outfitter store; and a United States Post Office. Single-family residential neighborhoods are located several blocks away to the south and east along smaller residential streets and adjacent to the 405 Freeway. Multi-family residential neighborhoods are located to the south and west along Sawtelle Boulevard and adjacent.

The Revised and Add Area Projects are located in the West Los Angeles community of the City of Los Angeles (the "City"). Existing uses in the immediate vicinity of the Revised and Add Area Projects are a mix of industrial, commercial retail uses and low-to-mid-density residential. The Project Site is bounded to the north and west by a self-storage facility (part of the Add Area Project site); to the north by a County of Los Angeles office building (part of the Add Area Project site); to the east by a retail lumber/hardware store; to the south by a U.S. post office and an office and vehicle service facility for the Los Angeles Department of Transportation parking enforcement; and the Interstate 405 overpass to the northwest and west. While there are currently industrial uses on the Project Site, other industrial uses in the area have, for the most part, vacated the area. They have been replaced by big box retailers and other commercial retail uses. The Revised Project site is located at 11122 through 11150 Pico Boulevard and 2431 and 2441 South Sepulveda Boulevard, which also encompasses Metro owned land in the southern portion of the Project Site, along Exposition Boulevard between Sepulveda and Sawtelle Boulevards. In total, the Project Site is approximately 6.59 acres, including 2.46 acres owned by Metro. The Add Area Project is located at 11240, 11250, 11120, 11160, and 11110 Pico Boulevard and is approximately 8.86 acres.

The Add Area Project involves re-designating under the General Plan, three properties, separate and distinct from the Project site, and identified by the City. The City has identified three properties bound by West Pico Boulevard to the north, South Sawtelle Boulevard to the west, Exposition Boulevard to the south, and Sepulveda Boulevard to the east that it intends to re-designate from Light Manufacturing and Public Facilities to Community Commercial as defined in the West Los Angeles Community Plan. The purpose of the re-designation is to provide for logical, consistent area-wide planning and uniform land use designations within the Development Project area, and in the neighborhood as a whole.

The City does not propose rezoning the Add Area Project site. There are no applications on file that relate to the Add Area Project site and the Developer Applicant does not own any of the Add Area Project parcels, or propose any new development thereon. Any future rezoning would be requested by individual applicants at the time a specific project is proposed. If, and when, future development is proposed at the Add Area Project site, additional CEQA analysis will be required and the appropriate CEQA document(s) will be prepared at that time. Accordingly, it is assumed that existing uses on the Add Area Project site (i.e., public storage facility, a County office building, and a maintenance yard) would continue for the foreseeable future. The existing zoning at the Add Area Project site (Industrial) is less restrictive than the land use designation proposed. Accordingly, it will preclude future industrial uses permitted in the Light Manufacturing land use category from establishing in the area.

The Community Commercial land use designation will allow for development of land uses that will provide goods and services that appeal to both local and regional markets, and include such uses as restaurants, shopping centers, recreational facilities, hotels, and multi-family residential uses. Specifically, the following zoning designations are compliant with the Community Commercial land use designation, and would be appropriately proposed in connection with a future development proposal:

- CR (Limited Commercial Zone);
- C2 (Commercial Zone);
- C4 (Commercial Zone);
- RAS3 (Residential/Accessory Services Zone Purpose Statement);
- RAS4 (Residential/Accessory Services Zone Purpose Statement);
- P (Automobile Parking Zone);
- PB (Parking Building Zone);

Within the Commercial land use designation all development is limited to Height District No. 1. Height District No. 1 allows a maximum FAR of 1.5:1. There is no height limit for structures within Height District No. 1. Pursuant to LAMC Section 12.14(C), within the C2 zone, front yard setbacks are not required. Furthermore, side and rear yard setbacks are not required for buildings that are used exclusively for commercial purposes.

The City of Los Angeles Department of City Planning is the Lead Agency for the Revised and Add Area Projects. The Developer Applicant and Co-Applicants are requesting approval of the following discretionary actions from the City of Los Angeles and/or other agencies:

- General Plan Amendment to re-designate the entire Project site as Community Commercial;
- Rezone of the Project site (excluding the Add Area) to C2-1;
- Affordable Housing Development Incentive to Permit Increase in Maximum Allowable FAR of 3:1;
- Conditional Use Permit to allow for the sale of alcoholic beverages for off-site consumption;
- Development Agreement (not currently being processed, but if necessary, will be processed separately);
- Site Plan Review;
- Vesting Tentative Tract Map to separate the commercial and residential uses on-site (currently being processed separate from the other entitlements necessary for the Development Project);
- Variance from Sections 12.21.1.3 a and b of the LAMC to allow any roof structure to extend above the height limit established for this project, including but not limited to stairway enclosures, elevator overrides and mechanical equipment or screens of any type;
- Variance from 12.14.C.2 under the C2 zone that requires buildings erected for residential purposes to adhere to the side and rear yard requirements of the R4 Zone (section 12.11 C.2 and 3) that reduces all required yards to zero feet;
- Haul route approval; and

- Approval from the California Public Utilities Commission of encroachments to the Sepulveda Boulevard/Exposition Boulevard intersection crossing.

The Add Area Project will require:

- Approval of a General Plan Amendment to re-designate the Add Area Project site as Community Commercial.

IV. IMPACTS FOUND NOT TO BE SIGNIFICANT

The City of Los Angeles Planning Department prepared an Initial Study for the Original and Add Area Projects, in which it determined that the projects would not have the potential to cause significant impacts in the areas of Agricultural and Forest Resources and Biological Resources. Therefore, these issue areas were not examined in detail in the DEIR, the Final EIR or Errata #3. Nonetheless, the potential for impacts in each of these issue areas was discussed in DEIR Section IV.A. The rationale for the conclusion that no significant impact would occur is also summarized below:

A. Agriculture Resources and Forest Resources

The Original and Add Area Project sites are located in a highly developed area of the City, do not contain any agricultural uses, and are not delineated as agricultural land on any maps prepared pursuant to the Farmland Mapping and Monitoring Program. The Project Site and the Add Area Project site are both currently zoned M2 (Light Manufacturing) and PF (Public Facilities, and are not subject to an existing Williamson Act Contract or designated forest or timber land. Likewise, the area surrounding the Original Project and Add Area Project sites is fully developed with industrial, commercial, residential, and retail uses, and does not contain any agricultural resources or forest land. Neither the Original nor the Add Area Project has any potential to convert farmland to a non-agricultural use or forest land to a non-forest use. Based upon the foregoing, there would be no project-specific or cumulative impacts to an existing agricultural or forest resource attributable to either the Original Project or the Add Area Project.

Since the Revised Project will be located on the same Site as the Original Project and does not increase the lateral footprint of the proposed project, the Revised Project would also not cause any project-specific or cumulative impacts to an existing agricultural or forest resource.

B. Biological Resources

The Original and Add Area Project sites are in an area characterized by urban development. The Project Site is developed as an existing concrete plant and building materials retailer, and the add Area Project site is developed with a public storage facility, a County of Los Angeles office building, and a maintenance yard. There are no natural open spaces or areas of significance, areas that might act a wildlife corridor or facilitate movement of any resident or migratory fish or wildlife species, nor any areas of significant biological resource value that may be suitable for sensitive plant or animal species in either's vicinity. Furthermore, no candidate, sensitive or special status species identified in local plans, policies, or regulations or by the California Department of Fish and Game, the California Native Plant Society, or the U.S. Fish and Wildlife Service would be expected to occur at the Original or Add Area Project sites.

Likewise, neither the Original nor the Add Area Project site contains any riparian or other sensitive habitat areas that are located on or adjacent to the sites of the Original and

Add Area Projects. Accordingly, neither the Original nor the Add Area Project has any potential to have a substantial adverse effect on wetland habitat or "waters of the United States" as defined by Section 404 of the Clean Water Act., Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance. The trees currently present at the Original and Add Area Project sites are common ornamental tree species. According to the City's Tentative Tract Map requirements, any tree greater than or equal to 12 inches in diameter as measured at breast height must be replaced at a 1:1 ratio. No trees that meet these criteria have been observed on the Original or Add Area Project site. Accordingly, neither the Original nor the Add Area Project would conflict with the Protected Tree Ordinance. Finally, neither the Original Project nor the Add Area Project or their surrounding areas are part of a draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact related to any such plan would occur.

For the foregoing reasons, there would be no project-specific or cumulative impacts related to Biological Resources attributable to the Original or Add Area Projects. Since the Revised Project will be located on the same Site as the Original Project and does not increase the lateral footprint of the proposed project, the Revised Project would also not cause any project-specific or cumulative impacts to an existing biological resource.

V. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

The following effects associated with the Original, Revised and Add Area Projects were analyzed in the Final EIR and found to be less than significant prior to mitigation:

A. Aesthetics (Visual Resources and Views)

1. Scenic Vistas/Scenic Resources.

The Original and Add Area Project sites are located in a highly urbanized area of the western portion of the City. The area primarily consists of low-to-mid-rise commercial buildings along major arterial roadways and single-family residential homes on secondary roadways. The Add Area Project does not propose any development. Accordingly, no impacts are anticipated. Moreover, because the Project Site is at a lower elevation than surrounding areas, and does not contain high-rise buildings, no portion of the Project site is currently visible from distant viewpoints. While the Original Project would result in four new residential structures, one as high as 17 stories, and would be substantially larger than existing low-and mid-rise structures in the immediate vicinity of the Original and Add Area Project sites, it would not obstruct the views from any scenic vista (e.g. ocean, mountains, coastline) or compromise any other scenic resources including other viewing locations or vantage points (e.g. public streets and sidewalks), trees, rock outcropping, or historic buildings within a state scenic highway because no such scenic resources exist in the Original or Add Area Project areas. The elevated San Diego and Santa Monica Freeway structures, as well as existing development, obstruct views to the west and south of the Original and Add Area Project sites. Views of the Santa Monica Mountains and the skyline associated with high-rise buildings north of the Original and Add Area Project sites are almost entirely obstructed by other development in the West Los Angeles Area. Furthermore, only minimal views that exist for pedestrians and motorists traveling north on Sepulveda will be impeded by development of the Metro Expo II station that will span Sepulveda Boulevard. Finally, applicable thresholds focus on public views, and not on individual private views from commercial or residential properties. Accordingly, any minimal interference with views

from said properties does not rise to a level of significance. Accordingly, impacts in this issue area will be less than significant prior to mitigation.

The geographic context for analysis of cumulative impacts related to scenic vistas would include the related projects located in the immediate vicinity of the Original and Add Area Projects. As explained above, there are no scenic vistas in the immediate vicinity of the Original or Add Area Project sites and other public views will not be significantly impacted by the Original Project. Most importantly, however, related projects will be subject to applicable development standards and environmental review. For all of these reasons, cumulative impacts are also anticipated to be less than significant prior to mitigation.

The Revised Project includes development of the same Site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) as identified for the Original Project in the DEIR. Additionally, the design, architecture, and massing of the Revised Project would be substantially the same as the Original Project. Also, the overall heights of the buildings under the Revised Project would be similar to those previously analyzed in the DEIR. Further, as stated previously, no scenic views are available from the Project Site. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of the significant impacts associated with this issue identified for the Original Project as described in the DEIR.

2. Add Area Project - Existing Character/Quality.

The Add Area Project only includes re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. The Add Area Project site will not be re-zoned and no specific development is proposed in connection with the re-designation. Therefore, it is assumed that existing uses at the Add Area Project site would continue for the foreseeable future. For the foregoing reasons, the Add Area Project has no potential to result in project-specific or cumulative impacts that would affect the existing visual character or quality of the Add Area Project site or its surroundings.

B. Add Area Project – Aesthetics (Light, Glare and Shading)

1. Shade/Shadow.

The Add Area Project only includes re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. The Add Area Project site will not be re-zoned and no specific development is proposed in connection with the re-designation. Therefore, it is assumed that existing uses at the Add Area Project site would continue for the foreseeable future. For these reasons, no project-specific or cumulative impacts relating to shade/shadow are anticipated to occur in connection with the Add Area Project.

2. Light and Glare.

The Add Area Project only includes re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. The Add Area Project site will not be re-zoned and no specific development is proposed in connection with the re-designation. Therefore, it is assumed that existing uses at the Add Area Project site would continue for the foreseeable future. For these reasons, no project-specific or cumulative impacts relating to light and glare are anticipated to occur in connection with the Add Area Project.

C. Air Quality (Air Quality Management Plan Consistency)

The South Coast Air Quality Management District ("SCAQMD") has adopted criteria for determining consistency with regional plans and the regional Air Quality Management Plan ("AQMP"). They include: (1) identifying whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and (2) identifying whether a project would exceed the assumptions utilized in preparing the AQMP. The DEIR concludes that neither the Original Project nor the Add Area Project would have impacts with respect to either criterion. The DEIR also analyzed the Original and Add Area Projects' consistency with the Air Quality Element of the City of Los Angeles General Plan, and determined that both the Original Project and the Add Area Project would be consistent with goals, objectives, and policies set forth therein, as both would be generally consistent with the applicable air quality policies in the General Plan.

Cumulative development can affect implementation of applicable air quality management plans. Because the Original Project would have a less than significant impact with respect to population, housing, and employment that would be introduced to the site, the Add Area Project does not propose any additional development, and both aspects of the Project are consistent with the Air Quality Element of the City of Los Angeles General Plan, cumulative impacts in this issue area will also be less than significant prior to mitigation.

The Revised Project includes development of the same Site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR. Further, the population, housing, and employment associated with the Revised Project also would be consistent with projections for the West Los Angeles Community Plan area and the City of Los Angeles. Thus, for these reasons, the Revised Project also would be consistent with the AQMP. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project described in the DEIR.

D. Add Area Project - Air Quality (SCAQMD Thresholds)

1. Construction.

The Add Area Project includes re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed in connection with the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no new construction emissions in excess of SCAQMD's significance thresholds are anticipated to be generated by the Add Area Project and no impacts in this issue area are anticipated.

2. Operation.

The Add Area Project is not anticipated to generate emissions that would exceed applicable SCAQMD thresholds, as no development is proposed in connection with the same. Accordingly, no impacts in this issue area are anticipated.

With respect to cumulative impacts, cumulative air quality impacts are assessed based on whether a project would result in a significant project-level impact to regional air quality based on SCAQMD significance thresholds. Since existing uses on the Add Area

Project site will remain, and no additional emissions are anticipated to be generated by the Add Area Project, the Add Area Project will not result in a cumulatively considerable net increase in any criteria pollutant for the region is in non-attainment. Therefore, cumulative impacts associated with the Add Area Project will also be less than significant prior to mitigation.

E. Air Quality (Localized CO Impacts)

The Add Area Project is not anticipated to generate emissions, as no development is proposed in connection with the same. Accordingly, no impacts in this issue area are anticipated.

Potential impacts related to CO concentrations associated with motor vehicle travel generated by the Original Project were evaluated with the addition of traffic growth associated with related cumulative development. Using the simplified CALINE4 screening procedure to predict future CO concentrations in the Original Project study area, it was determined that future 1-hour and 8-hour CO concentrations would not exceed their respective national or state ambient air quality standards, and that when compared to the baseline none of the intersections studied would experience an incremental increase in CO concentrations greater than or equal to the State 1-hour or 8-hour CO standards.

Based upon the foregoing, neither the Original Project nor the Add Area Project will expose sensitive receptors to substantial CO concentrations and Original and Add Area Project-specific impacts in this issue area will be less than significant prior to mitigation. It is also unlikely that future projects would combine with the Original or Add Area Projects to result in long-term future exposure of sensitive receptors to CO concentrations. CO levels in the vicinity of the Original and Add Area Project sites are projected to decline in the foreseeable future because of improvements in vehicle emission rates, as dictated by California Air Resources Board vehicle emissions standards. Therefore, cumulative impacts in this issue area will also be less than significant prior to mitigation.

Because the Revised Project would generate fewer peak-hour traffic trips than the Original Project, the amount of localized CO pollutant emissions generated by the Revised Project would be less than that generated by the Original Project as described in the DEIR. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project in the DEIR.

F. Air Quality (Odors)

The SCAQMD has identified land uses that are typically associated with odor complaints. These include agriculture (farming and livestock), wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Neither the Original Project nor the Add Area Project nor any related projects include any of these land uses. Accordingly, the potential for odor impacts is low. In addition, to the extent odors are generated by any related project proposed in the future, said project will be required to comply with SCAQMD's 402, and to implement Best Available Control Technology meant to address odors. Accordingly, project-specific and cumulative impacts in this issue area attributable to the Original Project or the Add Area Project will be less than significant prior to mitigation.

Since the Revised Project will develop the same type of uses proposed for the Original Project, the Revised Project impact in the issue area will also be less than significant prior to mitigation.

G. Air Quality (Meteorological/Wind Impacts)

A Wind Tunnel Study was prepared to determine whether: (1) the Original Project would substantially change existing wind conditions in off-site areas surrounding the Project site; and (2) to assist the project design team in identifying areas that might be adversely affected by on-site wind conditions. The analysis ultimately determined that the Original Project would not result in wind speeds that exceed the significance threshold of 7 mph. Accordingly, impacts related to wind would be less than significant prior to mitigation.

The Add Area Project does not propose any development. Accordingly, it is assumed that the status quo will be maintained at the Add Area Project site for the foreseeable future, and that no impacts in this issue area will occur.

Because the Original Project will not result in significant wind impacts and the Add Area Project will not result in any wind impacts, cumulative wind impacts are also anticipated to be less than significant prior to mitigation.

The Revised Project includes development of the same site with structures that are similar in configuration (i.e., four residential structures over a commercial structure and subterranean parking) and massing but somewhat shorter in height. Accordingly, the wind impact conditions described for the Original Project in the DEIR would be substantially the same for the Revised Project. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impact identified for the Original Project in the DEIR.

H. Cultural Resources (Historic Resources)

The Original Project required the demolition of all existing buildings and structures on the Project Site. However, none of the existing buildings and structures on the site would qualify as historic resources. Accordingly, the planned demolition would not constitute the alteration of any historic resources, and the Original Project would not have an impact on historic resources. The Add Area Project is not anticipated to result in any new development. Accordingly, there is also no potential for impacts to historic resources in connection with the Add Area portion of the Proposed Project.

Cumulative impacts on historic resources would occur if the impacts of the Original and Add Area Projects, combined with impacts from other related projects would substantially diminish the number and/or quality of historic resources in the vicinity of the Original and Add Area Projects. Because it is not anticipated that there will be project-specific impacts in this issue area, and related projects will also be subject to a case-by-case review on this issue and required to mitigate any impacts to the extent feasible, neither the Original Project nor the Add Area Project would have any cumulative impacts on historic resources.

Since the Revised Project would demolish the same existing buildings as the Original Project, none of which are historic, the Revised Project would not cause any significant impacts to cultural or historic resources. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

I. Add Area Project - Cultural Resources (Archaeological Resources)

The Add Area Project includes the re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. The re-designation will not allow for, and is not anticipated to cause any specific development to occur. Instead, it is anticipated that the status quo will be maintained at the Add Area Project site for the foreseeable future. Because no development is proposed, impacts to archaeological resources will not occur in connection with the Add Area Project. The Add Area Project will not contribute to any impacts in this issue area. Accordingly, the Add Area Project will not contribute to any potential cumulative impact relating to archaeological resources either.

J. Add Area Project – Cultural Resources (Paleontological Resources)

The Add Area Project does not include a development proposal and for the reasons set forth above, it will not result in any development for the foreseeable future. Therefore, neither project-specific nor cumulative impacts to paleontological resources will occur in connection with the Add Area Project.

K. Add Area Project – Cultural Resources (Human Remains)

The Add Area Project does not include a development proposal, and for the reasons set forth above, it will not result in any development for the foreseeable future. Therefore, it is not anticipated that project-specific or cumulative impacts to human remains will occur in connection with the Add Area Project.

L. Geology and Soils (Seismic Hazards)**1. Earthquake Fault.**

Neither the Project Site nor the Add Area Project site is located in an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the Santa Monica fault located approximately one mile south.

There is no development proposed in connection with the Add Area Project. Further, even if the Original or Add Area Project sites were located in a fault zone, compliance with the Los Angeles City Building Code as well as implementation of site-specific engineering recommendations contained in the Geotechnical Report for the Original Project would render any impacts less than significant. Therefore, both Original and Add Area Project impacts in this issue area would be less than significant prior to mitigation.

The geologic and geotechnical conditions described for the Original Project in the DEIR apply to the Revised Project, which would be subject to the City's requirement for preparation and approval of a geotechnical report (Mitigation Measure E-1) and compliance with the City's building code, which would ensure that no significant impacts related to geology and soil would occur. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project as described in the DEIR.

2. Strong Seismic Groundshaking.

The Original and Add Area Projects are located in Southern California, a seismically active region. However, this hazard is common in the region, and as discussed above, the Add Area Project does not propose any development, and the Original Project would

be constructed in compliance with seismic requirements contained in the Los Angeles Building Code and consistent with site-specific engineering recommendations including: (1) foundation design, reinforcement, and settlement; (2) lateral design; (3) retaining wall design, drainage; (4) dynamic (seismic) lateral forces; and (5) shoring design, soldier piles, lateral pressures, and deflection meant to address the potential for strong seismic groundshaking. In fact, adherence to current building codes and engineering practices dictates that Original Project structures are likely to better withstand seismic events than existing buildings at the Project Site. For the foregoing reasons, Original and Add Area Project impacts in this issue area would be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project and subject to the same seismic requirements, the Revised Project's impacts in this area would also be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

3. Liquefaction.

A liquefaction analysis of the soils underlying the Project Site was conducted. The results demonstrated that soils underlying the entirety of the Project Site are not prone to liquefaction, assuming a 475-year-period ground motion. The Add Area Project does not propose development. Nonetheless, it is presumed that adjacent soils are similar to those on the Project Site and, therefore, are also not prone to liquefaction. Accordingly, impacts in this issue area will be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area would be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

4. Landslides.

The probability of seismically-induced landslides occurring at the Original and Add Area Project sites is considered to be low due to the general lack of elevation difference across the Project Site and the adjacent Add Area Project site. In addition, according to relevant documents, neither the Original Project nor the Add Area Project site is located in an area that is susceptible to slope instability or landslides. Therefore, impacts in this issue area will be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area would be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

5. Seismically-Induced Settlement.

As explained above, the Add Area Project is simply re-designation of the land use designation for three properties. No development is proposed and, therefore, impacts in this issue area will be less than significant prior to mitigation where settlement is concerned. It is expected that some settlement at the Project Site could occur due to strong seismic ground shaking, such as that caused by an earthquake, but due to the uniform nature of the underlying geologic materials, excessive settlements are not expected to occur. Original and Add Area Project impacts in this issue area would be less than significant prior to mitigation.

Construction of the 42 related projects and other future development might introduce new site-specific seismic hazards to the Original and Add Area Project area. However, geologic hazards are site-specific and there is little, if any, cumulative relationship between implementation of the Original Project and other related projects. Moreover, any related project will be subject to City and State construction standards intended to reduce these impacts to less than significant levels. Therefore, cumulative impacts related to seismic hazards will be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

M. Add Area Project - Geology and Soils (Erosion and Topsoil)

The Add Area Project only includes the re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. It would not allow for or cause any specific development to occur. Accordingly, it is not anticipated that any specific development would occur in the foreseeable future, and no project-specific or cumulative impacts in this issue would occur prior to mitigation.

N. Geology and Soils (Slope Stability/Subsidence)

As explained above, the probability of seismically induced landslides at the Original and Add Area Project sites is considered to be low. In addition, neither the Add Area Project site nor the Project Site is located in any area susceptible to slope instability or landslides as indicated on relevant General Plan maps. Accordingly, impacts related to slope stability will be less than significant prior to mitigation.

Subsidence is the gradual settling or sudden sinking of land due to movement or removal of underlying earth materials. Human-induced subsidence typically occurs due to activities such as extraction of groundwater, petroleum and natural gas deposits. No groundwater was observed upon Project Site reconnaissance, and no water, petroleum, or natural gas is being extracted from the Original Project or Add Area Project sites. Further, no portion of the Original or Add Area Proposed Project site is located in either a major oil drilling area or within the boundary of a state-designated oil field. Accordingly, subsidence in connection with said activities is not anticipated to occur. Impacts in this issue area would be less than significant prior to mitigation.

Construction of the 42 related projects and other future development may introduce new slope stability and subsidence impacts to the Original and Add Area Project area. However, geologic hazards are site-specific and there is little, if any, cumulative relationship between implementation of the Original Project and other related projects. Moreover, any related project will be subject to City and State construction standards intended to reduce these impacts to less than significant levels. Therefore, cumulative impacts related to seismic hazards would be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

O. Add Area Project – Geology and Soils (Expansive Soil)

The Add Area Project includes the re-designation of three properties. It will not allow for or cause any specific development to occur. Therefore, it is assumed that for the foreseeable future, existing uses at the Add Area Project site will continue and that there will be no project-specific or cumulative impacts related to expansive soils as a result of the Add Area Project.

P. Geology and Soils (Support of Septic Tanks or Alternative Waste Water Disposal)

The entirety of the Original and Add Area Project sites are located in a developed area of Los Angeles that is served by wastewater conveyance infrastructure. No septic tanks or alternative disposal systems are proposed. Accordingly, neither the Development nor the Add Area Projects would have project-specific or cumulative impacts in this issue area prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

Q. Geology and Soils (Other Geologic Hazards)

The Original and Add Area Project sites are not located within a tsunami hazard area as identified in applicable General Plan maps. Accordingly, project-specific and cumulative impacts related to tsunami would be less than significant prior to mitigation.

The Project Site is located within a mapped inundation area, however, due to seiche or breached upgradient reservoir as identified by County of Los Angeles maps. Nonetheless, development of the Original Project would be in accordance with City requirements regarding development within a potential inundation area. Accordingly, impacts will be less than significant prior to mitigation. As explained above, there is no development proposed in connection with the Add Area Project. Accordingly, no impacts in this issue area will occur in connection with the Add Area Project. Project-specific and cumulative impacts related to inundation and seiche will be less than significant prior to mitigation.

According to the City of Los Angeles General Plan, no portion of the Original or Add Area Project site is located within a mapped 100-year or 500-year flood plain. As such, project-specific and cumulative impacts related to flooding will be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

R. Add Area Project – Greenhouse Gases (Generate Emissions That Might Impact the Environment)

The Add Area Project includes no development proposals. It is assumed that for the foreseeable future, the existing uses at the Add Area Project site will continue. Because no new development is proposed, no new Greenhouse Gas ("GHG") emissions will be generated by the Add Area Project and project-specific as well as cumulative impacts in this issue area will be less than significant prior to mitigation.

S. Greenhouse Gases (Conflict with an Applicable Policy or Plan)

The Original Project was consistent with the strategies from the 2006 CAT Report and CARB's Scoping Plan measures as evaluated in the Final EIR. In addition to consistency with the general strategies and goals outlined in the CAT Report and in the Scoping Plan, and would be designed consistent with the Los Angeles Green Building Code. The Project will also be "LEED" certified. The Original Project will reduce GHG emissions (when compared to the Business As Usual scenario) by more than 30%, and will meet and exceed the Title 24 Standards adopted by the California Energy Commission on December 17, 2008.² Based upon the foregoing, the Original Project would be consistent with all feasible and applicable strategies to reduce GHG emissions. Therefore, it would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions and impacts in this issue area would be less than significant prior to mitigation.

As explained above, the Add Area Project does not include a specific development proposal. No new GHG emissions would be generated by existing uses at the Add Area Project and, therefore, there is no potential that it will conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts in this issue area will be less than significant prior to mitigation.

The impacts of GHG emissions are considered a cumulative phenomenon. Accordingly, compliance with the aforementioned mitigation measures and consistency with applicable plans is the genesis of the conclusion that the Original Project's cumulative contribution to GHG emissions would be less than significant. Given the Original Project's consistency with applicable policies and plans and with state, regional and city GHG emission reduction goals and the fact that the Add Area Project does not include a development proposal that could raise inconsistencies, their contribution to any cumulative impact in this issue area is less than significant prior to mitigation.

The Revised Project would generate less GHG emissions as the Original Project described in the DEIR due to less traffic trips attributable to the Revised Project. Also because the Revised Project is only changing the amount of square footage for commercial uses and the number of residential dwelling units and because the number of daily and peak-hour traffic trips would be reduced when compared to the Original Project EIR, the consistency discussions related to the CAT Report, CARB Scoping Plan, and the Los Angeles Green Building Code included in the DEIR apply equally to the Revised Project, and the Revised Project would be consistent with the CAT Report, CARB Scoping Plan, and the Los Angeles Green Building Code. Therefore, the Revised Development Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project described in the DEIR.

T. Add Area Project - Hazards and Hazardous Materials (Routine Transport, Use, and Disposal)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for, and is not anticipated to cause any specific development to occur. It is assumed that for the foreseeable future, the existing uses at the Add Area Project site will continue. Therefore, no project-specific or cumulative impacts related to

• ² It is important to note that the CARB Scoping Plan and other relevant plans assume certain reasonable and projected future growth. Accordingly, any assessment of GHG emissions should also incorporate said assumptions, when comparing a proposed project to the Business As Usual scenario.

the routine transport, use and disposal of hazardous materials will occur in connection with the Add Area Project.

U. Add Area Project - Hazards and Hazardous Materials (Reasonably Foreseeable Upset and Accident Conditions)

For the reasons set forth above, the Add Area Project will not allow for or cause any specific development to occur. Accordingly, no project-specific or cumulative impacts related to reasonably foreseeable upset and accident conditions will occur in connection with the Add Area Project.

V. Hazards and Hazardous Materials (Schools)

The Original and Add Area Project sites are located within 0.60 miles of one existing school, Richland Avenue Elementary School. There are no schools within 0.25 miles of either the Original or Add Area Project site. Moreover, the Development Project and the Add Area Project are not anticipated to generate any hazardous emissions that would affect Richland Elementary School. Therefore, Original Project and Add Area Project impacts in this issue area will be less than significant prior to mitigation.

Related projects will be required to comply with applicable local, state, and federal regulations during their construction and operation phases. Accordingly, cumulative impacts in this issue area will also be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project and also not generate any such hazardous emissions, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

W. Add Area Project - Hazards and Hazardous Materials (Hazardous Materials Sites)

The Add Area Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. Moreover, as set forth above, no specific development is proposed in connection with the Add Area Project. Therefore, no impact is expected to occur, and Add Area Project-specific and cumulative impacts in this issue area are less than significant prior to mitigation.

X. Hazards and Hazardous Materials (Airports)

The Santa Monica Airport is located approximately 1.5 miles to the southwest of the Original and Add Area Project sites. There are no private airstrips in the vicinity of either site, and it is not located within a designated airport hazard area. Furthermore, the Original and Add Area Projects do not include any components that would pose a safety hazard to people residing or working in the Development or Add Area Project area. Therefore, there will be no impacts related to these issues, and Original and Add Area Project-specific and cumulative impacts in this issue area are less than significant prior to mitigation.

The Revised Project will be located on the same Site as the Original Project. In addition, the height of the project buildings has been lowered, which better ensures that no building will protrude into air space. Accordingly, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

Y. Hazards and Hazardous Materials (Emergency Response and Evacuation)

The Project Site is not located directly on a City-designated disaster route. The nearest disaster route is Sepulveda Boulevard, which is approximately 20 feet east of the site and runs north-south. The Original Project would not impede access to or from Sepulveda Boulevard. The Add Area Project does not include a proposal for any development. Accordingly, it also has no ability to interfere with access to disaster routes in any adopted emergency response plan or emergency evacuation plan. For these reasons, Original and Add Area Project impacts in this issue area will be less than significant prior to mitigation.

Related projects will be required to comply with applicable requirements that address this issue area, including Los Angeles Fire Department requirements. Accordingly, cumulative impacts in this issue area will also be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project and also not impede access to or from Sepulveda Boulevard, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

Z. Hazards and Hazardous Materials (Wildland Fires)

The entirety of the Original and Add Area Project sites are located in a highly urbanized area of Los Angeles and are not located near or adjacent to any wildlands. In addition, they are not located within a City-designated Wildland Fire Hazard Area. Thus, neither the Original nor the Add Area Project will have impacts with respect to wildland fires.

Related projects will be required to comply with applicable regulations, including Los Angeles Fire Department requirements. Accordingly, cumulative impacts in this issue area will also be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

AA. Add Area Project – Hydrology and Water Quality (Water Quality Standards or Waste Discharge Requirements)

The Add Area Project includes re-designating three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed as part of the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no project-specific or cumulative impacts related to water quality standards or waste discharge requirements will occur.

BB. Add Area Project – Hydrology and Water Quality (Groundwater Supplies and Groundwater Recharge)

The Add Area Project includes re-designating three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed as part of the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no project-specific or cumulative impacts related to groundwater supplies and groundwater recharge will occur.

CC. Add Area Project – Hydrology and Water Quality (Surface Hydrology/Existing Drainage)

The Add Area Project includes re-designating three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed as part of the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no project-specific or cumulative impacts related to existing drainage will occur.

DD. Add Area Project – Hydrology and Water Quality (Runoff Water)

The Add Area Project includes re-designating three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed as part of the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no project-specific or cumulative impacts related to runoff or runoff water will occur.

EE. Add Area Project – Hydrology and Water Quality (Otherwise Substantially Degrade Water Quality)

The Add Area Project includes re-designating three properties from Light Manufacturing and Public Facilities to Community Commercial. No development is proposed as part of the Add Area Project, and it is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no project-specific or cumulative impacts related to water quality will occur.

FF. Hydrology and Water Quality (Flooding/Inundation by Seiche, Tsunami, or Mudflow)

As explained above, according to the City of Los Angeles General Plan, no portion of the Original or Add Area Project sites are located within a mapped 100-year or 500-year flood plain. As such, project-specific and cumulative impacts related to flooding would be less than significant prior to mitigation.

The Original and Add Area Project sites are also not located within a tsunami hazard area as identified in applicable General Plan maps. Accordingly, project-specific and cumulative impacts related to tsunami would be less than significant prior to mitigation.

The Project Site is located within a mapped inundation area, however, due to seiche or breached upgradient reservoir as identified by County of Los Angeles maps. Nonetheless, development of the Original Project will be in accordance with City requirements regarding development within a potential inundation area. Accordingly, impacts will be less than significant prior to mitigation. As explained above, there is no development proposed in connection with the Add Area Project. Accordingly, no impacts in this issue area will occur in connection with the Add Area Project. Development and Add Area Project-specific and cumulative impacts related to inundation and seiche will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

The Revised Project will be located on the same site as the Original Project and subject to the same City building requirements discussed above. Therefore, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

GG. Land Use and Planning (Divide Established Community)

The Original Project included construction of new residential and commercial structures at an existing industrial site. The Original Project would be located adjacent to a transit station and developed as a transit-oriented project that will provide opportunities to access the proposed Expo Line station and adjacent major bus stops. Because of its integration with these major sources of public transportation, the Original Project would serve as a nexus point between both east-west and north-south mass transit. Its location adjacent to Light Manufacturing, public facility and commercial zones, and its mix of higher density residential and commercial uses also dictates that it would serve as an appropriate transition for residential zones a few blocks away. Finally, the transition provided by the Original Project is superior to the transition provided by existing industrial uses at the Project Site.

There is no established community on the Project Site or at the adjacent Add Area parcels. As explained above, the Original Project would serve to connect the community, rather than divide it. The Add Area Project does not involve a specific development proposal. The Original and Add Area Project sites do not contain features such as highways or new infrastructure that would cause a permanent disruption in the physical arrangement of the community. Based upon the foregoing, Development and Add Area Project-specific and cumulative impacts in this issue area will be less than significant prior to mitigation.

Except for a change in the mix of amount of commercial and residential uses, the Revised Project's overall design is substantially similar to the Original Project. Further, the Revised Project will be developed on the same Site and the surrounding uses remain the same. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

HH. Land Use Planning (Conflicts with Habitat or Natural Community Plans)

The Original and Add Area Project sites are presently developed, and in an urbanized area. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat plan is applicable to the Original and Add Area Project sites, or their vicinity. There will be no impacts in this issue area. Project-specific and cumulative impacts in this issue area attributable to the Original Project or the Add Area Project would be less than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

II. Mineral Resources

The Project site is zoned Oil Drilling District, which means it is an area that contains known oil resources, but of unknown significance. However, development of the Project would not result in the loss of availability or the extraction of the subsurface resources present in the City and state. In addition, the Project site does not contain any active or inactive mines, nor are there any permitted mining sites on the Project site. Finally, the Project site is not classified as a locally-important mineral resource recovery site on any City plans. For these reasons, the Original Project is not expected to result in any impacts to known mineral resources of value to the region and the residents of the state

or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Again, the Add Area Project does not include a specific development proposal. Similar to the Project site it is in an Oil Drilling District. It does not contain any historic mines or prospects, nor are there any permitted mining sites in its vicinity and it is not designated as a locally important mineral resource recovery site on any City plans. These reasons, together with the fact that no development is proposed in connection with the Add Area Project dictates that there will be no impacts to known mineral resources of value to the region and the residents of the state or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

The Original and Add Area Projects in combination with the 42 related projects would not result in significant impacts to mineral or oil resources. As significant mineral resources have not been located in the vicinity of either the Original or Add Area Project site, and the ability to extract oil will not be lost in connection with either project's development, cumulative impacts in this issue area will be less than significant prior to mitigation. Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

JJ. Noise (Exposure to Noise Levels In Excess of Standards)

1. Construction.

Peak construction noise levels that would occur at the off-site sensitive uses during construction of the Original Project compared to the existing daytime ambient noise levels at sensitive uses would range from approximately 64 dBA at the existing multi-family and single-family residences located southeast and south of the Project Site to approximately 70 dBA at the multi-family residences located southwest of the Project Site. Moreover, they would not exceed the City's threshold of 5 dBA over existing ambient exterior noise levels, for construction activities lasting more than 10 days in a three-month period. Finally, construction will only occur during the hours permitted under the LAMC. Therefore, impacts related to construction noise generated by the Original Project will be less than significant prior to mitigation. While project-specific noise will be less than significant prior to mitigation, there are potentially significant cumulative construction noise impacts, which are discussed in further detail below.

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate construction noise, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

The Revised Project includes development of the same Site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR and would have the same types of construction activities/schedule and associated noise levels as identified for the Original Project described in the DEIR. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project described in the DEIR.

2. Add-Area Project – Operation

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate operational noise above and beyond what is already occurring at the Add Area Project site, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

KK. Noise (Groundborne Vibration)

1. Add Area Project - Construction.

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate construction or construction vibration, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

2. Add Area Project - Operation.

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate new vibration, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

LL. Add Area Project – Noise (Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity)

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate new noise, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

MM. Add Area Project – Noise (Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity)

The Add Area Project does not include a specific development proposal. It is anticipated that existing uses at the Add Area Project site will continue for the foreseeable future. Accordingly, the Add Area Project will not generate new noise, and impacts in this issue area will also be less than significant prior to mitigation for the Add Area Project.

NN. Noise (Airports)

As discussed above, neither the Original nor the Add Area Project site is located within an airport land use plan area. The closest airport is the Santa Monica Airport, located approximately two miles southwest of the Original and Add Area Project sites. The Original and Add Area Projects are located well outside the 60 dB CNEL noise contour from the airport, which dictates that even if noise from aircraft over-flights will occasionally be experienced, the Original and Add Area Projects would not expose people residing or working in the area to excessive noise levels as a result of the same. Therefore, Original and Add Area Project-specific and cumulative impacts in this issue area would be less-than significant prior to mitigation.

Since the Revised Project will be located on the same Site as the Original Project, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

OO. Population and Housing (Induce Substantial Growth)

The Original and Add Area Project sites are located in a highly urbanized area of the City of Los Angeles that is served by existing roadways, utilities, and other infrastructure. The Original and Add Area Projects would not require the extension of roadways and other infrastructure into undeveloped areas. Construction of the Original Project would result in increased employment opportunities that could result in an increase in new permanent population or demand for housing in the vicinity of the Original Project site. However, the employment patterns of construction workers in Southern California are such that they are not likely to relocate their households as a result of construction employment. Accordingly, impacts related to construction are anticipated to be less than significant prior to mitigation. Operation of the Original Project would result in new residential units and new commercial space. However, the Original Project would be consistent with population, housing and employment projections for the Los Angeles sub region and the West Los Angeles Community Plan Area. Accordingly, impacts resulting from operation of the Original Project are also anticipated to be less than significant prior to mitigation.

As explained above, the Add Area Project does not include a specific development proposal. Accordingly, no additional employment or housing would be developed at the Add Area Project site and no substantial growth will occur in connection with the Add Area Project. For these reasons, there will be no impact in this issue area. .

An analysis of related projects in the City of Los Angeles, and the growth anticipated by their prospective community plans determined that the Original and Add Area Projects together with anticipated related projects would not induce cumulatively significant cumulative growth in their vicinity. Therefore, cumulative impacts in this issue area will be less than significant prior to mitigation.

The Revised Project will provide a similar number of construction jobs and fewer permanent jobs relative to the Original Project. While the Revised Project calls for 100 more residential units, the increase in on-site residents is still well within the population and housing projections for this subregion and area. Accordingly, the Revised Project's impacts in this area will also be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

PP. Population and Housing (Displace Housing)

The Original Project will not displace any housing on the Site. Moreover, as explained above, the Add Area Project does not include a specific development proposal. Accordingly, housing will not be displaced in connection with the either project. On the contrary, the Original Project will result in new housing stock in the West Los Angeles area. For these reasons, project-specific and cumulative impacts related to the displacement of housing attributable to the Original Project or Add Area Project would be less than significant prior to mitigation.

Since the Revised Project will be located on the same site as the Original Project and will also provide new housing, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

QQ. Population and Housing (Displace People)

The Original Project will not affect any existing housing on the Site. While it will result in the removal of existing of existing uses that currently provide employment for approximately 82 people, it will create a significant employment gain at the Project Site. Per information provided by the Development Applicant, the Original Project would create 301 direct jobs, 481 indirect jobs and 703 induced jobs during construction. During operation, it would create 842 direct annual permanent jobs and 287 indirect and induced annual permanent jobs for a total of 1,130 permanent jobs upon operation. With the increase in employment following implementation of the Original Project, as well as anticipated employment growth in the immediate area, it is anticipated that there will be sufficient employment and housing to accommodate all growth generated by the Original Project. As explained above, the Add Area Project does not include a specific development proposal. Accordingly, no additional employment or housing would be developed at the Add Area Project site and no substantial growth will occur in connection with the Add Area Project.

For the foregoing reasons, neither the Original Project nor the Add Area Project will have project-specific or cumulative impacts in this issue area.

The Revised Project will be located on the same Site, which does not contain any existing housing. Further, the Revised Project will provide a similar number of construction jobs and fewer permanent jobs relative to the Original Project. While the Revised Project calls for 100 more residential units, the increase in on-site residents is still well within the population and housing projections for this subregion and area. Accordingly, the Revised Project's impacts in this area will also be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

RR. Public Services

1. Add Area Project - Fire.

The Add Area Project is the re-designation of three properties. It does not include a specific development proposal. It is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no Add Area Project-specific or cumulative impacts related to fire protection will occur.

2. Add Area Project - Police

The Add Area Project is the re-designation of three properties. It does not include a specific development proposal. It is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no Add Area Project-specific or cumulative impacts related to police services will occur.

3. Add Area Project – Parks and Recreation.

The Add Area Project is the re-designation of three properties. It does not include a specific development proposal. It is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no Add Area Project-specific or cumulative impacts related to parks and recreation will occur.

4. Add Area Project - Libraries.

The Add Area Project is the re-designation of three properties. It does not include a specific development proposal. It is assumed that for the foreseeable future, the existing uses on the Add Area Project site will continue. Accordingly, no Add Area Project-specific or cumulative impacts related to libraries will occur.

SS. Add Area Project – Traffic, Transportation and Parking (Intersection Capacity)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to intersection capacity.

TT. Add Area Project – Traffic, Transportation and Parking (Street Segment Capacity)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to street segment capacity.

UU. Traffic, Transportation and Parking (Freeway Capacity)

A detailed evaluation of potential Original Project-related traffic impacts to both the San Diego Freeway and the Santa Monica Freeway is contained in Traffic Study that was prepared in connection with the DEIR. As detailed in that Traffic Study, the Original Project will only contribute approximately one-half of the 150-trips identified in the CMP as the threshold for determining whether detailed analysis of impacts is required. Despite the fact that the Original Project did not trigger the need for additional freeway analysis, the Traffic Study included additional evaluations of freeway segments in the Original Project vicinity that are anticipated to receive the highest net traffic additions (i.e. Santa Monica Freeway east of Overland Avenue, Santa Monica Freeway west of Centinela Avenue and San Diego Freeway south of National Boulevard) as a result of the Original Project. These additional evaluations also resulted in a conclusion that the Original Project would not result in the addition of trips in excess of the 150-trip threshold identified in the CMP. Accordingly, Project-specific and cumulative impacts in this issue for the Original Project are considered less than significant prior to mitigation.

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to freeway capacity.

The Revised Project would generate fewer peak-hour traffic trips than would the Original Project described in the DEIR. Thus, traffic generation associated with the Revised Project also would not cause any significant impacts related to CMP facilities. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project described in the DEIR.

VV. Traffic, Transportation and Parking (Neighborhood Intrusion)

An examination of the roadway system surrounding the Project Site indicated that no local/residential streets serve the site, and that there are no such local/residential roadways that provide direct or convenient access to the immediate Project Site vicinity from areas surrounding the site that could or would be typically used by site-oriented traffic. Although Exposition Boulevard between Sepulveda and Westwood is fronted by residential, the segment is classified as a Collector Street and, therefore does not qualify as a "local/residential" street for purposes of the City's evaluation methodologies.

A review of the trip generation information generated for purposes of the Final EIR also indicates that neither the residential nor retail components of the Original Project are expected to utilize any of the nearby residential roadways as "cut-through" routes, except potentially Richland Avenue. Potential impacts to Richland Avenue were analyzed. Using highly conservative assumptions, it was determined that the Original Project could add a total of 106 new trips to Richland Avenue. The 106 new trips that will be generated is less than the minimum of 120 vehicles per day identified in the WLA TIMP and LADOT's Traffic Study Policies and Procedures memorandum as the threshold for determining there is a significant impact. Accordingly, impacts to Richland Avenue would be less than significant and project-specific and cumulative impacts related to neighborhood intrusion attributable to the Original Project would be less than significant prior to mitigation.

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to neighborhood intrusion.

The Revised Project would generate fewer daily and peak-hour traffic trips. As such, the Revised Project also would not contribute more than 120 vehicle trips to the local residential streets and, therefore, its impacts relating to neighborhood intrusion will be less than significant prior to mitigation. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project in the Draft EIR.

WW. Add Area Project – Traffic, Transportation and Parking (Project Access)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to access.

XX. Traffic, Transportation and Parking (Transit System Capacity)

The estimated number of transit trips that would be generated by the Original Project was calculated using values set forth in the CMP. In order to be conservative, no substantial additional use of public transportation by Original Project employees and visitors beyond that intrinsically included in the ITE/WLA TIMP trip rates was assumed. It was concluded that the Original Project additions to bus ridership would be an average of about 10 persons per bus per day, with an average of less than one new rider per bus during the peak hours. This level of new rider demand is not anticipated to result in any significant transit-related impacts to the existing level of bus service in the area. Accordingly, project-specific and cumulative impacts in this issue area attributable to the Original Project would be less than significant prior to mitigation.

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new transit ridership, and will not result in any Add Area Project-specific or cumulative impacts related to system capacity.

The Revised Project would result in additional transit ridership, especially as a result of the proposed transit-oriented-development/transportation-demand-management trip reduction and traffic mitigation programs. As described in the supplemental traffic study, these programs would reduce the number of vehicle trips generated by the project by approximately 1,312 trips per day. Using the average vehicle occupancy factor of 1.2 persons per vehicle, this would translate to approximately 1,574 new transit riders per day, including approximately 75 new transit riders (25 inbound to the site and 50 outbound from the Site) during the AM peak hour and approximately 145 new transit riders (80 inbound and 65 outbound) during the PM peak hour. However, the Site is currently served by a total of approximately 40 buses per hour, and the future Expo Line facility is expected to provide up to 12 trains per hour per direction (total of 24 trains per hour) during the morning and afternoon/evening peak commute periods. Accordingly, this level of new rider demand would not result in any significant transit-related impacts to the existing level of transit service in the area. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project in the Draft EIR.

YY. Traffic, Transportation and Parking (Parking)

Original Project parking would be provided in an on-site five-level subterranean parking facility located beneath the entire site. The Original Project's parking garage would contain a total of 2,029 parking spaces, composed of a total of approximately 1,067 spaces designated for the Original Project's commercial/retail uses, and an additional 962 resident and guest parking spaces, including approximately 827 resident parking spaces and 135 residential guest parking spaces. The number of parking spaces included as part of the Original Project, 2,029 spaces, exceeds the LAMC parking requirements for the Original Project. It includes guest parking that is not required by the

LAMC, and does not incorporate a parking reduction that is permitted because the Original Project includes affordable housing. Impacts would be less than significant.

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not result in any Add Area Project-specific or cumulative impacts related to parking.

Further, regardless of whether related projects provide enough parking to meet parking requirements, the Original Project would provide sufficient parking. Therefore, neither the Original nor the Add Area Project has the potential to contribute to cumulative impacts related to parking.

The Revised Project will provide parking that meets and exceeds the applicable LAMC requirements. The Project will provide a total of 1,795 parking spaces in a five-level subterranean parking garage – 640 of these parking spaces will be provided for the commercial component and 1,155 parking spaces will be provided for the residential component, including 995 parking spaces required for the residents of the Revised Project and 160 spaces for guests of the residents (which guest parking exceeds LAMC requirements). Accordingly, the Revised Project's parking impact will be less than significant. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

ZZ. Traffic, Transportation and Parking (In Street Construction)

The Original Project will not require any temporary street closures or closures of two or more traffic lanes. In addition, all staging of construction equipment would occur on the Project Site; within an area adjacent to the site that is already white-striped no-parking/driving; or within the "parking lane" on Exposition Boulevard. No staging would occur within vehicular travel lanes on streets adjacent to or near the Original Project Site. It is possible that portions of traffic lanes adjacent to the Original Project Site could be temporarily blocked off to allow for installation of utility connections. However, the Developer Applicant will be required to install signage in appropriate locations to notify travelers of the temporary lane closures. The degree to which signage and/or a traffic management plan would be required of the Developer Applicant to minimize temporary traffic impacts will be determined by LADOT at the time the Developer Applicant applies for the permits necessary to accomplish and temporary lane closure. Until the new parking garage is available all construction workers will be required to park at a parking lot or garage in the Project Site area, or will be shuttled to the site. On-street parking in the vicinity of the Project Site will not be permitted. All construction related disturbance would be temporary, and would be minimized to the extent feasible. Accordingly, Original Project impacts in this issue area are anticipated to be less than significant prior to mitigation.

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new traffic, and will not result in any Add Area Project-specific or cumulative impacts related to in street construction.

There are three related projects in the proximity of the Project Site. The construction schedule for these projects is unknown, but it is possible that they could overlap with construction at the Project Site. Construction associated with related projects would be similarly required to minimize impacts that impede access to similar uses. In addition, even if construction schedules overlapped, it is not likely that these related projects would require temporary street closures or the closures of two or more traffic lanes. In the event they did, they would be required to apply for permits, and to further mitigate these impacts. Based upon the foregoing, and because the Add Area Project would result in no impacts in this issue area, neither the Original Project nor the Add Area Project would result in project-specific or cumulative impacts in this issue area.

The construction activities associated with the Revised Project would be much the same as would occur under the Original Project as described in the Draft EIR. Therefore, the Revised Project's impacts relating to parking will be less than significant prior to mitigation. Also, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project in the Draft EIR.

AAA. Traffic, Transportation, and Parking (Air Traffic Patterns)

The Original and Add Area Projects do not include any aviation-related uses, or structures that would impede aviation-related uses. Moreover, it is not located within an airport land use plan area, and is approximately two miles from a public airport or public use airport. Therefore, safety risks associated with a change in air traffic pattern would not occur, and Original and Add Area Project-specific and cumulative impacts in this issue area would be less than significant prior to mitigation.

Since the Revised Project will be located on the same site as the Original Project and also does not propose any aviation-related use, the Revised Project's impacts in this area will be less than significant prior to mitigation. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

BBB. Add Area Project - Traffic, Transportation, and Parking (Bicycle, Pedestrian, and Vehicular Safety)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new pedestrian traffic, and will not result in any Add Area Project-specific or cumulative impacts related to bicycle, pedestrian, and vehicular safety.

CCC. Add Area Project - Utilities and Service Systems (Wastewater/Water)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not affect water availability and water infrastructure capacity nor will it generate any new wastewater. There will be no Add Area Project-specific or cumulative impacts related to water or wastewater.

DDD. Add Area Project - Utilities and Service Systems (Solid Waste)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not generate any new solid waste, and will not result in any Add Area Project-specific or cumulative impacts related to solid waste.

EEE. Add Area Project - Energy (Electricity and Natural Gas)

The Add Area Project includes only the re-designation of three properties. The re-designation would not allow for or cause any specific development to occur. It is assumed that for the foreseeable future, existing uses on the Add Area Project site will continue. For these reasons, the Add Area Project will not result in new electricity or natural gas demands, and will not result in any Add Area Project-specific or cumulative impacts related to electricity or natural gas.

VI. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION, WHERE MITIGATION NONETHELESS PROVIDED TO FURTHER REDUCE IMPACTS

The following effects associated with the Original, Revised and Add Area Projects were analyzed in the Final EIR and found not to be significant prior to mitigation. Nonetheless, mitigation measures have been incorporated to further reduce these effects.

A. Original and Revised Project - Aesthetics (Visual Resources/Views)**1. Description of Effects.**

The Project Site is located in a highly urbanized area of the western portion of the City. The Original Project would involve the demolition of all existing structures on the Project Site. It would further involve excavation and grading and the construction of a mixed-use development featuring four residential structures above two stories of commercial uses. Although the Original Project proposes new buildings with height and massing that differs from existing structures, it would not significantly alter the existing character and quality of the site because there are no scenic views in the vicinity of the Project Site. Moreover, the only public viewing locations or vantage points in the vicinity of the Project Site are public streets and sidewalks adjacent to the Project Site. For these reasons, no significant impacts related to visual/quality character and view obstruction have been identified and no mitigation measures are required, although the City requires implementation of standard mitigation measures to further reduce impacts and reflect good planning and design practices.

The Revised Project would include development of the same Site and result in the same types of construction activities over the same construction period as discussed in the Draft EIR. Further, the Revised Project includes development of the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR. Additionally, the design, architecture, and massing of the Revised Project would be substantially the same as the Original Project described in the DEIR. Also, the overall heights of the buildings under the Revised Project would be shorter. For these reasons, the aesthetic impacts identified for the Original Project in the DEIR would occur to a similar degree under the Revised Project.

2. Mitigation Measures.

- a. All open areas not used for building, driveways, pedestrian amenities 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.
- b. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and in good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.
- c. The exterior of all buildings and fences shall be free from graffiti pursuant to LAMC Section 91.8104.15.
- d. On-site signs shall be limited to the maximum allowable under the LAMC.
- e. Multiple temporary signs in the store windows and along the building walls are not permitted.
- f. A landscape plan shall be prepared by a licensed landscape architect.
- g. The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.
- h. The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Street Tree Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

3. Findings.

Although the Original Project would not result in significant impacts related to visual quality/character prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts upon aesthetics as identified in the Final EIR. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to change the character of the Project Site in a manner that would result in significant impacts associated with visual quality and character. The Project would replace an existing industrial use

including tall industrial structures and billboards, and lacking aesthetically pleasing features, with a mixed-use development that combines contemporary and traditional architectural design, and has extensive landscape amenities. Although, the scale (height and massing) of the Project is larger than other structures in the Project area, including residential structures to the south, these existing residential neighborhoods do not front on major boulevards, and the Project and associated features would serve to improve the overall public experience in its vicinity. The Project represents a substantial aesthetic improvement as compared to the existing Cement Plant and Stone Yard.

The Project together with related projects would result in an intensification of land uses in the already urbanized City. Nonetheless, the growth in the Project area will continue to be guided by the General Plan and, therefore, it is not anticipated that the Project would combine with any related projects to create a cumulatively considerable affect. Therefore, with implementation of the above mitigation measures, project-specific and cumulative impacts attributable to aesthetics would remain at less than significant levels for the Project.

5. Reference.

For a complete discussion of impacts to Visual Resources/Views, see Section IV.B.1 of the DEIR, MMRP (Mitigation Measures B-1 through B-8) and Errata #3.

B. Original and Revised Project – Aesthetics (Light, Glare and Shadow)

1. Description of Effects.

The Original Project would involve the demolition of all existing structures and construction of a new mixed-use commercial and residential development. Construction activities are not anticipated to result in flat shiny surfaces that would reflect sunlight or cause other natural glare. Moreover, any construction lighting that is generated is not anticipated to cause impacts because uses adjacent to the Project Site are not considered sensitive. Where operational impacts are concerned, most of the exterior of the residential buildings will be comprised of decorative, non-reflective glass associated with residential windows. The windows will be designed to avoid visual monotony by varying distances that each will be recessed into or protrude from the main structure. Furthermore, glass windows will be set against neutral wall colors that can be designed to help accent the unique configuration of glass along the exterior building. On-site lighting will be designed to accent architectural features and all street and pedestrian lighting will be coordinated with the City's Bureau of Street Lighting to maintain appropriate and safe lighting levels on both sidewalks and roadways. The Original Project would be required to comply with LAMC sections that preclude the Original Project's exterior light sources and building materials from causing more than two foot-candles of lighting intensity or generating direct glare onto exterior glazed windows or glass doors on any property containing residential units. A shading study was also included in the Final EIR. The shading study demonstrated that the Original Project's winter solstice, summer solstice and equinox shadows will not cast onto any shadow sensitive uses. Accordingly, impacts will be less than significant prior to mitigation.

While no significant light, glare or shadow impacts would occur as a result of the Original Project and, therefore, no mitigation measures are required, the City requires implementation of standard mitigation measures to further reduce impacts and reflect good planning and design practices.

The Revised Project would include the same types of construction activities over the same construction period as discussed in the Draft EIR. Thus, construction-related light and glare impacts identified for the Original Project in the Draft EIR would occur to a similar degree under the Revised Project. Further, the Revised Project includes development of the same site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR. Additionally, the design, architecture, and massing of the Revised Project would be substantially the same as the Original Project described in the DEIR since building heights would be within the heights previously analyzed in DEIR. The amount of light and glare-potentially surfaces under the Revised Project would be approximately the same as under the Original Project described in the Draft EIR. Thus, the light, glare and shadow impacts identified for the Original Project in the DEIR would occur to a similar degree under the Revised Project. Therefore, the Revised Project would not cause any new significant impact or increase the severity of any significant impact identified for the Original Project in the DEIR.

2. Mitigation Measures.

- a. Outdoor lighting shall be designed and installed with shielding so that the light source cannot be seen from adjacent residential properties.
- b. All exterior windows and glass used on the building surfaces shall be non-reflective.
- c. All new street and pedestrian lighting within the public right-of-way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.
- d. Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
- e. Prior to the issuance of a building permit, architectural plans showing building surface materials shall be submitted to the Department of City Planning for review to ensure that specific surfacing materials and trim shall not cause roadway glare.

3. Findings.

Although the Original Project would not result in significant impacts related to light, glare or shadow prior to implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant environmental effects. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to change the character of the Project Site in a manner that would result in significant impacts associated with

light and glare. The Project together with related projects could, however, result in a combined shadow that could cause a cumulative impact. After considering all related projects, it was determined that only one related project would have the potential to create a cumulative shade impact when considered together with the Project. That said, the related project would also be required to comply with LAMC provisions applicable to shade/shadow and light and glare. It will also be similarly subject to West Los Angeles Community Plan guidelines that address these issues. Accordingly, with implementation of the above mitigation measures, it has been determined that project-specific and cumulative impacts will remain at less than significant levels.

5. Reference.

For a complete discussion of impacts to Light and Glare, see Section IV.B.2 of the DEIR; MMRP (Mitigation Measures B-9 through B-13); and Errata #3.

C. Original and Revised Project – Cultural Resources (Archeological Resources)

1. Description of Effects.

The Project Site is in an urbanized area and has been previously developed. According to the City Planning Department, there are no designated archaeological sites or survey areas within the Original Project site. Nonetheless, an archeological records search was conducted in connection with preparation of the Final EIR. No archeological sites were identified on or within a 0.5 mile radius of the Project Site.

The anticipated excavation activities associated with the Original Project would include the foundations and utilities, as well as five subterranean levels of parking. While the aforementioned facts dictate that the likelihood of uncovering unknown archaeological resources is very low and, therefore, potential impacts are considered less than significant prior to mitigation, the City requires implementation of standard mitigation measures to ensure that should archaeological resources be uncovered, they are treated appropriately.

Since the Revised Project will be located on the same Site as the Original Project and subject to the same mitigation measures, the impacts of the Revised Project relating to archaeological resources will be the same as for the Original Project.

2. Mitigation Measures.

- a. A covenant and agreement shall be recorded between the Development Applicant and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any archaeological resources are encountered during Project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (SCCIC)(657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archeologist who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Archaeological survey, study or technical report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The applicant shall

comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. Project development activities may resume once copies of the archaeological survey, study or report are submitted to the SCCIS at CSU Fullerton. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

3. Findings.

Although the Original Project would not result in significant impacts related to archeological resources prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project which that further reduce these less-than-significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to disturb archeological resources. The Project together with related projects could, however, result in the increased potential for encountering archaeological resources in the Project vicinity. Not all archaeological resources are of equal value, however, therefore, an increase in the frequency of encountering resources does not necessarily imply an adverse impact. Moreover, each related project will be required to implement standard mitigation measures identical to or equivalent to those required in connection with the Project. For these reasons, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Archeological Resources, see Section IV.D.2 of the DEIR, MMRP (Mitigation Measure D-1), and Errata #3.

D. Original and Revised Project – Cultural Resources (Paleontological Resources)

1. Description of Effects.

The Project Site is in an urbanized area and has been previously developed. According to the City Planning Department, there are no known designated paleontological resources within the Project Site.

The anticipated excavation activities associated with the Original Project would include the foundations and utilities, as well as six subterranean levels of parking. While the aforementioned facts dictate that the likelihood of uncovering unknown paleontological resources is very low, there is at least some potential for encountering fossils at deeper excavations such as those necessary for the proposed subsurface parking. Potential impacts are considered less than significant prior to mitigation. However, the City requires implementation of standard mitigation measures to ensure that should paleontological resources be uncovered, they are treated appropriately.

Since the Revised Project will be located on the same site as the Original Project and subject to the same mitigation measures, the impacts of the Revised Project relating to paleontological resources will be the same as for the Original Project.

2. Mitigation Measures.

- a. A covenant and agreement shall be recorded between the Development Applicant and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any paleontological materials are encountered during the course of the Project development, the project shall be halted. The services of a qualified paleontologist approved by the City or County of Los Angeles and the Los Angeles County Natural History Museum (LACM) Vertebrate Paleontology Section shall be retained to assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontological survey, study or technical report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resources. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the LACM. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

3. Findings.

Although the Original Project would not result in significant impacts related to paleontological resources prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to disturb paleontological resources. The Project together with related projects could, however, result in the increased potential for encountering paleontological resources in the Project vicinity. Not all paleontological resources are of equal value, however, therefore, an increase in the frequency of encountering resources does not necessarily imply an adverse impact. Moreover, each related project will be required to implement standard mitigation measures identical to or equivalent to those required in connection with the Project. For these reasons, with implementation of the above mitigation measures, Project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Paleontological Resources, see Section IV.D.2 of the DEIR, MMRP (Mitigation Measure D-2), and Errata #3.

E. Original and Revised Project – Cultural Resources (Human Remains)

1. Description of Effects.

The Project Site is in an urbanized area and has been previously developed. According to the City Planning Department, there are no known human burial sites within the Project Site.

The anticipated excavation activities associated with the Original Project would include the foundations and utilities, as well as five subterranean levels of parking. While the aforementioned facts dictate that the likelihood of uncovering unknown human remains is very low, there is at least some potential for encountering unknown human remains during excavation and grading activities. Potential impacts are considered less than significant prior to mitigation. However, the City requires implementation of standard mitigation measures to ensure that should paleontological resources be uncovered, they are treated appropriately.

Since the Revised Project will be located on the same site as the Original Project and subject to the same mitigation measures, the impacts of the Revised Project relating to human remains will be the same as for the Original Project.

2. Mitigation Measures.

- a. If human remains are discovered at the Project site during construction, work at the construction site shall be halted, and the City of L.A. Public Works Department and County coroner shall be immediately notified. The County Coroner (1104 N. Mission Road, Los Angeles, CA 90033) can be contacted at (323) 343-0512 (8 a.m. to 5 p.m. weekdays) or (323) 343-0714 (after hours, weekends, and holidays). The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are determined by the County Coroner to be Native American, the Coroner has 24 hours to notify Native American Heritage Commission (NAHC). The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance, or, if the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the NAHC.

3. Findings.

Although the Original Project would not result in significant impacts related to human remains prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to disturb human remains. The Project together with related projects could, however, result in the increased potential for encountering human remains in the Project vicinity. The potential for encountering and handling human remains is a project-specific issue. Therefore, any increase is not necessarily indicative of an adverse impact. Moreover, each related project will be required to implement standard mitigation measures identical to or equivalent to those required in connection with the Project. For these reasons, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Human Remains, see Section IV.D.2 of the DEIR, MMRP (Mitigation Measure D-3), and Errata #3.

F. Original and Revised Project – Hydrology and Water Quality (Surface Hydrology/Existing Drainage)

1. Description of Effects.

The Project Site does not contain any streams or rivers. Similarly, runoff from the Project Site discharges to the local existing storm drain infrastructure and does not directly discharge to a stream or river. Accordingly, the Original Project would not alter the course of any stream or river.

The Project Site is almost entirely impervious, and during storm events, water sheetflows across the site and drains to the southeast of the Project Site to the local City storm drain system. The Original Project would alter on-site drainage patterns by changing the pattern of development and modifying the elevations of the site, thus it will alter the stormwater runoff pattern. However, this alteration would not result in on-site erosion or siltation, because all runoff would be directed to areas of BMPs and/or other storm drain infrastructure that is developed in connection with the Original Project. Moreover, the amount of runoff associated with the Project Site will not exceed existing runoff rates and volumes, as required by the Bureau of Sanitation and will be collected and conveyed via an on-site stormwater collection system designed in accordance with City Building Code specifications.

No significant impacts related to surface hydrology were identified, and no mitigation measures are required. However, the City requires implementation of certain standard mitigation measures meant to address this issue area.

The Revised Project also includes development of subterranean parking, and similar to the Original Project, it is possible that groundwater could be encountered during excavation. The Revised Project also would be required to comply with Mitigation Measure H-3, which would ensure that no significant impacts related to groundwater would occur.

2. Mitigation Measures.

- a. The Proposed Development Project shall be designed and constructed in accordance with the recommendations provided in a final geotechnical report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits.
- b. The Applicant of the Development Project shall maintain all structural or treatment control BMPs for the life of the Development Project.

3. Findings.

Although the Original Project would not result in significant impacts related to surface hydrology prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in significant impacts related to surface hydrology. The Project will be required to implement structural or treatment control BMPs as part of its design. The plans for these features will be reviewed and approved by the City, and will be consistent with the Low Impact Development ("LID") standards contained in the City's Best Management Practices handbook. The Project together with related projects could impact surface hydrology in the area. However, when new construction occurs it generally does not lead to substantial additional runoff, since related projects are also required to control the amount and quality of stormwater coming from their respective sites. For these reasons, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Surface Hydrology, see Section IV.H of the DEIR, MMRP (Mitigation Measures H-1 and H-2), and Errata #3.

G. Original and Revised Project – Public Services (Police Protection)

1. Description of Effects.

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement. In order to prevent this distraction, the Original Project would implement standard precautions to prevent trespassing though the construction site. Temporary fencing and the deployment of roving security guards will occur during the duration of construction, which will ensure that this distraction does not rise to a level of significance under CEQA.

With respect to operations, the Original Project would introduce new residents and employees to the Original Project site. Although there is not a direct proportional relationship between increases in land use activity and increases in demand for police services, the number of calls for residential related criminal activity are likely to increase in connection with the Original Project. To counteract the potential for increased crime, however, the Original Project will include strategically located functional and thematic lighting intended to enhance public safety. The Original Project will also include crime prevention features that will be approved by the Los Angeles Police Department (LAPD) prior to the issuance of a building permit. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. Thus, the Original Project was not anticipated to negatively affect the officer-to-population ratio, response times, or emergency access in the vicinity of the Original Project site.

For all of the aforementioned reasons, potential impacts related to police are considered less than significant prior to mitigation. However, the City requires implementation of standard mitigation measures that will ensure that impacts are reduced even further.

The Revised Project includes development of the same Site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR. While the Revised Project would generate slightly more residents, the Revised Project would still require up to an additional two police officers to maintain the current officer-to-population ratios, which was the case with the Original Project. Additionally, implementation of the City's Standard Mitigation Measures (refer to Mitigation Measures M-4 through M-6) is required for the Revised Project. For these reasons, the impacts to police protection services identified for the Original Project in the DEIR would occur to a similar degree under the Revised Project.

2. Mitigation Measures.

- a. During construction activities, the Development Project developer shall ensure that all on-site areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass.
- b. The Development Project design shall address:
 - 1) Access control to proposed structures including parking areas;
 - 2) Proposed security lighting; and
 - 3) Landscaping planning and minimization of dead space to eliminate areas of concealment.
- c. The Development Project shall comply with The Design Out Crime Guidelines: Crime Prevention Through Environmental Design, published by LAPD. Additionally, all crime prevention features shall be reviewed by LAPD prior to the issuance of a building permit.

3. Findings.

Although the Original Project would not result in significant impacts related to police services prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these

less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating to police services. In fact, the continuous visible and non-visible use of the Project Site, is likely to create a safer environment than the industrial use currently located at the Project site. Per information provided by the LAPD in response to the NOP, the Project area has an existing police service population of approximately 228,000 people. The cumulative increase in population caused by the Project and the 42 related projects would result in a cumulative increase in police service population, necessitating the need for nine additional police officers. However, similar to the Project, each related project will be subject to LAPD review and will implement measures similar to those described above. Moreover, the Project and each related project, will contribute to tax revenue that can be used to hire any additional police officers necessary to meet increased demand. Accordingly, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Police Protection, see Section IV.M.2 of the DEIR, MMRP (Mitigation Measures M-5 through M-7), and Errata #3.

H. Original and Revised Project – Public Services (Schools)

1. Description of Effects.

The Original Project would involve construction of new residential and retail uses that would generate students in the Original Project area. It is likely that some of the students generated by the Original Project will already reside in areas served by the Los Angeles Unified School District (LAUSD) and already be enrolled in LAUSD schools. Nonetheless, for a conservative analysis, it is assumed that all students would be new to LAUSD. The numbers of students that will be generated by the Original Project (75 new elementary school students, 41 middle school students and 39 high school students) are not anticipated to result in capacity problems and, therefore, significant impacts related to school services. However, the City requires implementation of standard mitigation measures that will ensure that impacts are reduced even further.

The Revised Project includes 100 more residential dwelling units than the Original Project described in the DEIR and would have a higher residential population, including more school-aged children that would create a demand for school services. However, similar to the Original Project described in the DEIR, the Revised Project would be required to pay school facilities fees based on the unit count and commercial/parking square footage associated with the Revised Project that would mitigate any impacts the Revised Project could have on school services. For these reasons, the impacts to school services identified for the Original Project in the DEIR would occur to a similar degree under the Revised Project.

2. Mitigation Measures.

- a. The applicant shall be required to pay LAUSD developer school fees to the satisfaction of the administering agency.

3. Findings.

Although the Original Project would not result in significant impacts related to school services prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating to schools. The Project is not anticipated to generate new students that would negatively affect the capacity of existing schools. Moreover, the 42-related projects will be required to undergo similar CEQA review and implement similar mitigation measures to ensure that students generated by related projects are also adequately served and do not impact the LAUSD system. Accordingly, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Schools, see Section IV.M2 of the DEIR, MMRP (Mitigation Measure M- 8), and Errata #3.

I. Original and Revised Project – Utilities and Service Systems (Wastewater)

1. Description of Effects.

The Original Project would involve demolition of existing structures and the construction of new residential and retail uses. It would generate approximately 93,224 gallons of wastewater per day, which represents a net increase of approximately 88,638 gallons of wastewater generated at the Original Project site. The Original Project is not anticipated to generate wastewater that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, to require or result in the construction of new wastewater treatment facilities, to require the construction of new stormwater drainage facilities or expansion of existing facilities, or to generate wastewater that would exceed the capacity of existing treatment facilities.

Gauging information obtained from the Los Angeles Department of Public Works, Bureau of Sanitation indicates that the current flow level in the 12-inch line that is adjacent to the Original Project site is approximately 72 percent full. Based on estimated flows, the sewer system should be able to accommodate future flows. Wastewater generated at the Original Project site would be subsequently conveyed to the Hyperion Treatment Plant (HTP), which has been demonstrated to have enough remaining capacity to accommodate the Original Project. Based upon the foregoing, no significant impacts related to wastewater service have been identified, and no mitigation measures are required. However, the City requires implementation of a standard mitigation measure that will ensure impacts remain below applicable levels of significance prior to issuance of a building permit for the Original Project.

The Revised Project would generate an additional 6,096 gallons per day of wastewater relative to the Original Project. That increase only represents 0.1 percent of the remaining capacity of the HTP. Further, the Revised Project would be subject to the same Mitigation Measure O-23 concerning gauging and upgrading the local sewer lines. Therefore, the Revised Project's wastewater impacts would be substantially the same as for the Original Project.

2. Mitigation Measures.

- a. Prior to issuance of building permit, the Los Angeles Bureau of Sanitation (LABS) shall verify that sufficient wastewater conveyance capacity exists to accommodate the project's wastewater. If it found that the adjacent sewer infrastructure has insufficient capacity for the Proposed Project, the developer shall be required to build another sewer line or additional laterals with direct flow to the nearest, larger line that has the available capacity. Final verification not sufficient capacity shall be demonstrated prior to issuance of any Certificate of Occupancy.

3. Findings.

Although the Original Project would not result in significant impacts related to wastewater prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating to wastewater. Implementation of the Project in connection with related projects could result in a cumulative impact, however. Related projects will also need to obtain a final approval from LABS prior to going forward and will be evaluated on a case-by-case basis. Moreover, the HTP has capacity to serve the Project and all related projects. Also, the City is currently updating its Integrated Resources Plan and its Facilities Plan to identify new improvements that can be made with respect to wastewater and wastewater treatment, to account for population growth. Based upon the foregoing, and with implementation of the above mitigation measure, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Wastewater, see Section IV.O.2 of the DEIR, MMRP (Mitigation Measure O-12), and Errata #3.

J. Original and Revised Project – Utilities and Service Systems (Solid Waste)**1. Description of Effects.**

Solid waste would be generated at the Project Site, both from short-term construction activities and long-term operation of the residential and retail land uses on site. The solid waste collection and disposal needs of the Original Project would be met by private contractors, as the LABS only collects waste from single-family and limited multi-family uses on public streets. As stated in the Final EIR, it was determined that the Sunshine Canyon and Chiquita Canyon Landfills have available daily intake capacity to accommodate the Project Site. Moreover, operations within the City and at the Project Site are subject to the requirements of AB 939, which requires each city or county to divert sold waste from landfill disposal through source reduction, recycling and composting. It is also subject to, and plans to be consistent with all other City and state requirements applicable to solid waste. Accordingly, impacts to solid waste service would be less than significant prior to mitigation. However, the City requires implementation of a standard mitigation measures that will ensure impacts are reduced even further.

The Revised Project would generate less construction waste and less waste from project operations than the Original Project. Therefore, these impacts of the Revised Project will be less than significant.

2. Mitigation Measures.

- a. In compliance with City Ordinance 171,687, the construction contractor shall provide space for recycling containers.
- b. In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.
- c. In compliance with AB 939, to facilitate the on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during construction.
- d. All waste shall be disposed of properly. Approximately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- e. Recycling bins shall be provided at appropriate locations in both residential and retail components to promote recycling of paper, metal, glass, and other recyclable material, including greenwaste. These bins shall be emptied and recycled accordingly in both residential and retail components as a part of the project's regular solid waste disposal program.

3. Findings.

Although the Original Project would not result in significant impacts related to solid waste prior to the implementation of mitigation measures, changes or alterations nonetheless have been incorporated into the Original Project that further reduce these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating to solid waste. Implementation of the Project in connection with related projects could result in a cumulative impact, however. Related projects will also need to confirm that existing landfills have the capacity to accept their solid waste. In addition, the related projects will be required to participate in regional source reduction and recycling programs pursuant to AB 939 further reducing the amount of solid waste to be disposed of in local landfills. Based upon the foregoing, and with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Solid Waste, see Section IV.O.3 of the DEIR, MMRP (Mitigation Measures O-13-O-17), and Errata #3.

K. Original and Revised Project – Utilities and Service Systems (Electricity/Energy)

1. Description of Effects.

Implementation of the Original Project will result in a net increase in energy consumption at the Project Site. There will be a total increase of 17,112 KW-Hours of electricity consumed at the Project Site when projected use is compared to existing use. Based on information received in connection with preparation of the Final EIR, Los Angeles Department of Water and Power ("LADWP") anticipates it can supply sufficient energy to the Project Site through the year 2027. Moreover, LADWP, being part of the western United States power grid, is required to meet certain operational, supply, and reliability criteria that dictate it must be able to meet unforeseen contingencies, further solidifying the availability of its supply. If it is subsequently determined that existing distribution is not adequate to deliver the Original Project's site consumption, the Developer Applicant will make arrangements with LADWP to upgrade facilities and be financially responsible for those upgrades. Based upon the foregoing, impacts to electricity distribution would be less than significant prior to mitigation. However, the City requires implementation of a standard mitigation measures that will ensure impacts are reduced even further.

The Revised Project would consume less electricity than the Original Project, and would be subject to the same mitigation measures. Therefore, the Revised Project's impacts relating to electricity consumption will be less than significant.

2. Mitigation Measures.

- a. **Energy Performance.** The Development Project shall exceed California Energy Code requirements, based on the 2008 Energy Efficiency Standards, by 15 percent. Using an Alternative Calculation Method (ACM) approved by the California Energy Commission, calculate each building's TDV energy and CO2 emissions and compare it to the standard or "budget" building.
- b. **Green Power.** The Development Project shall be **required** to use 20 percent of the annual residential and commercial building energy demand from green power. The 20 percent usage could be achieved through the Project's participation in the Los Angeles Department of Water and Power's Green Power Program.
- c. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of regulations.
- d. Install high-efficiency air conditioning controlled by a **computerized** energy-management system in the retail spaces that provides the following:
 - 1) A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
 - 2) A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
 - 3) Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
 - 4) The isolation of air conditioning to any selected floor or floors.
- e. Consider the applicability of the use of thermal energy storage to handle cooling loads.
- f. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.
- g. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings via ceiling plenums to reduce cooling loads in warm weather.
- h. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

- i. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space –conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.
- j. A performance check of the installed space-conditioning system should be completed by the developer/install prior to issuance of the Certificate of Occupancy to ensure that energy-efficiency measures incorporated into the Development Project operate as designed.
- k. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and thus, increase lighting efficiency.
- l. Use a white reflective material (in lieu of dark-colored materials but not to replace "green" roofing materials) for roofing meeting California standards for reflectivity and emissivity to reject heat.
- m. Install thermal insulation in walls and ceilings that exceeds requirements established by the California Code of Regulations.
- n. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.
- o. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.
- p. Install wherever possible fluorescent and high-intensity-discharge (HID) lamps that give the highest light output per watt of electricity consumed, including all street and parking lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.
- q. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.
- r. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- s. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
- t. Control mechanical systems (heating, ventilation, and cooling and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- u. Incorporate windowless walls or passive solar inset of windows into the Development Project for appropriate exposures.

- v. Design the Development Project to focus pedestrian activity within sheltered outdoor areas.
- w. If applicable, the Applicant of the Development Project shall coordinate with LADWP and fund the installation of the upgraded facilities as needed to maintain an adequate electricity distribution system and/or to connect the Project site to the surrounding infrastructure.

3. Findings.

Although the Original Project would not result in significant impacts related to electricity consumption and energy, changes or alterations nonetheless have been incorporated into the Original Project that further reduces these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating to electricity. Implementation of the Project in connection with related projects could result in a cumulative impact, however. The 42 related projects were considered for purposes of the cumulative analysis. Based on information received from LADWP, it anticipates that not only can it accommodate the Project, but that it can also accommodate related projects and cumulative growth. Moreover, as part of the permitting process all related projects will be required to incorporate features similar to those described above, and that exceed those established by Title 24 of the California Code of Regulations, further reducing impacts related to electricity consumption. Accordingly, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Electricity, see Section IV.O.4 of the DEIR, MMRP (Mitigation Measures O-18-O-40), and Errata #3.

L. Original and Revised Project – Utilities and Service Systems (Natural Gas/Energy)

1. Description of Effects.

Implementation of the Original Project will result in a net increase in natural gas usage at the Project Site. There will be a total increase of 96,573 cf of natural gas consumed at the Project Site when projected use is compared to existing use. According to the California Gas Report 2010, natural gas supplies from the southwestern United States are expected to meet California's demand for the foreseeable future. According to the same report, the Original Project is located in an area where there is adequate pipeline capacity to deliver natural gas. If it is subsequently determined that existing distribution is not adequate to meet the needs of the Project Site, the Applicant will be required to fund the necessary distribution system upgrades. Based upon the foregoing, impacts to natural gas distribution would be less than significant prior to mitigation. However, the City requires implementation of a standard mitigation measures that will ensure impacts are reduced even further.

The Revised Project would consume approximately 2,690 cubic feet per day more of natural gas than the Original Project described in the DEIR. Although the Revised Project would consume more natural gas, the amount of natural gas associated with the Revised Project would fall within the projected demand for the State. Additionally, the Revised Project would be required to comply with Title 24 requirements and the energy conservation measures identified in the Final EIR (Mitigation Measures O-18 through O-40). Therefore, no significant impacts related to natural gas would occur under the Revised Project.

2. Mitigation Measures.

- a. The Applicant shall coordinate with Southern California Gas and fund the installation of the upgraded facilities needed to connect the Proposed Project to the surrounding infrastructure.

3. Findings.

Although the Original Project would not result in significant impacts related to natural gas consumption and energy, changes or alterations nonetheless have been incorporated into the Original Project that further reduces these less than significant impacts. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Development activities are not anticipated to result in impacts relating natural gas. Implementation of the Project in connection with related projects could result in a cumulative impact, however. The 42 related projects were considered for purposes of the cumulative analysis. Based on information received from Southern California Gas, it anticipates that not only can it accommodate the Project, but that it can also accommodate related projects and cumulative growth. Moreover, as part of the permitting process all related projects will be required to incorporate features similar to those described above, and that exceed those established by Title 24 of the California Code of Regulations, further reducing impacts related to natural gas and energy consumption. Accordingly, with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Natural Gas, see Section IV.O.5 of the DEIR, MMRP (Mitigation Measure O-41), and Errata #3.

VII. POTENTIAL SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT LEVELS

A. Original and Revised Project - Geology and Soils (Erosion)

1. Description of Effects.

The Original Project would develop the Project Site with pervious and impervious surfaces, including structures, paved areas, and landscaping. As such, during

operations it would not leave soils exposed at or increase the rate of erosion at the Project Site. During construction, however, particularly during excavation for the subterranean parking levels, there is the potential for erosion to occur, and impacts would be potentially significant.

With respect to cumulative impacts in this issue area, geologic hazards are typically site-specific. Further, any related project will be subject to City and State construction standards intended to reduce such potential impacts to less than significant.

Since the Revised Project will be located on the same site as the Original Project and subject to the same mitigation measures, the impacts of the Revised Project relating to erosion will be the same as for the Original Project.

2. Mitigation Measures.

- a. See Mitigation Measure (c) in Section VII.A.2 below.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all Original Project impacts related to erosion and top soil to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: In addition to implementing the BMPs set forth in the mitigation measure referenced above, all earthwork and grading activities will be done on-site with permits from the Department of Building and Safety, which will further reduce impacts. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills, and the recommendations of the Geotechnical report for the Project. With implementation of these requirements, project-specific and cumulative impacts will be reduced to a less than significant level.

5. Reference.

For a complete discussion of Erosion and Topsoil impacts, see Section IV.E of the DEIR, MMRP (Mitigation Measure C-3), and Errata #3.

B. Development Project - Geology and Soils (Expansive Soils)

1. Description of Effects.

The soils underlying the Project Site were found to be very low in the expansive range. However, to ensure that impacts remain below a level of significance, Original Project construction will need to be completed in accordance with the Los Angeles Building Code, requirements of the Los Angeles Department of Building and Safety, and the recommendations of a site specific Geotechnical Report. Accordingly, impacts related to expansive soils would be potentially significant.

With respect to cumulative impacts in this issue area, geologic hazards are typically site-specific. Further, any related project will be subject to City and State construction standards intended to reduce such potential impacts to less than significant.

Since the Revised Project will be located on the same site as the Original Project and subject to the same mitigation measures, the impacts of the Revised Project relating to expansive soils will be the same as for the Original Project.

2. Mitigation Measures.

- a. The Development Project shall be designed and constructed in accordance with the recommendations provided in the Geotechnical Report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts of the Original Project upon expansive soils, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: The Project will be implemented in accordance with all applicable regulations including the Los Angeles Building Code, and all construction will be conducted in accordance with site specific recommendations contained in the Geotechnical Report prepared for the Project. Accordingly, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Expansive Soils, see Section IV.E of the DEIR, MMRP (Mitigation Measure E-1), and Errata #3.

C. Original and Revised Project - Greenhouse Gases (Direct or Indirect Effects)

1. Description of Significant Effects.

The Original Project would result in GHG emissions both during construction and during operation. Emissions during both phases of development were calculated using CalEEMod Version 2011.1.1 for each year of construction. As detailed in the Final EIR, the greatest annual net increase in GHG emissions from construction would be 1,979.96 during the second year of construction, and the total construction related GHG emissions would be approximately 5,057 metric tons CO₂E. Construction emissions were amortized over 30 years and added to the operational totals to assess Original Project significance. Unmitigated, the Original Project would result in GHG emissions of

approximately 27,433 metric tons per year CO₂e. Therefore, impacts are potentially significant.

The Revised Project's emission of GHG's is comparable to the Original Project, although somewhat reduced due to the fewer traffic trips attributable to the Revised Project. Therefore the Revised Project's impacts in this area are potentially significant.

2. Mitigation Measures.

- a. The Development Project shall meet the requirements of the City of Los Angeles Green Building code. Specifically, as it relates to the reduction of GHG emissions, the Development Project shall:
 - 1) Be designed to exceed Title 24 2008 standards by 15 percent;
 - 2) Reduce potable water consumption by 20 percent through the use of low-flow water fixtures; and
 - 3) Each appliance provided and installed shall meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to GHG emissions, as identified in the Final EIR, to a less than significant level. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Project design features including mixed-use design, proximity to transit, and compliance with green building codes have been incorporated as enforceable mitigation. The Project will also pursue LEED certification. These strategies will substantially lower Project GHG emissions. The Project will reduce GHG emissions (when compared to the Business As Usual scenario) by more than 30 percent. Mitigation measures identified to address air quality, utilities, electricity, and traffic and transportation impacts would also reduce GHG emissions from the Project. Finally, the Project is consistent with all applicable GHG plans policies and regulations. These plans all account for population growth and the focus of these plans is reducing GHG emissions per capita through various GHG reduction measures incorporated into each plan, and incorporated into the Project. Accordingly, impacts related to GHG emissions would be less than significant with implementation of the aforementioned mitigation.

The impacts of GHG emissions are considered a cumulative phenomenon. Accordingly, compliance with the aforementioned mitigation measures and consistency with applicable plans is the genesis of the conclusion that the Project's cumulative contribution to GHG emissions will be less than significant.

5. Reference.

For a complete discussion of GHG Emission impacts, see Section IV.F of the DEIR, MMRP (Mitigation Measure F-1), and Errata #3.

D. Original and Revised Project – Hazards and Hazardous Materials (Routine Transport, Use or Disposal/Reasonably Foreseeable Upset and Accident Conditions)

1. Description of Significant Effects.

The Original Project would require the demolition of existing facilities at the Original Project site. The age of records and the age of the existing uses on the Project Site dictate that it may require the removal of storage tanks, PCBs, asbestos-containing materials, and/or lead-based paint and paint. Moreover, these conditions could result in additional impacts if they are not handled appropriately prior to construction of the Original Project. Based upon the foregoing, impacts in these issue areas are potentially significant.

The Revised Project will demolish the same existing facilities and, therefore, the same potentially significant impacts may occur.

2. Mitigation Measures.

- a. If contamination is discovered at the Project site, prior to issuance of a building permit, the applicant shall obtain a "No Further Action" letter from the appropriate state or local agency that verifies all identified contaminants have been remediated to below the Maximum Concentration Levels (MCL) appropriate for residential use. The Project Applicant shall also receive verification from the appropriate state or local agency that all soil to be exported offsite is remediated to the appropriate levels for export.
- b. Prior to issuance of a building permit, the applicant shall selectively remove soils containing elevated arsenic from the site, and shall receive verification from the LACFD that acceptable MCL levels appropriate for residential uses are present across the site.
- c. Prior to issuance of a building permit, during site grading activities, environmental monitoring of on-site soils within disturbed areas in the former tank/clarifier areas shall be implemented pursuant to a site specific Soil Management Plan. Specifically, soils must be analyzed for TPH. The environmental monitoring must define the extent of any remaining soil contamination and the Soil Management Plan must identify and classify any contaminated soils encountered during excavation and grading, including appropriate remediation methods and reuse limitations, if any. Prior to issuance of a building permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified abatement consultant that no contaminated soils are present on-site. If any remaining contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with Department of Building and Safety and other applicable state and federal regulations.

- d. Prior to issuance of a building permit, the applicant shall provide a letter to the LAFD Underground storage Tank Division from a qualified UST decommissioning consultant that no USTs are present on-site. If USTs are found to be present, a qualified UST consultant shall decommission the USTs in compliance with LAFD, RWQCB, and DTSC standards. ASTs shall also be decommissioned in compliance with applicable LAFD, RWQCB, and DTSC standards, which are designed to ensure that any residual materials within the tanks are properly removed, contained, and disposed and that no material spillage and resultant impact to soils and water quality results from the tank removal process.
- e. Prior to issuance of a demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified PCB abatement consultant that no PCBs are present on-site. If PCBs are found to be present, a qualified abatement consultant shall abate the site in compliance with the applicable city, state and federal rules and regulations. Such abatement will typically consist of removing the PCB containing materials while implementing protective measures to minimize dust generation, store PCB contaminated materials, regularly clean work areas, and properly dispose of contaminated protective clothing.
- f. Prior to issuance of a demolition permit, structures at the Project site that are to be demolished shall be examined for the presence of suspected ACMs by a qualified asbestos abatement consultant. Suspected ACMs that were not previously sampled shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abate the buildings in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations. Asbestos abatement typically consists of sealing the building, removing the asbestos as sections are demolished, and utilizing specially designed vacuums to segregate the asbestos for removal from the site.
- g. Prior to issuance of a demolition permit, structures at the Project site that are to be demolished shall be examined for the presence of LBP by a qualified LBP removal contractor. Any contractor engaged to work in structures containing LBP who may disturb lead containing surfaces shall be notified of the hazard and their requirement to comply with applicable city, state, and federal regulations. Any LBP identified shall be abated by a qualified abatement contractor in accordance with all applicable city, state and federal regulations. Prior to issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified LBP removal consultant that no LBP is present in the buildings.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all Original Project impacts related to Hazards and Hazardous Materials (routine transport, use, disposal and/or reasonably foreseeable upset and accident conditions), as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: While there is the potential for encountering storage tanks, PCBs, asbestos-containing materials and/or lead-based paint in connection with the demolition proposed as part of the Project, impacts related to any such discovery can be mitigated to a less than significant level through implementation of the aforementioned mitigation measures. Moreover, implementation of the proposed mitigation measures will ensure that there are no impacts related to these issues when the Project becomes operational.

With respect to cumulative impacts, related projects may also present dangers associated with hazards and hazardous materials. However, each related project would also be required to evaluate for potential threats and impose mitigation necessary to reduce impacts to the extent feasible. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with implementation of proposed mitigation, both project-specific and cumulative impacts in these issue areas will be less than significant.

5. Reference.

For a complete discussion of impacts to Hazards and Hazardous Materials, see Section IV.G of the DEIR, MMRP (Mitigation Measures G-1-G-7), and Errata #3.

E. Original and Revised Project - Hazards and Hazardous Materials (Hazardous Materials Sites)

1. Description of Significant Effects.

The main portion of the Project Site is developed with a concrete batch plant that has operated on-site since the late 1920s. The second portion was utilized as the office for the batch plant until 1957. Sam's U-Drive Equipment Rental Center operated as an equipment rental yard from 1957 to the 1990s. This portion of the property is currently occupied by West Los Angeles Building Materials.

The Project Site is listed in several government databases relevant to environmental conditions. Moreover, there is evidence of historic environmental conditions related to these existing and prior land uses, even if Project parcels are not included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5. The property adjacent to the northwest corner of the Project Site is also listed as a contaminated. Accordingly, impacts in this issue area are potentially significant.

Since the Revised Project will be located on the same site as the Original Project, impacts in this issue area are also potentially significant for the Revised Project.

2. Mitigation Measures.

- a. See Mitigation Measures (a) through (g), above.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts of the Original Project related to Hazards and Hazardous Materials (hazardous materials sites), as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: The Final EIR determined that potential impacts in this issue area are potentially significant because of the nature of existing uses at the Project site, and an adjacent property that is on a list compiled pursuant to Government Code Section 65962.5. The Phase I prepared in connection with the preparation of the Final EIR concluded that there was no evidence of soil and groundwater contamination that would prohibit future residential use at the Project Site, and that the adjacent listed site is unlikely to have impacted the soil and groundwater beneath the Project Site. Furthermore, proposed mitigation will ensure that any hazards related to these issues are appropriately addressed and that any impacts subsequently discovered are mitigated to a less than significant level.

With respect to cumulative impacts, related projects may also present dangers associated with hazards and hazardous materials. However, each related project would also be required to evaluate for potential threats and impose mitigation necessary to reduce impacts to the extent feasible. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with implementation of proposed mitigation, both project-specific and cumulative impacts in these issue areas will be less than significant.

5. Reference.

For a complete discussion of Hazards and Hazardous Materials Impacts, see Section IV.G of the DEIR, MMRP (Mitigation Measure G-1-G-7), and Errata #3.

F. Original and Revised Project – Hydrology and Water Quality (Groundwater/Water Quality)

1. Description of Significant Effects.

Three general sources of construction-related storm water pollution would occur in connection with the Original Project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment; and (3) the maintenance and operation of construction equipment. In addition, and if not properly designed and constructed, the Original Project could increase the rate of urban pollutant introduction into the municipal storm drain system. For these reasons, impacts are potentially significant.

The same sources of construction-related storm water pollution will occur with construction of the Revised Project, and, therefore, the same potentially significant impacts may occur.

2. Mitigation Measures.

- a. The Development Project shall be designed and constructed in accordance with the recommendations provided in a final geotechnical report, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits. The specific design recommendations presented in the comprehensive geotechnical report shall be incorporated into the design and construction of the Proposed Project.
- b. Prior to the issuance of a demolition and building permits, the applicant shall provide proof to the City that a NOI has been filed with the SWRCB for coverage under the General Construction Permit and a project-specific Risk Assessment, and SWPPP have been prepared. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Board, or a letter from either agency stating that the NOI has been filed. The SWPPP shall include a menu of BMPs to be selected and implemented based on the phase of construction and the weather condition to effectively control erosion, sediment, and other construction-related pollutants to meet the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards. The BMPs to be implemented during construction shall address the following:
 - 1) Erosion Control;
 - 2) Sediment Control;
 - 3) Waste and Materials Management;
 - 4) Non-stormwater Management;
 - 5) Training and Education; and
 - 6) Maintenance, Monitoring, and Inspections.

As required by the Construction General Permit, during all phases of construction, the Project shall implement BMPs consistent with the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards. BMPs for reducing erosion and sediment control include site planning considerations, vegetative stabilization, physical stabilization, diversion of runoff, velocity reduction of runoff, and sediment trapping filter. In addition to the SWPPP, all earthwork on the Project site shall be performed in accordance with the requirements of the City of Los Angeles Building and Safety, the City of Los Angeles Civil Engineer of Record.

- c. The amount of exposed soils shall be limited and erosion control procedures implemented for those areas that must be exposed.
- d. Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities.
- e. Appropriate dust suppression techniques, such as watering or tarping shall be used in areas that must be exposed.
- f. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- g. Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- h. The construction contractors and users of the Project site shall not hose down pavement at material spills. Dry cleanup methods shall be used whenever possible.
- i. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.
- j. Truck loads shall be tarped.
- k. Simple sediment filters shall be constructed at or near the entrances to the municipal storm drain system wherever feasible.
- l. Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- m. All construction areas shall be secured to control off-site migration of pollutants. The Project applicant/developer shall conduct truck-wheel cleaning and truck washing to prevent dirt in storm water.
- n. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- o. The Project applicant/developer shall keep vehicles in good working order.
- p. The Project Applicant shall implement storm water BMPs to capture and manage 100 percent from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period in the following order of priority: infiltration, evapotranspiration, capture and reuse, City approved

bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities. If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 percent capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

- q. Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- r. The Project Applicant shall utilize trees and other vegetation by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- s. Impervious surface area shall be minimized by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; until pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- t. Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- u. Toxic wastes shall be discarded at a licensed regulated disposal site. Trash dumpsters shall be stored under cover and with drains routed to the sanitary sewer, or use non-leaking and water-tight dumpsters with lids. Drip pans or absorbent materials shall be used whenever grease containers are emptied. Containers shall be washed in an area with properly connected sanitary sewer.
- v. Wastes shall be reduced and recycled, including: paper, glass, aluminum, oil, and grease.
- w. The use of hazardous materials and waste shall be reduced by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- x. All storm drains inlets and catch basins within the Project area shall be stenciled with prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.
- y. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks with the Project area.
- z. Legibility of stencils and signs shall be maintained.

- aa. Materials with the potential to contaminate stormwater shall 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.
- bb. All storage areas shall be paved and sufficiently impervious to contain leaks and spills.
- cc. All outdoor storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- dd. The owner(s) of the properties shall prepare and execute 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.
- ee. Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated into the Proposed Project as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits, and channels shall be protected 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. Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project avoid or substantially lessen the significant effect of all of the impacts of the Original Project related to Hydrology and Water Quality (groundwater and water quality), as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: In addition to complying with each of the mitigation measures set for the above, the Project would also be required to comply with the City's Urban Runoff Ordinance, which outlines practices for all developments in the City and runoff control requirements for all new development. Accordingly, Project impacts will be less than significant.

With respect to cumulative impacts, related projects are also located in an urbanized area where most of the surrounding properties are already developed an existing storm drainage system exists. Moreover, new development will be required to undergo a case-by-case review and implement mitigation measures similar to those proposed in connection with the Project. Therefore, with implementation of proposed mitigation, project-specific and cumulative impacts in these issue areas will be less than significant.

5. Reference.

For a complete discussion of Hydrology and Water Quality, see Section IV.H of the DEIR, MMRP (Mitigation Measures H-3-H-33), and Errata #3.

G. Original and Revised Project – Public Services (Fire Protection)

1. Description of Significant Effects.

The Original Project would involve the demolition of existing uses and construction of new uses. However, any construction related fire impacts would be less than significant for the following reasons: (1) construction impacts are temporary in nature and do not cause lasting effects; (2) Partial lane closure would not greatly affect emergency vehicles; and (3) the Original Project is currently within a 1.5-mile radius of LAFD Fire Station 59, which houses a Task Force and paramedic ambulance. Accordingly, construction related impacts are anticipated to be less than significant.

The Original Project would, however, increase the need for fire protection services in the Project vicinity and require installation of a new water main beneath Sepulveda Boulevard. The Final EIR analyzed the potential for the Original Project to affect response times and access and determined that impacts would be less than significant. Per a Los Angeles Fire Department letter submitted in response to the NOP, response times to the Project Site from the three nearest fire stations are currently 4.1, 4.8 and 7.2 minutes. Also, there do not appear to be any impediments to emergency access as detailed above. However, the need for a new water main renders impacts potentially significant.

On balance, the fire protection services required by the slightly increased number of residents and slightly decreased number of employees of the Revised Project would be substantially the same as with the Revised Project. Additionally, the Revised Project also would be required to provide adequate fire flow and an on-site automatic sprinkler system. For these reasons, the impacts to fire protection services identified for the Original Project in the DEIR would occur to a similar degree under the Revised Project.

2. Mitigation Measures.

- a. The Development Project shall provide for and install a 10-inch water main to serve the Project site to satisfy the required 4,000 gallons-per-minute fire flow.
- b. The Project Applicant shall submit a plot plan to the LAFD prior to occupancy of the Project, for review and approval, which shall provide the capacity of the fire mains serving the Project site. Any required upgrades shall be identified and implemented prior to occupancy of the Project.
- c. The Development Project shall comply with all fire code and ordinance requirements for building construction, emergency access, water mains, fire flows, and hydrant placement. Prior to the issuance of a certificate of occupancy for any phase of the Project, the Applicant shall implement all fire code and ordinance requirements to the satisfaction of the LAFD.

- d. The design of the Project site shall provide adequate access for LAFD equipment and personnel to the structure.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to Fire Protection, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Implementation of proposed mitigation measures will reduce Project-specific impacts in this issue area. While the Project could work in concert with related projects to result in cumulative impacts related to fire services, related projects will similarly be subject to a case-by-case analysis to determine their potential to result in significant impacts, and to the extent necessary will be required to implement similar mitigation measures. Moreover, both the Project and related projects will result in increased tax revenue that can be utilized to fund any additional infrastructure or personnel necessary to meet increased needs. Accordingly both project-specific and cumulative impacts related to fire protection will be less than significant.

5. Reference.

For a complete discussion of Fire Protection impacts, see Section IV.M.1 of the DEIR, MMRP (Mitigation Measures M-1-M-4), and Errata #3.

H. Original and Revised Project – Public Services (Parks and Recreation)

1. Description of Significant Effects.

Implementation of the Original Project would generate residents and additional employees, creating demand for added parks, improved park sites, and recreational facilities in an area where the existing supply of such facilities is inadequate. Taken into consideration both the Original Project demand of approximately 3.1 acres of parkland and the existing parkland deficiencies of the West LA Community Plan area, the Original Project would have potentially significant parks and recreation impacts.

The Revised Project would also have potentially significant impacts in this area, creating a demand of 3.7 acres of parkland.

2. Mitigation Measures.

- a. The Development Project Applicant shall pay all required parkland fees pursuant to LAMC Section 21.10.3(a)(1).
- b. In consultation with the City of Los Angeles Department of Recreation and Parks, the Development Project Applicant shall be required to comply with one or more of the following: 1) dedicate two acres of parkland per 1,000 residents, 2) pay in-lieu fees for

any land dedication requirement shortfall, or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to Parks and Recreation, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Implementation of proposed mitigation measures will reduce Project-specific impacts in this issue area, namely, Mitigation Measures M-9 and M-10 (dedicating parkland and/or paying in-lieu fees) to ensure that no significant impacts related to parks and recreational services would occur. In addition, both versions of the Project would provide more open space than required by the LAMC, as well as a recreation center, roof terraces, and a courtyard on a podium level that will serve to reduce the Project's demand on parks and recreational facilities.

While the Project could work in concert with related projects to result in cumulative impacts related to parks and recreation, related projects will similarly be subject to a case-by-case analysis to determine their potential to result in significant impacts, and to the extent necessary will be required to implement similar mitigation measures and to pay Quimby fees, as required by Mitigation Measure (b), above. Adherence to the requirements of the Quimby fee program would constitute implementation or funding of Project and related project fair-share measures. Accordingly both project-specific and cumulative impacts related to parks and recreation will be less than significant.

5. Reference.

For a complete discussion of Parks and Recreation impacts, see Section IV.M.4 of the DEIR, MMRP (Mitigation Measures M-9 –M-10), and Errata #3.

I. Original and Revised Project – Public Services (Libraries)

1. Description of Significant Effects.

Implementation of the Original Project would generate residents and additional employees, creating demand for libraries. The Original Project site would be served by the West Los Angeles Regional Library, which has been identified as a branch that requires expansion. In order to provide for the necessary expansion, mitigation is required. Therefore, impacts in this issue area are potentially significant.

Since the Revised Project would also generate additional residents and employees, it may also cause a potentially significant impact in this area.

2. Mitigation Measures.

- a. The Development Project Applicant shall pay a mitigation fee of \$200 per capita based upon the projected residential population generated as a result of the build-out of the proposed development.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to libraries, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project Implementation of proposed mitigation measures will reduce Project-specific impacts in this issue area. The Los Angeles Public Libraries have identified the West Los Angeles Branch (the library that will serve the Project site) as a proposed project, and recommends a mitigation fee of \$200 per capita to accomplish proposed expansion of the branch, and accommodate projected population growth. The above Mitigation Measure, which was applicable to the Original Project and will be applicable to the Revised Project, will ensure that the Development Applicant pays this fee and reduce this impact to a less than significant level.

While the Project could work in concert with related projects to result in cumulative impacts related to libraries, related projects will similarly be subject to a case-by-case analysis to determine their potential to result in significant impacts, and to the extent necessary will be required to implement similar mitigation measures and to pay similar fees. Accordingly both project-specific and cumulative impacts related to libraries will be less than significant.

5. Reference.

For a complete discussion of Libraries, see Section IV.M.5 of the DEIR, MMRP (Mitigation Measure M-11) and Errata #3.

J. Original and Revised Project – Utilities and Service Systems (Water)

1. Description of Effects.

The Original Project would involve demolition of existing structures and the construction of new residential and retail uses. The Original Project would consume approximately 95,225 gallons of water per day, which represents a net increase in consumption of approximately 60,443 gallons of water per day over existing uses.

The Los Angeles Department of Water and Power (LADWP) prepared a Water Supply Assessment for the Original Project in accordance with California law. In connection with the same, it determined that with incorporation of water conservation measures, the Original Project could be supplied without creating a need for new or expanded water supply entitlements. According to LADWP's Ten-Year Capital Improvement Program,

the Original Project should not require the need for new water infrastructure. Should it be determined in the future that new infrastructure is required to accommodate the Project site, the developer will be required to make special arrangements with LADWP to enlarge supply lines.

Because water conservation measures are necessary to ensure that the Original Project can be served by existing water entitlements, and measures meant to ensure that the Developer Applicant will be responsible for any new infrastructure that is required in the future are necessary, impacts in this issue area are considered potentially significant, and mitigation is proposed.

The Revised Project would consume 64,623 gallons of water per day (72.39 acre-feet per year), 4,180 gallons per day (3.77 acre-feet per year) more than the Original Project described in the Draft EIR. Therefore, its water supply impacts are potentially significant.

2. Mitigation Measures.

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

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

The irrigation systems shall also meet the following requirements:

- 1) Weather-based irrigation controller with rain shutoff;
 - 2) Flow sensor and master valve shutoff (large landscapes);
 - 3) Matched precipitation (flow) rates for sprinkler heads;
 - 4) Drip/microspray/subsurface irrigation where appropriate;
 - 5) Minimum irrigation system distribution uniformity of 75 percent;
 - 6) Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and
 - 7) Use of landscaping contouring to minimize precipitation runoff.
- b. Prior to issuance of a building permit, the Applicant of the Development Project shall submit a Landscape Plan that includes the water budget calculations and the estimated total water use (ETWU) of the project's landscape. The ETWU shall not exceed

the Maximum Applied Water Allowance (MAWA) of the State's Model Water Efficient Landscape Ordinance. The project landscaping shall comply with all other requirements of the State's Model Water Efficient Landscape Ordinance. In addition, drought-tolerant, low water consuming plant varieties shall 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.

- c. The Applicant of the Development Project shall use recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary).
- d. The Applicant of the Development Project shall install ultra-low-flush high-efficiency toilets (1.28 gallons/flush or less, includes dual flush), ultra-low-flush high-efficiency urinals (0.5 gallons/flush or less, includes waterless), and water-saving showerheads (2.0 gallons/minute or less) in both new construction and when remodeling and limited to one showerhead per shower stall. Low flow faucet aerators shall be installed on all sink faucets with a faucet flow rate of 1.5 gallons/minute or less.
- e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). Cooling towers shall be operated at a minimum of 5.5 cycles of concentration.
- f. The Applicant of the Development Project shall install domestic water heating systems located in close proximity to point(s) of use, as feasible. Tank-less and on-demand water heaters shall be used as feasible. 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.
- g. The Applicant of the Development Project shall install high-efficiency clothes washers (water factor of 5.0 or less for residential and 7.5 for commercial) where clothes washers are provided, and high-efficiency dishwashers (Energy Star rated) shall be installed where dishwashers are provided. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that water saved by these appliances is typically heated.
- h. The Applicant of the Development Project shall install onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less).
- i. Single-pass cooling shall be prohibited.

- j. The Applicant of the Development Project shall install metering systems as follows:
 - 1) All dwelling units shall have individual metering and billing for water use; and
 - 2) All irrigated landscapes of 5,000 square feet or more require separate metering or submetering.
- k. Should it be determined that the existing water main infrastructure is unable to accommodate the estimated water consumption for the Project site, the Applicant of the Development Project shall make special arrangements with LADWP to enlarge the supply lines.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to water, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. Project activities will increase the consumption of water at the Project site. However, with implementation of the aforementioned mitigation measures, these impacts will be less than significant.

The Project in connection with related projects could result in a cumulative impact, however. As part of the Water Supply Assessment that was prepared for the Original Project, LADWP also determined that the Original Project together with related projects could be served without creating a need for new or expanded water supply entitlements or infrastructure, and that the Original Project's contribution to any cumulative increase in demand for water supply and on treatment facilities would not be considerable. Additionally, although the Revised Development Project would consume more water, the amount of water supply needed for the Revised Project would fall well within the long-term projected water demand identified within LADWP's 2010 Urban Water Management Plan for LADWP's service area. Additionally, the Revised Project would be required to comply with the same standard water-conservation measures identified in the Draft EIR. Based upon the foregoing, and with implementation of the above mitigation measures, project-specific and cumulative impacts will be less than significant.

5. Reference.

For a complete discussion of impacts to Water, see Section IV.O.1 of the DEIR, MMRP (Mitigation Measure O-1 – O-11), and Errata #3.

K. Original and Revised Project – Transportation and Traffic (Access)**1. Description of Significant Effects.**

Implementation of either the Original or Revised version of the Project would increase the amount of traffic in the Project area. The City does not have a significance threshold for project-specific or cumulative access impacts, but impacts in this issue area are considered to be potentially significant.

2. Mitigation Measures.

- a. Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall install a new eastbound left-turn lane (approximately 50-foot-pocket plus appropriate transitions) and a new westbound right-turn lane (approximately 100-foot-pocket plus appropriate transitions) on Exposition Boulevard.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project which avoid or substantially lessen the significant effect of all of the impacts related to access, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. New traffic generated by the Project may result in access issues. However, with implementation of the aforementioned mitigation measure, which will be applicable to the Revised Project, both project specific and cumulative impacts to access would be less than significant.

It is important to note that implementation of Mitigation Measure N-9 would result in the permanent removal of approximately 10-12 unmetered and un-striped on-street parking spaces along the segment of Exposition Boulevard adjacent to the Project Site. However, as explained above, the Revised Project will provide parking in excess of that required and there will be no significant impacts associated with the loss of these spaces.

5. Reference.

For a complete discussion of Transportation and Traffic (access) impacts, see Section IV.N of the DEIR, MMRP (Mitigation Measure N-9), and Errata #3.

L. Original and Revised Project – Transportation and Traffic (Bicycle, Pedestrian, and Vehicular Safety)**1. Description of Significant Effects.**

The Project is proposed in an area that has relatively moderate pedestrian activity. Accordingly, under either the Original or Revised version of the Project, the introduction of new bicyclists, pedestrians, and vehicle drivers to and near the Project Site raises the potential for significant impacts in this issue area.

2. Mitigation Measures.

- a. Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall install the following features: new sidewalks and reconstruction of the sidewalks adjacent to the Project site to allow for easier pedestrian flow; caution signage for bicyclists, pedestrians, and drivers at the Development Project driveway; mirrors at the Development Project driveway to allow drivers existing the site to check for on-coming traffic; flashing lights at the Development Project driveway to indicate that a car is approaching the exit.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant effect of all of the impacts related to bicycle, pedestrian and vehicular safety, as identified in the Final EIR, to a less than significant level. For the reasons described below, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. With implementation of the aforementioned mitigation measure, which was applicable to the Original Project and will be applicable to the Revised Project, both project specific and cumulative impacts related to bicycle, pedestrian and vehicular safety would be less than significant.

5. Reference.

For a complete discussion of Transportation and Traffic (bicycle, pedestrian, and vehicular safety) impacts, see Section IV.N of the DEIR, MMRP (Mitigation Measure N-10), and Errata #3.

VIII. SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

A. Original and Revised Project - Air Quality (Construction)

1. Description of Significant Effects.

The Original Project will generate construction-related emissions during demolition, shoring, excavation, grading and the construction of Original Project structures. Construction related activities will occur over a 30-month period. An analysis of regional daily construction emissions was prepared utilizing the CalEEMod computer model recommended by the SCAQMD. It determined that construction-related daily emissions would exceed the regional emissions thresholds for ROG during the building phase and NOx during the grading and building phases. Construction related emissions would not exceed thresholds for CO, SOx, PM10 and PM2.5 during any of the construction phases. Accordingly, only impacts related to ROG and NOx will be significant and unavoidable.

Original Project-specific impacts related to ROG and NOx would also be cumulatively considerable.

The Revised Project would be similar in overall size to the Original Project described in the DEIR. As such, the construction assumptions for the Revised Project are assumed to be generally the same as the Original Project, including the construction schedule, demolition volume, soil export, and mitigation measures applied to the Original Project. Therefore, the Revised Project would also result in significant and unavoidable impacts for NOx during the site grading/excavation phase and ROG during the building construction phase.

2. Mitigation Measures.

- a. The Project Applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the construction of the Development Project. Project Applicant shall include in the construction contract documents the air quality control measures required and recommended by the SCAQMD. Examples of the types of measures currently required and recommended by SCAQMD include the following:
 - 1) Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
 - 2) Use the most current grade of low-emission diesel fuel approved by ARB and available in the South Coast Air Basin for heavy-duty diesel-powered equipment operating and refueling at the Project site.
 - 3) Limit truck and equipment idling time to five minutes or less, when equipment is not in active use, as required by ARB.
 - 4) Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines wherever possible.
- b. Consistent with SCAQMD recommendations and to the extent feasible during Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
 - 1) January 1, 2012 to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- 2) Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- c. The Project Applicant shall implement appropriate dust control measures during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Examples of the types of dust control measures currently required and/or recommended include, but are not limited to, the following.
- 1) Water active grading/excavation sites and unpaved surfaces at least three times daily.
 - 2) Cover stockpiles with tarps or apply non-toxic chemical and soil binders.
 - 3) Limit vehicle speed on unpaved roads to 15 mph.
 - 4) Sweep daily (with water sweepers) all paved construction parking areas and staging areas.
 - 5) Provide daily clean-up of mud and dirt carried onto paved streets from the site.
 - 6) Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
 - 7) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 mph over a 30-minute period or more.
 - 8) An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project, which avoid or substantially lessen the significant environmental effects of Original project construction emissions. Yet, the potential for a significant project-specific and cumulative impact remains. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental impacts. The Revised Project would also cause the same significant and unavoidable impacts, although certain emissions would be less (such as ROG) due to the shift away from commercial uses to

residential uses. However, for the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. Specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations), justify the decision to proceed with the Revised Project despite this significant impact.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Demolition of existing structures, grading and excavation activities to accommodate the proposed residential and retail and the subterranean parking structure, and physical construction of the newly proposed buildings would be expected to occur and generate construction emissions. Mitigation measures will ensure that all impacts except Project-specific and cumulative impacts related to construction ROG and NOx emissions will be reduced to a less than significant level. However, the aforementioned ROG and NOx impacts will remain significant and unavoidable after the implementation of mitigation and there is no feasible mitigation that would further reduce this impact.

5. Reference.

For a complete discussion of Air Quality (construction) impacts, see Section IV.C of the DEIR, MMRP (Mitigation Measures C-1 – C-3), and Errata #3.

B. Original and Revised Project - Air Quality (Operations)

1. Description of Significant Effects.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities at the Project Site. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would also be generated by motor vehicles traveling to and from the Project Site. The Original Project would generate new emissions from its operations.

The regional operational emissions associated with the Original Project and an analysis of daily operational emissions from the Original Project was prepared utilizing the CalEEMod computer model recommended by the SCAQMD. It determined that the Original Project would exceed the established SCAQMD threshold levels for ROG, NOx, and CO during both the summertime and wintertime seasons. This exceedence is primarily due to the increase in motor vehicles traveling to and from the Project Site. Operational emissions would not exceed the established SCAQMD threshold levels for SOx, PM10 and PM2.5 during the summer or wintertime months. Accordingly, only impacts related to SOx, PM10 and PM2.5 will be significant and unavoidable. Project-specific impacts related to ROG, NOx and CO would also be cumulatively considerable.

Accounting for the fewer traffic trips associated with the Revised Project and the Transportation Demand Management programs to be implemented by the Developer Applicant, the Revised Project would still exceed the established SCAQMD threshold levels for ROG and NOx during both the summertime and wintertime seasons. However, when compared to the Original Project, the Revised Project would substantially reduce the overall ROG and NOx emissions, and the Revised Project

would eliminate the CO significant impact that would have occurred under the Original Project.

2. Mitigation Measures.

- a. See Mitigation Measure (b) in Section F.2. below.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project, which avoid or substantially lessen the significant environmental effects of operational emissions generated by the Original Project. Yet, the potential for a significant project-specific and cumulative impact remains, as is the case for the Revised Project. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental impacts. However, for the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. Specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations) justify the decision to proceed with the Revised Project despite this significant impact.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project: Operational emissions will be primarily generated by motor vehicles. The Project will prepare and implement a TDM program to the satisfaction of LADOT that will reduce traffic impacts of the Project and encourage Project residents, employees, and patrons to reduce vehicular traffic on the street and freeway system during the most congested periods of the day. Moreover, the Project is a transit oriented development that will increase density in proximity to, and encourage the use of public transit in an established urban environment. However, even with implementation of this mitigation, impacts related to ROG, NOx and CO will remain significant and unavoidable. There is no feasible mitigation that would further reduce this impact.

5. Reference.

For a complete discussion of Air Quality (operations) impacts, see Section IV.C of the DEIR, MMRP (Mitigation Measure N-2), and Errata #3.

C. Land Use Planning (Conflict with Land Use Plan, Policy or Regulation)

1. Description of Significant Effects.

The Original Project would require the demolition of existing buildings at the Project Site and the development of the site with mixed-use commercial and residential uses. The applicant is requesting multiple discretionary approvals in connection with the same. While the Original Project would result in new mixed-use residential and retail development, it is located in close proximity to the San Diego Freeway, which may result in health risk impacts, specifically outdoor air quality impacts, and is inconsistent with certain policies and objectives set forth in the City's General Plan concerning preservation of industrial uses.

For the same reasons, the Revised Project will be inconsistent with those policies since the Revised Project would provide the same uses (residential and commercial) and generate substantially the same aggregate number of employees and resident.

The Add Area Project is the re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial in order to provide for logical, consistent area-wide planning and uniform land use designations in the future. No zone change is proposed in connection with the re-designation. Accordingly, there will be inconsistencies between the zoning of the Add Area Project properties and the new General Plan designation if the Add Area Project is approved. Said inconsistencies will also mean that the existing self-storage facility on the Add Area Project site will become a non-conforming use if the Add Area Project is approved.

2. Mitigation Measures.

- a. For the residential portion of the Development Project, an air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.

3. Findings.

Changes or alterations had been required in, or incorporated into, the Original Project, which avoid or substantially lessen the significant environmental effects related to land use and planning, and generated by the Original Project. However, the potential for significant project-specific and cumulative impacts remain. The same level and impacts apply equally to the Revised Project, although for the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental effects. However, specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations) justify the decision to proceed with the Revised and Add Area Projects despite this significant impact.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. The inconsistency of the Project with certain policies and objectives in the General Plan relate to the siting of residential uses near sources of air pollution and the preservation of existing industrial uses. Inconsistency in these respects does not necessarily dictate that the Project is inconsistent with the General Plan as a whole. State law does not require a perfect match between a proposed project and the applicable land use plan. Thus, state law does not impose a requirement that a proposed project comply with every policy in a land use plan since such policies often try to accommodate a wide range of competing interests. Thus, to be "consistent" with a land use plan itself, the proposed project must only be "in harmony" with the applicable land use plan. As found in the Findings Regarding General Plan Amendment and Zone Change for Casden West LA, LLC's Proposed Project at Pico Boulevard and Sepulveda Boulevard, the Revised Project is consistent with numerous policies in the General Plan and Community Plan, including policies encouraging transit oriented development and increasing density near rail lines. The Project Site is consistent with

those policies, which existing uses at the Project Site do nothing to advance. However, the inconsistency with objectives related to the siting of residential uses near air pollution sources and preserving existing industrial uses may cause a land use impact that is significant within the meaning of CEQA, given the City's particular CEQA significance threshold for land use impacts for this project.

The Project will exceed relevant health risk thresholds as indicated in the Final EIR. No feasible and quantifiable mitigation is available to reduce outdoor PM10 and PM2.5 emissions and indoor NO2 1-hour concentrations to levels below relevant health risk thresholds. While there is no quantifiable mitigation available to reduce the potential impacts set forth above, there are several available mitigation strategies that could improve outdoor and indoor air quality at the Project Site. These include: (1) locate opens space areas (courtyards, patios, balconies, etc.) as far from the freeway sources as possible; (2) plant vegetation between receptors and freeway sources; (3) consider site plan design minimizing operable windows and building frontages to the freeway; (4) consider options for mechanical and ventilation systems (i.e., supply or exhaust based systems); (5) if a supply-based system is proposed (i.e., actively brining outside air through intake ducts), consider locating intakes as far from the freeway sources as possible. To the extent feasible, these strategies will be implemented, and they may serve to reduce the aforementioned impacts to a less than significant level. However, because these strategies are not quantifiable, impacts related to inconsistencies with General Plan policies, including the health risk impacts discussed above' will remain significant and unavoidable.

The Add Area Project is the re-designation of three properties from Light Manufacturing and Public Facilities to Community Commercial. The re-designation is intended to provide for logical, consistent area-wide planning and uniform land use designations within the Development Project area, and in the neighborhood as a whole. Notwithstanding this intent, the re-designation will create zoning inconsistencies in the short term because the Add Area Project parcels are not currently zoned consistent with the proposed General Plan designation. For these reasons, impacts related to land use consistency would also be significant and unavoidable for the Add Area Project. There is no mitigation that would avoid these conflicts.

The Project will result in the loss of an existing industrial site in the City. It will replace existing industrial uses with a job-rich, mixed-use housing development, however, and will result in a net increase of jobs at the Project Site. Nonetheless, and because of General Plan policies that express a preference for preserving industrial uses within the City, this impact will remain significant and unavoidable.

5. Reference.

For a complete discussion of Land Use Planning impacts, see Section IV.I of the DEIR, (Mitigation Measure I-3), Errata #3, and the Findings Regarding General Plan Amendment and Zone Change for Casden West LA, LLC's Proposed Project at Pico Boulevard and Sepulveda Boulevard.

D. Original and Revised Project – Noise (Cumulative Construction and Operation)

1. Description of Significant Effects.

As discussed above, project-specific construction noise impacts would not rise to a level of significance. Nonetheless, the Original Project, together with associated related projects could result in a cumulatively significant impact with respect to construction

noise. There would also be a cumulatively significant impact with respect to temporary or periodic increases in ambient noise levels.

During operation, the Original Project will expose sensitive receptors to two main types of noise, traffic and on-site activities. Impacts associated with on-site activities would be less than significant. Moreover, off-site receptors would not be impacted by project noise. With respect to traffic noise, experienced by on-site receptors, outdoor areas within the center of the Project Site would not experience exterior noise levels in excess of what is considered "Normally Acceptable" for residential land uses, considering attenuation. However, some of the outdoor balcony areas facing out from the Original Project would experience noise in excess of what is considered "Normally Acceptable" or "Conditionally Acceptable." Therefore, impacts related to exterior noise associated with traffic from the nearby freeways and street system would be significant and unavoidable.

The overall building construction (building siting, design, architecture, and massing) of the Revised Project would be substantially the same as the Original Project as described in the DEIR. Thus, similar to the Original Project, some of the outdoor balcony areas facing out from the Revised Project could experience noise levels in excess of what is considered "Normally Acceptable" or "Conditionally Acceptable" for residential land uses due to the proximity of the freeway and street system. For these reasons, the significant exterior noise impacts identified for the Original Project in the DEIR would also occur under the Revised Project due to the same reason.

2. Mitigation Measures.

- a. Construction at the Project site shall occur only between 7:00 AM and 9:00 PM Monday through Friday and between 8:00 AM and 6:00 PM on Saturdays and national holidays. There shall be no construction activities on Sundays.
- b. Loading dock activities that occur outside at the Project site shall occur only between 7:00 AM and 10:00 PM. Exterior loading dock activities shall not be permitted on site outside of these hours.
- c. Delivery truck drivers shall minimize acceleration and maintain reduced vehicle speeds while on site. Signs shall be posted instructing delivery truck drivers to turn off their engines in the parking and loading areas (with the exception of refrigerated delivery trucks or other vehicles that require power to safely maintain their cargo), and to maintain quiet operations while on site. This includes turning off radios/stereo systems in the delivery trucks. All delivery trucks shall be required to have properly maintained, factory-approved mufflers.
- d. There shall be no speed bumps or uneven pavement in the loading dock area or on the driveway serving the loading dock.
- e. Once detailed architectural plans for the Proposed Project are available, an acoustical study shall be conducted to verify that the interior noise level at all residential units on the Project site shall not exceed the City's standard of 45 dB CNEL. The design features required to achieve compliance may include one or more of the following elements, as verified by the acoustical study: sound-rated windows and doors, size and orientation of windows

relative to the noise sources (streets, freeway, and light rail line), upgraded exterior wall construction, insulation batts, and forced air ventilation/air conditioning. The study shall address both existing and future noise levels.

- f. Once detailed mechanical plans for the Proposed Project are available, an acoustical study shall be conducted in order to verify that the future noise levels generated by mechanical equipment (air conditioners, elevator equipment, refrigeration equipment, exhaust fans, etc.) at the Project site comply with the City's noise ordinance standards. The study shall address potential impacts of noise from commercial portions of the Proposed Project on residential portions of the Project Site as well as impacts at off-site receptors. The design features necessary to achieve compliance may include one or more of the following elements, as verified by the acoustical study: selecting quieter equipment, adding or upgrading silencers, improving the design of mechanical penthouses, raising the height of rooftop parapet walls, placing equipment inside a building, and/or installing screen walls around individual equipment items.
- g. During the construction phase, the Project Contractor shall store and maintain equipment as far away as is reasonably possible from residential areas and noise-sensitive receptors.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project, which avoid or substantially lessen the significant environmental effects related to noise generated by the Original Project. However, the potential for a significant project-specific and cumulative impact remains. The same level and type of impacts apply equally to the Revised Project. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental impacts. However, for the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. However, specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations), justify the decision to proceed with the Revised Project despite this significant impact.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. Even with implementation of all of the mitigation set forth above cumulative impacts associated with noise generated during construction of the Project impacts associated with exposing outdoor facing balconies to noise levels in excess of relevant thresholds would be significant and unavoidable. There are no additional feasible strategies or mitigation that could be implemented to reduce these impacts to a less than significant level.

5. Reference.

For a complete discussion of Noise impacts, see Section IV.K of the DEIR, MMRP (Mitigation Measures K-1-K-6), and Errata #3.

E. Original and Revised Project – Vibration (Construction and Operation)

1. Description of Significant Effects.

Construction vibration levels in the vicinity of the Project Site would fluctuate depending on the equipment being used. Using standard calculation techniques, the Final EIR estimated that the annoyance/interference impact threshold of 75 VdB for office or institutional buildings would be exceeded within 66 feet of equipment during construction. The County office building to the north of the Original Project site is located within 66 feet. Accordingly, construction related vibration impacts would be significant at that location. Construction vibration would not have significant impacts at any other sensitive receptor.

The Original Project does not include any on-site activities that would generate significant levels of groundborne vibration.

Based upon the foregoing, project-specific and cumulative impacts related to construction vibration will remain significant and unavoidable.

The Revised Project includes development of the same Site with the same types of land uses (i.e., residential land uses in four structures over commercial land uses and subterranean parking) identified for the Original Project in the DEIR and would have the same types of construction activities/schedule and associated noise levels as identified for the Original Project described. Thus, similar to the Original Project, the Revised Project would cause the same significant and unavoidable vibration impact at the County office building.

2. Mitigation Measures.

- a. See Mitigation Measures (a) through (g), above.

3. Findings.

Changes or alterations have been required in, or incorporated into, the Original Project, which avoid or substantially lessen the significant environmental effects related to vibration generated by the Original Project. However, the potential for a significant project-specific and cumulative impact remains for both the Original and Revised versions of the Project. For the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental impacts. However, specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations) justify the decision to proceed with the Revised Project despite this significant impact.

4. Rationale for Findings.

The following rationale was applicable to the Original Project and remains applicable to the Revised Project. Even with implementation of all of the mitigation set forth above impacts associated with vibration generated during construction of the Project would be significant and unavoidable. There are no additional feasible strategies or mitigation that could be implemented to reduce these impacts to a less than significant level.

5. Reference.

For a complete discussion of Noise impacts, see Section IV.K of the DEIR, MMRP (Mitigation Measures K-1-K-6), and Errata #3.

F. Development Project – Transportation and Traffic (Intersections/Street Segments)

1. Description of Significant Effects.

The Traffic Study prepared in connection with the Final EIR analyzed 61 study area intersections under two scenarios: "Existing-With-Project" and "Future-With Project." "These analyses identified the forecast operational conditions at the Project area intersections with and without the Original Project, and determined that the Original Project has the potential to result in significant traffic impacts at 28 study area intersections under the Existing-With-Project and at 27 study-area intersections under the Future-With-Project scenario.

The Traffic Study for the Original Project assumed build-out approximately three years after Original Project approval. However, due to the recent economic upheaval, the Original Project approval process has been delayed. That said, the "existing" 2009 traffic conditions still reflect higher traffic volumes and roadway congestion than currently exists (also because of the economic downturn, high unemployment, etc.). In addition, the Traffic Study assumes conservative (i.e. high) traffic growth. Further, it assumes that Phase 2 of the Expo Line will be constructed at-grade, where the currently approved configuration is above grade, spanning Sepulveda Boulevard, which dictates that traffic impacts associated with the at-grade crossing, will no longer occur, and that traffic impacts associated with the Expo Line will be less than those assumed in the Final EIR. Furthermore, many of the applications for projects proposed at the time the traffic study was prepared (e.g. Bundy Village) have been withdrawn. For all of these reasons, the analysis of the traffic conditions in the future year adequately reflects conditions beyond the 2012 date included in the Final EIR.

As confirmed in a supplemental traffic study, the Revised Project would generate fewer total daily trips and fewer peak-hour trips. That decrease in trips eliminates significant impacts at four intersections relative to the Original Project, although significant impacts remain at the other 18 intersections.

2. Mitigation Measures.

- a. Prior to issuance of a Building Permit, the development Project Applicant shall pay traffic impact fees to the City, based on the requirements of the WLA TIMP.

- b. Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to the satisfaction of LADOT to reduce traffic impacts of the Development Project encouraging Development Project residents, employees, and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The TDM program shall include implementation of several TDM strategies, including, but not limited to the following:
 - 1) On-site Transportation Coordinator, in charge of the following:
 - a) Carpool/Vanpool and Rideshare matching
 - b) Preferential Vanpool/Carpool Parking
 - c) Enrollment in Metro's B-Tap pass program (annual group rate discounted transit passes) for all onsite residential occupants and retail employees
 - d) Parking Cash-Out
 - e) Flex-Use Vehicles
 - f) Guaranteed Ride Home
 - 2) Bicycle Racks and Showers/Lockers
 - a) Flexible Work Hours/Telecommute Opportunities
 - b) Bus/Transit Stop Shelters and/or Amenities
 - c) Wayfinding Information and Signage
- c. The Applicant shall implement a mitigation package in coordination between LADOT and Council District 5, and the surrounding community that shall include the three major components listed below. The determination of the "fair share" cost of this mitigation shall be subject to final approval by Council District 5 and LADOT. Subsequent to this determination, the Applicant shall be responsible for executing the appropriate agreement to guarantee the Development Project's obligation to said agreement, prior to the issuance of any certificate of occupancy.
 - 1) The Applicant shall provide funding assistance, fair share cost consideration, at the discretion of LADOT, for all aspects of the Expo Light Rail (ELR) Phase 2 – Pico Boulevard/Sepulveda Boulevard Station development including: grade separated station construction, transit station enhancements, parking meter technology upgrades, shuttle/circular services, etc.

- 2) The Applicant shall provide funding assistance, fair share cost consideration at the discretion of LADOT, for all applicable aspects of the City's Mobility Hub concept to the planned ELR Phase 2 Pico/Sepulveda Station including, but not limited to such measures as: secure bicycle parking, bicycle sharing, hourly car rentals, and a folding bike leasing program.
 - 3) The Applicant shall provide funding assistance, fair share consideration at the discretion of LADOT, for all available Capital Improvement projects in the general area surrounding the Project site.
- d. Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall widen the northwest corner of the Ohio Avenue and Sepulveda Boulevard intersection within the existing right-of-way to construct a new southbound right-turn only lane on Sepulveda Boulevard at this location.
 - e. Prior to issuance of a Certificate of Occupancy, the Development Project Applicant shall restripe the southbound approach of Westwood Boulevard at the intersection of Olympic Boulevard and Westwood Boulevard within the existing roadway width to add a new right-turn-only lane.
 - f. Prior to issuance of a Certificate of Occupancy, at the intersection of Tennessee Avenue/San Diego southbound off-ramp and Sawtelle Boulevard, the Development Project Applicant shall convert the existing through/right-turn lane of the off-ramp to a left-turn/through/right-turn lane, and reconfigure the traffic signal phasing to provide opposed east-west signal indications. (This measure requires review and approval from Caltrans).
 - g. Prior to issuance of a Certificate of Occupancy, at the intersection of Pico Boulevard and Barrington Avenue, the Development Project Applicant shall increase capacity by implementing the following:
 - 1) Restripe the northbound approach of Barrington Avenue within the existing roadway width to provide an exclusive right-turn-only lane; and
 - 2) Install new left-turn signal phasing (protected/permissive) for both the northbound and southbound approaches of this intersection, consistent with the City's ongoing left-turn phasing installation program.
 - h. Prior to issuance of a Certificate of Occupancy, at the intersection of Venice Boulevard and Sepulveda Boulevard, the Development Project applicant shall do the following:
 - 1) Widen the east side of Sepulveda Boulevard north of Venice Boulevard, and restripe the northbound approach to convert the existing right-turn only lane to a shared through/right-turn lane; and

- 2) Restripe the north leg of Sepulveda Boulevard to provide a third northbound "receiving" lane, which will ultimately transition back to the two existing northbound travel lane configuration.

3. Findings.

Changes or alterations that are feasible and could be required in, or incorporated into, the Original Project, and which avoid or substantially lessen the significant environmental effects of Original Project traffic. However, significant impacts at certain study area intersections remain. Although the Revised Project avoids some of those significant impacts at certain intersections, it still would cause significant project-specific and cumulative traffic impacts. However, for the reasons described above, the Revised Project would not result in any new significant impacts or increase the severity of any previously identified significant impact with respect to this environmental impact, and the same mitigation measures will be incorporated into the Revised Project. There are no feasible mitigation measures that would avoid or substantially lessen these significant environmental impacts. Specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of this document (Statement of Overriding Considerations) justify the decision to proceed with the Revised Project despite this significant impact.

4. Rationale for Findings.

As explained above, the traffic studies prepared in connection with the Original and Revised versions of the Project are extremely conservative. Moreover, with implementation of mitigation measures, impacts at various study area intersections will be reduced to a less than significant level under both the Existing-With-Project and Future-With-Project scenarios.

Notwithstanding the above, it has been determined that mitigation at the following significantly impacted intersections is infeasible including: Pico Boulevard and Sepulveda Boulevard; Pico Boulevard and Westwood Boulevard; Pico Boulevard and Motor Avenue/Fox Studios Driveway; Exposition boulevard and Sepulveda Boulevard; and National Boulevard and Westwood Boulevard is infeasible. Moreover, mitigation for study area intersections including: Olympic Boulevard and Bundy Drive; Olympic Boulevard and Sepulveda Boulevard; Pico Boulevard and Centinela Avenue; Pico Boulevard and Sawtelle Boulevard; and National Boulevard and Sepulveda has already been assigned to other projects. Accordingly, there is no additional feasible mitigation that can be proposed to address the intersections significantly impacted by the Revised Project and those impacts are unavoidable. These intersections include the following: Wilshire and Westwood Boulevards; Santa Monica and Sepulveda Boulevards; Santa Monica and Westwood Boulevards; Olympic Boulevard and Barrington Avenue; Olympic and Sawtelle Boulevards; Pico Boulevard and I-10 EB off-ramp and 34th Street; Pico Boulevard and Bundy Drive; Pico Boulevard and Gateway Boulevards; Pico Boulevard and Cotner Avenue; Pico Boulevard and Overland Avenue; National Boulevard and Sawtelle Boulevard; and I-10 Westbound Ramps and National Boulevard and Overland Avenue.

5. Reference.

For a complete discussion of Traffic, Transportation and Parking (Intersections/Street Segments, see Section IV.N of the DEIR, MMRP (Mitigation Measures N-1-N-8), and Errata #3.

IX. ALTERNATIVES TO THE DEVELOPMENT AND ADD AREA PROJECTS

State CEQA Guideline Section 15126.6(a) requires an EIR to: (1) describe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project; and (2) evaluate the comparative merits of the alternatives. Sections II.D and VI of the DEIR describe the thirteen objectives that have been identified for the Development Project. Those same objectives apply to the Revised Project. Those objectives are as follows:

- To create a high-quality mixed-use development that promotes integrated urban living and furthers SCAG goals of addressing regional housing needs through the development of infill sites;
- To replace uses that are incompatible with mass transit with uses that are complementary to the proposed development of a light rail station and Metro Rapid public transit;
- To address traffic issues on a regional level by increasing density near major mass transit modes;
- To fully utilize a site consistent with the goals and policies in the West Los Angeles Community Plan;
- To construct a development that enhances pedestrian circulation, incorporates high-quality landscaping and aesthetics, and creates a more beautiful and livable neighborhood environment;
- To maximize the City's affordable housing stock and increase the provision of Senior Low Income and/or Very Low Income housing, thus helping to address the City's existing affordable housing shortage;
- To provide affordable housing for seniors in a highly desirable, select part of the City;
- To diversify the housing stock in West Los Angeles, and improve the West Los Angeles job-housing balance by maximizing affordable and/or workforce housing development;
- To reduce Vehicle Miles Traveled (VMT) by constructing retail amenities closer to existing consumers;
- To increase jobs through construction and operation of a new mixed-use development;
- To generate tax revenue to the City with high tax-generating land uses;
- To provide a mixed-use development that is compatible and complementary with surrounding land uses; and
- To provide adequate parking facilities to serve the proposed residential and retail uses.

Consistent with State CEQA Guidelines Section 15126.6, the Final EIR evaluated a reasonable range of six alternatives. The six alternatives analyzed in the Final EIR include a variety of uses and would reduce some of the significant impacts of the Original and Revised Projects. Because the Add Area Project does not include a specific development proposal, does not have any significant and unavoidable impacts that could be avoided, and is not proposed by the Developer Applicant, these alternatives focus on the development project proposed by the Developer Applicant. The Final EIR also described an additional alternative that was identified but subsequently rejected from further analysis:

Alternative Site Alternative: Implementation of either the Original or Revised Project on alternative sites was not analyzed in the Final EIR because the Developer Applicant does not own or control other property within the City of Los Angeles that would allow development meeting most of the basic objectives set forth above.

The Alternatives discussed in detail in the Final EIR include: 1) No Project [Continuation of Existing Uses]; 2) No Project [Zoning Compliant Industrial Development]; 3) Mixed-Use [Office and Industrial Development]; 4) Retail Only Development; 5) Residential Only Development; and 6) Reduced Commercial/Residential Mixed-Use Development. In accordance with CEQA requirements, the alternatives include a No Project alternative and alternatives capable of eliminating the significant adverse impacts associated with the Original and Revised versions of the Project. These alternatives and their impacts, which are summarized below, are more fully described in Chapter VI of the DEIR.

A. Alternative A: No Project – Continuation of Existing Uses

1. Description of the Alternative.

This alternative is the continuation of existing uses at the Project Site. Under this Alternative, the Project Site would remain developed with the existing uses, a California Portland Cement batch plant and West Los Angeles Building Materials.

2. Impact Summary of the Alternative.

The No Project Alternative – No Build Scenario would eliminate significant impacts that would occur with the Original and Revised versions of the Project, including: air quality, land use and planning, noise and traffic impacts. The No Build Scenario's impacts would also be less than those associated with the Original or Revised versions of the Project in all other impact areas. Conversely, the No Build Scenario would not meet any of the Project objectives.

3. Findings.

The No Project-Continuation of Existing Uses is the environmentally superior alternative, as the significant impacts that would occur with either the Original or Revised versions of the Project would not occur with this alternative. However, it is found pursuant to CEQA Guidelines Section 15126.6(c) that this alternative would not feasibly accomplish most of the basic objectives of the Project.

4. Rationale for Findings.

With the No Project-Continuation of Existing Uses alternative, environmental impacts projected to occur in connection with either the Original and Revised versions of the Project would be avoided. Accordingly, it would be an environmentally superior alternative.

However, the No Project-Continuation of Existing Uses alternative would not attain any of the basic objectives outlined for the Project. It would not result in a new, high-quality mixed-use development that among other things: promotes integrated urban living; addresses traffic issues by increasing density near major mass transit; increases the City's affordable housing stock; diversifies the housing stock in West Los Angeles; and that generates the types of jobs and tax revenue that the Project will. For these reasons, the City finds that this alternative would not meet the objectives of the Project, and; on that basis, rejects Alternative A.

5. Reference.

For a complete discussion of Alternative A, see Section VI of the DEIR.

B. Alternative B: No Project Alternative – Zoning Compliant Industrial Development

1. Description of the Alternative.

This alternative would consist of the Zoning Compliant Industrial Development. Like the Original and Revised versions of the Project, this alternative would involve the demolition of all existing uses at the Project Site and development of the site with industrial land uses that conform to existing standards. Development would include a one-story 113,000-square-foot building with a mezzanine covering about 33 percent of the building footprint (37,000 square feet), for a total building size of 150,000 square feet. At a LAMC parking requirement of 1.0 space per 500 square feet of industrial square footage, the total required parking would be 300 spaces, which would be provided in a combination of surface parking and parking on the roof of the industrial building.

2. Impact Summary of the Alternative.

The No Project Alternative – Zoning Compliant Industrial Development would reduce significant impacts at almost all of the intersections that would be impacted under the Existing-With-Project condition and the Future-With-Project condition, but would not avoid significant impacts at 3 intersections. Construction-related vibration impacts at the DPSS building are also likely to be less than significant under this alternative. This alternative would also avoid the significant and unavoidable noise impacts, air quality impacts, and land use impacts associated with the Original and Revised versions of the Project because this alternative would not site any residential land uses at the Project Site.

3. Findings.

It is found pursuant to CEQA Guidelines Section 15126.6(c) that Alternative B would not feasibly accomplish most of the basic objectives of the Project.

4. Rationale for Findings.

This alternative would not decrease all of the significant and unavoidable impacts associated with the Original and Revised versions of the Project to a less than significant level. While significant land use, construction-related vibration, and air quality (operation) impacts would be avoided, significant and unavoidable traffic impacts at three area intersections will remain. Moreover, significant and unavoidable air quality (construction) and noise (cumulative construction) impacts would remain. In addition, Alternative B would not meet many of the Project objectives. Specifically, it would not

result in development of a quality mixed-use development at the Project Site; address traffic issues on a regional level by increasing density near mass major mass transit nodes; maximize the City's affordable housing stock and increase the provision of Senior Low Income and/or Very Low Income housing; provide affordable housing in a desirable area of the City; diversify the housing stock in West Los Angeles, and improve the West Los Angeles job-housing balance by maximizing affordable and/or workforce housing development; and provide a mixed-use development that is compatible and complementary with surrounding land uses. The City finds that this alternative would not reduce all of the significant and unavoidable impacts associated with the Original and Revised versions of the Project and would not meet most of the Project objectives and; on that basis, the City rejects Alternative B.

5. Reference.

For a complete discussion of Alternative B, see Section VI of the DEIR.

C. Alternative C: Mixed Use – Office and Industrial Development

1. Description of the Alternative.

This alternative would consist of developing Office and Industrial at the Project Site. Like both the Original and Revised versions of the Project, this alternative would involve the demolition of all existing uses at the Project Site. Instead, office and industrial land uses that conform to existing standards would be developed. Specifically, three buildings: a one-story 50,000-square-foot building for light-industrial/manufacturing uses; a nine-story 215,000-square-foot office building; and a four-story 212,000-square-foot parking structure, with 530- parking spaces would be constructed.

2. Impact Summary of the Alternative.

Alternative C would still result in significant and unavoidable impacts with respect to traffic. Significant impacts would remain at 7 impacted intersections under the Existing-With-Alternative C condition and significant impacts would remain at 8 impacted intersections under the Future-With-Alternative C condition. That said, Alternative C would avoid the significant and unavoidable land use/health risk impacts, operational noise impacts, and air quality impacts associated with the Original and Revised versions of the Project. Conversely, Alternative C would not meet several Project objectives. It would not result in a high-quality mixed-use development that promotes integrated urban living and furthers SCAG goals of addressing regional housing needs through the development of infill sites. It would not maximize the City's affordable housing stock and increase the provision of Senior Low Income and/or Very Low Income housing. It would not diversify the housing stock in West Los Angeles or improve the West Los Angeles job-housing balance by maximizing affordable and/or workforce housing development. Finally, it would not provide a mixed-use development that is compatible and complementary with surrounding land uses.

3. Findings.

Of the alternatives analyzed in the Final EIR, Alternative C is considered the environmentally superior alternative, with the exception of the No Project Alternative – Continuation of Existing Uses (Alternative A, above). However, it is found, pursuant to CEQA Guidelines Section 15126.6(c) that it would not feasibly accomplish most of the basic objectives of the Project.

4. Rationale for Findings.

Of the alternatives analyzed in the Final EIR, the Mixed Use-Office and Industrial Development alternative is considered the environmentally superior alternative, with the exception of the No Project Alternative – Continuation of Existing Uses (Alternative A, above). However, Alternative C would not reduce all of the significant and unavoidable impacts associated with the Original and Revised versions of the Project. In addition, it would not meet Project objectives and would still result in significant and unavoidable traffic impacts.

The City finds that all significant and unavoidable impacts associated with the Original and Revised versions of the Project would not be eliminated under this alternative and that the attainment of important Project objectives would be significantly reduced under this alternative and; on that basis, rejects Alternative C.

5. Reference.

For a complete discussion of Alternative C, see Section VI of the DEIR.

D. Alternative D: Retail Only Development

1. Description of the Alternative.

Alternative D would include removal of all existing buildings at the Project Site. It would not include residential uses and would only develop two stories of retail uses. The two-story retail structure would be constructed above 2.5 levels of subterranean parking with a total of 1,067 parking spaces being provided. Similar to the Project, Alternative D would seek a General Plan Amendment to designate the site Community Commercial and re-zone the entire site to C2-1. Thus, the maximum allowable development would be 266,800 square feet of retail uses.

2. Impact Summary of the Alternative.

Alternative D would result in the same significant and unavoidable air quality, land use and planning, noise and traffic impacts as associated with the Original and Revised versions of the Project. However, it would reduce significant impacts related to traffic at 3 intersections under the Existing-With-Alternative D scenario and at 3 intersections under the Future-With-Project condition. In addition, it would not meet Project objectives relating to providing affordable housing stock in the West Los Angeles area.

3. Findings.

It is found, pursuant to CEQA Guidelines Section 15126.6(c), that Alternative D would not feasibly accomplish most of the basic objectives of the Project.

4. Rationale for Findings.

While Alternative D would meet some Project objectives, it would not include residential uses and; therefore, it would not accomplish objectives related to creating a high-quality mixed-use development that promotes integrated urban living and furthers goals of addressing regional housing needs through the development of infill sites; it would not maximize the City's affordable housing stock; and it would not diversify the housing stock in West Los Angeles or improve the West Los Angeles job-housing balance. In addition, it would not avoid any of the significant and unavoidable impacts associated

with the Original and Revised versions of the Project, even if it will reduce significant traffic impacts slightly. The City finds that this alternative does not reduce those significant and unavoidable impacts and that the attainment of basic Project objectives would be significantly reduced under this alternative and; on that basis, rejects Alternative D.

5. Reference.

For a complete discussion of Alternative D, see Section VI of the DEIR.

E. Alternative E: Residential Only Development

1. Description of the Alternative.

Under Alternative E, all existing buildings at the Project Site would be demolished. No retail uses would be developed however. The alternative would develop four residential buildings. The residential structures would be constructed above 2.5 levels of subterranean parking with 827 resident parking spaces and 135 guest parking spaces, for a total of 962 parking spaces. Similar to the Project, Alternative E would require a General Plan Amendment to designate the site "Community Commercial" and re-zoning of the entire site to C2-1. The maximum allowable development of the site would be 538 multi-family residential units.

2. Impact Summary of the Alternative.

Alternative E would not avoid significant and unavoidable air quality, land use, noise or traffic impacts associated with the Original and Revised versions of the Project. It would slightly reduce significant traffic impacts at 18 intersections under the Existing-With-Alternative E scenario and at 21 intersections under the Future-With-Alternative E scenario. In addition, it would not satisfy Project objectives including: create a high-quality mixed-use development that promotes integrated urban living and furthers SCAG goals of addressing regional housing needs through the development of infill sites; reduce VMT by constructing retail amenities closer to existing consumers; maximize tax revenue to the City with high-tax generating retail stores that typically locate outside City boundaries; and provide a mixed-use development that is compatible and complementary with surrounding land uses.

3. Findings.

It is found, pursuant to CEQA Guidelines Section 15126.6(c), that Alternative E would not feasibly accomplish most of the basic objectives of the Project.

4. Rationale for Findings.

While Alternative E would meet some Project objectives, it would not create a high-quality mixed use development that promotes integrated urban living and furthers goals of addressing regional housing needs through the development of infill sites; it would not reduce VMT by constructing retail amenities closer to existing consumers; and it would not maximize tax revenue by adding high-tax generating retail stores that typically locate outside City boundaries. In addition, it would not avoid any of the significant and unavoidable impacts associated with the Original and Revised versions of the Project, even if it will reduce significant traffic impacts slightly. The City finds that this alternative does not reduce those significant and unavoidable impacts and would not meet many Project objectives and; on that basis, Alternative E is rejected.

5. Reference.

For a complete discussion of Alternative E, see Section VI of the DEIR.

F. Alternative F: Reduced Commercial/Residential Mixed-Use Development

1. Description of the Alternative.

Under Alternative F, 150,000 square feet of commercial uses would be developed. A total of 538 multi-family residential units would be developed in four structures constructed above the commercial component, all over 3.5 levels of subterranean parking. Under Alternative F, all existing uses would be demolished, all other aspects of the alternative, including building heights, open space, recreational amenities, and landscaping, would be substantially the same as that described for the Project.

2. Impact Summary of the Alternative.

Alternative F would result in the same significant and unavoidable air quality, land use and planning, noise and traffic impacts as associated with the Original and Revised versions of the Project. However, it would reduce significant impacts related to traffic at 5 intersections under the Existing-With-Alternative F scenario and at 4 intersections under the Future-With-Project condition. It would meet many of the Project objectives to the same degree as either the Original or Revised versions of the Project, but the following objectives would be satisfied to a lesser degree: address traffic issues on a regional level by increasing density near major mass transit nodes; fully utilize a site consistent with the goals and policies in the West Los Angeles Community Plan; Reduce VMT by constructing retail amenities closer to existing consumers; Increase jobs through construction and operation of a new mixed-use development; and maximize tax revenue to the City with high tax-generating retail stores that typically locate outside City boundaries.

3. Findings.

It is found, pursuant to CEQA Guidelines Section 15126.6(c), that Alternative F would not feasibly accomplish most of the basic objectives to the same extent as the either the Original or Revised versions of the Project.

4. Rationale for Findings.

While Alternative F would meet all Project objectives, some would be satisfied to a lesser degree than either the Original or Revised versions of the Project. Specifically, this alternative would not address traffic issues on a regional level by increasing density near major mass transit nodes to the same extent; it would not fully utilize the site consistent with the goals and policies of the West Los Angeles Community Plan; it would not reduce VMT by constructing retail amenities closer to existing consumers to the same extent; it would not increase jobs through construction and operation of a new mixed-use development to the same extent; and it would not maximize tax revenue to the City with high tax-generating retail stores that typically locate outside City boundaries to the same extent. In addition, Alternative F would not avoid any of the significant and unavoidable impacts associated with the Original and Revised versions of the Project, even if it will reduce significant traffic impacts slightly. The City finds that this alternative does not reduce those significant and unavoidable impacts and does not meet basic Project objectives to the same extent as either the Original or Revised versions of the Project and; on that basis, rejects Alternative F.

5. Reference.

For a complete discussion of Alternative F, see Section VI of the DEIR.

X. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts of the Proposed Project

The Original Project and the Add Area Project would contribute a total of approximately 1,566 net new residents to the Original Project area and the City of Los Angeles. The Revised Project would contribute 1,857 new residents. In addition, employment opportunities would be provided during the construction and operation of the Project.

While the Project would induce growth in the city, this growth will be consistent with area-wide population and housing forecasts and well within SCAG's anticipated growth rate and will be located near mass transit. Additionally, although the Original Project's 1,566 residents would represent approximately 20 percent of the growth between the years 2005 and 2030 anticipated for the West Los Angeles Community Plan area, the Project's residential population will be within the anticipated growth for the Community Plan area. The Revised Project's 1,857 residents represent 24 percent of that projected growth, well within projections for that area. Further, roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with either the Original or Revised Project would not induce growth because they would only serve the Project.

The housing, population and employment associated with the Revised Project also would be consistent with projected growth for the West Los Angeles Community Plan area and City of Los Angeles. Additionally, roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Revised Project would not induce growth because they would only serve the Revised Project. Thus, the Revised Project would not induce substantial unplanned growth, similar to the Original Project described in the DEIR. Therefore, the Revised Project would not result in any new significant impacts and would not increase the severity of the significant impacts associated with this issue identified for the Original Project described in the DEIR.

B. Significant Irreversible Impacts

The CEQA Guidelines require that an EIR address any significant irreversible environmental changes that would be involved in a project should it be implemented (CEQA Guidelines, Sections 15126(c) and 15126.2(c)). CEQA Guidelines Section 15126.2(c) indicates that "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The types and level of development associated with the Original Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the Original Project and would continue throughout its operational lifetime. Committed resources would include: (1) building materials, (2) fuel and

operational materials/resources, and (3) resources used in the transport of goods and people to and from the Proposed Project site.

The commitment of resources to the Original Project would limit the availability of these resources for future generations. However, the Original Project would not require a large commitment of any of these resources. Further, the Original Project is consistent with growth objectives in applicable land use plans and policies. Therefore, this resource consumption would be consistent with growth and anticipated change in the West Los Angeles Community and in the Los Angeles region.

The Original Project includes development of a mixed-use development in an urbanized area that is already served by an existing roadway system and utility infrastructure. Implementation of the Original Project does not include infrastructure improvements that would commit future generations to using the Original Project site for the proposed land uses, and no significant impacts related to this issue would occur.

With the exception of common household cleaning solvents, paints, landscape fertilizers, and pesticides typically used in a retail/commercial setting, the Original Project would not involve the routine use, transport, or disposal of hazardous materials. Also, during construction the Developer Applicant would follow all applicable requirements to ensure safe use, storage and disposal of any hazardous materials or wastes that could be used. Additionally, the Developer Applicant would be required to implement Mitigation Measures G-1 through G-7 related to the potential presence of underground storage tanks (USTs), polychlorinated biphenyls (PCBs), asbestos-containing materials (ACMs), lead-based paint (LBP), and possible soil contamination. Therefore, the Original Project would not result in irreversible damage that could result from environmental accidents, and no significant impacts related to this issue would occur.

Accounting for all the foregoing factors supports the conclusion that the Original Project will not result in significant irreversible environmental changes.

Compared to the Original Project, the Revised Project would consume essentially the same amount of nonrenewable resources, build essentially the same infrastructure, and use essentially the same amount of hazardous materials. Thus, no significant impacts related to this issue would occur under the Revised Project. Further, the Revised Project would not result in any new significant impacts and would not increase the severity of any significant impacts identified for the Original Project described in the DEIR.

XI. OTHER CEQA CONSIDERATIONS

- A.** The City of Los Angeles (the "City"), acting through the Planning Department, is the "Lead Agency" for the Proposed Project evaluated in the Final EIR. The City finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the City.
- B.** The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Original, Revised and Add Area Projects. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the DEIR. The Final EIR was prepared after the review period and adequately responds to comments made during the public review period.

- C. The Planning Department evaluated comments on environmental issues received from persons who reviewed the DEIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR and provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the DEIR. Further, the environmental impacts attributable to the changes to the Original Project that are incorporated into the Revised Project do not increase the severity of any significant and unavoidable impact identified in the DEIR or create any new significant impact. The lead agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.
- D. The mitigation measures which have been identified for the Revised and Add Area Projects were identified in the text and summary of the Final EIR. The final mitigation measures are described in the Complete MMRP. Each of the mitigation measures identified in the Complete MMRP, and contained in the Final EIR, is incorporated into the Revised and Add Area Projects. The City finds that the impacts of the Revised Project have been mitigated to the extent feasible by the Mitigation Measures identified in the Complete MMRP, and contained in the Final EIR.
- E. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The Planning Department staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the review of the Original, Revised and Add Area Projects. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
- F. CEQA requires the lead agency approving a project to adopt an MMRP for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the Final EIR as certified by the City and included in the Complete MMRP as adopted by the City serve that function. The Complete MMRP includes all of the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the Revised and Add Area Projects. In accordance with CEQA, the Complete MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the Mitigation Monitoring and Reporting Program.
- G. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Revised and Add Area Projects.

- H. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the Department of City Planning, City of Los Angeles, 6262 Van Nuys Boulevard, Room 351, Van Nuys, CA 91401.
- I. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
- J. In light of the entire administrative record of the proceedings for the Original, Revised and Add Area Projects, the City determines that there is no significant new information (within the meaning of CEQA) that would have required recirculation of the sections of the DEIR, or Final EIR.
- K. The citations provided in the "References" subsection of each impact area discussed in these Findings are for reference purposes only and are not intended to represent an exhaustive listing of all evidence that supports these Findings.
- L. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the Final EIR. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the lead agency for the Revised and Add Area Projects, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Revised and Add Area Projects.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified unavoidable significant impacts which will result from implementation of the Revised and Add Area Projects. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts which are identified in a Final EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in title 15, California Code of Regulations, section 15000 et seq. and hereby requires, pursuant to CEQA Guidelines Section 15093(b) that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the Final EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the record of proceedings, including but not limited to the Final EIR, and other documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Revised Project: Air Quality (Construction NOx and ROG and Operational ROG, NOx and CO); Land Use (Policy consistency and associated Air Quality/Health Risk Impacts); Noise (Construction and Operation); and Traffic, as identified in the Final EIR, and it is not feasible to mitigate such impacts to a less than significant level. The following impacts are not mitigated to a less than significant level for the Add Area Project: Land Use (zoning consistency), and it is not feasible to mitigate such impacts to a less than significant level.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the Revised and Add Area Projects. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the Revised and Add Area Projects discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Revised and Add Area Projects against their significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The below stated reasons summarize the benefits, goals and objectives of the Revised and Add Area Projects, and provide the rationale for the benefits of those projects. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the Revised and Add Area Projects and justify their adoption and certification of the Final EIR.

- Implementation of the Revised Project will create a high-quality mixed-use development that increases density near major mass transit modes, promotes integrated urban living, and furthers sound planning goals, including goals set out by SCAG for addressing regional housing needs through the development of infill sites.
- Implementation of the Revised Project will replace existing uses that are incompatible with mass transit with uses that are complementary to the proposed development of a light rail station and Metro Rapid public transit.
- Implementation of the Revised Project will diversify the housing stock in West Los Angeles, and improve the West Los Angeles job-housing balance by maximizing affordable and/or workforce housing development.
- Implementation of the Revised Project will increase the provision of Senior Low Income and/or Very Low Income housing. The Revised Project includes 11% very low income housing units, which will help address the City's existing affordable housing shortage.
- Implementation of the Revised Project emphasize; automobile trip reduction and minimize the intrusion of traffic into nearby residential neighborhoods through its siting of multiple neighborhood-serving uses near to residential neighborhoods, promotion of alternative modes of transportation (bus, bicycle, transit, etc.) and implementation of pedestrian-oriented policies in the various applicable planning documents.
- Implementation of the Revised Project will result in the development of a transit oriented development ("TOD") at a central location adjacent to a planned rail station and nearby bus lines. TODs can lower annual household driving rates by 20 to 40 percent, reduce air pollution and energy use, increase public safety, revitalize neighborhoods and decrease local infrastructure costs. The Project's conditions of approval will facilitate the use of alternative modes of transportation.
- Implementation of the Revised Project would increase the amount of tax revenue generated by the Revised Project site. When aggregated over a 15-year period, the Revised Project will produce a total of \$35.2 million dollars in fees and tax revenue to the City.
- Implementation of the Revised Project would result in a net increase of 320 direct construction jobs, 550 indirect jobs, and 776 induced jobs, or 1,637 total jobs over the four-year construction period.

- Implementation of the Revised Project would result in a net increase of 518 direct annual permanent jobs and 176 indirect and induced annual permanent jobs, for a total of 695 permanent jobs in the City upon operation.

Finding. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

RESOLUTION

WHEREAS, the subject property is located within the area covered by the West Los Angeles Community Plan ("Community Plan"), which was adopted by the City Council on July 27, 1999 (CF 98-2024); and

WHEREAS, the applicant is proposing a mixed-use development comprised of 638 residential dwelling units and 160,000 square feet of commercial use; and

WHEREAS, to carry out the above-referenced project, the applicant has requested a General Plan Amendment to change the land use designation from Light Manufacturing to Community Commercial; and

WHEREAS, the City Planning Commission at its meeting of February 28, 2013, recommended City Council approve the foregoing General Plan Amendment; and

WHEREAS, the General Plan Amendment is necessary to achieve and maintain consistency between zoning and the adopted Community Plan as required by California State law; and

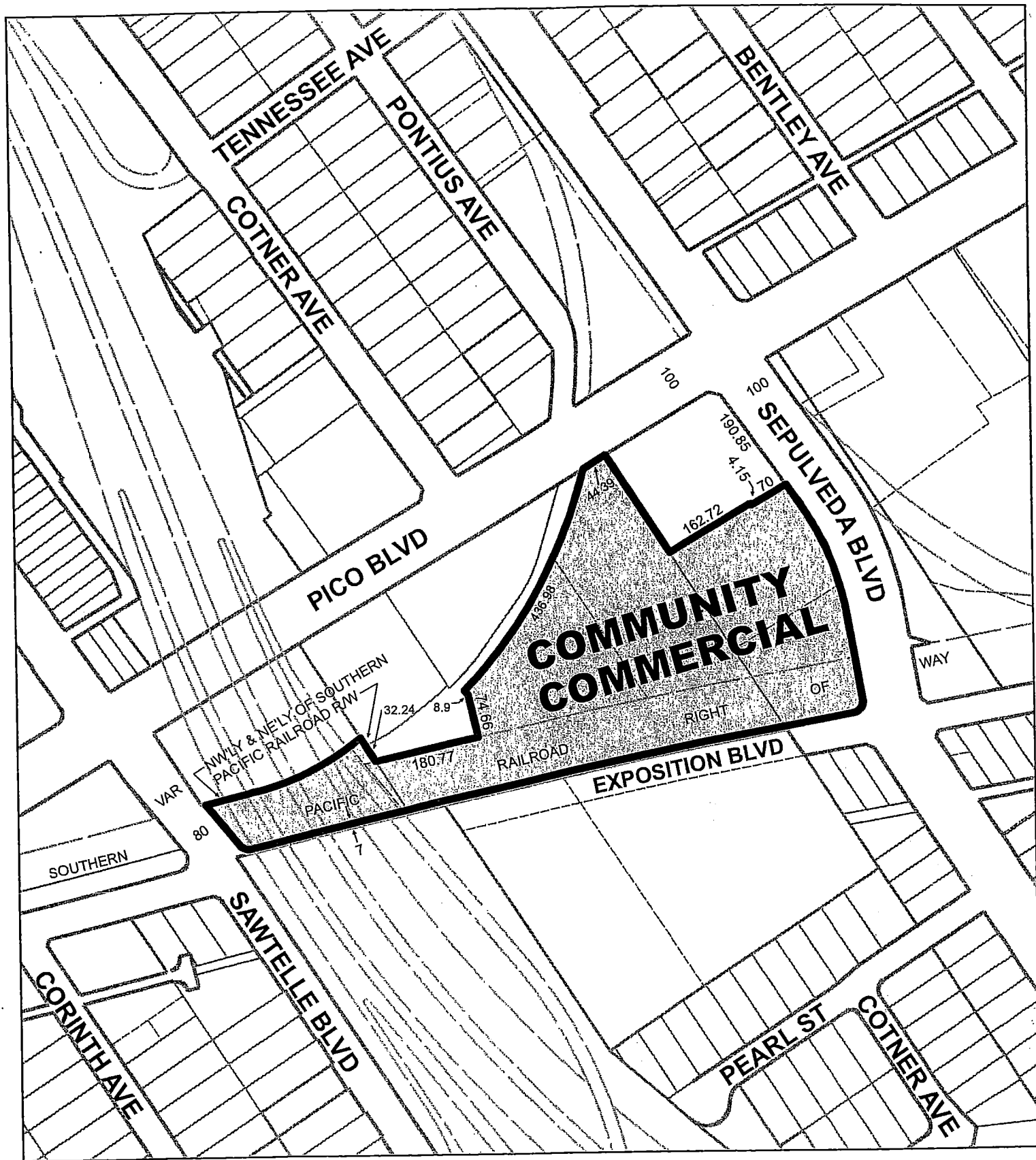
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendments are consistent with the intent and purpose of the West Los Angeles Community Plan to designate land uses in an orderly and unified manner; and

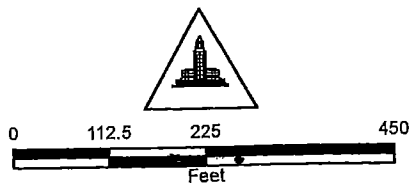
WHEREAS, the subject request would provide for a more logical and uniform pattern of planned land use development that is compatible with surrounding land use designations on the General Plan; and

WHEREAS, the project has been reviewed by Environmental Impact Report, SCH No. 2009061041, in accordance with the City's Guidelines for implementation of the California Environmental Quality Act ("CEQA") by the City Planning Department.

NOW, THEREFORE, BE IT RESOLVED that the Community Plan shall be amended as shown on the attached General Plan Amendment Map.



CFI

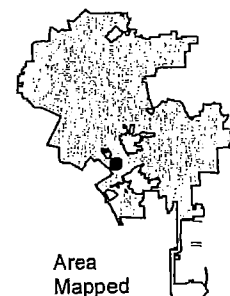


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WEST LOS ANGELES

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Area
Mapped