

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2012-579-ZC-SPR	MARC WOERSCHING 213-978-1470	15

Items Appealable to Council:	Last Day to Appeal:	Appealed:
ZONE CHANGE, SITE PLAN REVIEW	APR 04 2013	Yes <input type="checkbox"/> No <input type="checkbox"/>

Location of Project (Include project titles, if any.)

1450-1500 W. PACIFIC COAST HIGHWAY

Name(s), Applicant / Representative, Address, and Phone Number.

CITYVIEW DEL LAGO 27, LP CON HOWE 10877 WILSHIRE BLVD. LOS ANGELES, CA 90024 310-566-8700	REPRESENTATIVE: NICHOLE SMITH THE KATHERMAN COMPANY 130 SARTORI AVE. 109 TORRANCE, CA 90501 310-618-1999
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Name(s), Appellant / Representative, Address, and Phone Number.

Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

THIRTEEN NEW THREE STORY APARTMENT BUILDINGS WITH 204 TOTAL UNITS, 380 PARKING SPACES AND 24,850 SQUARE FEET OF OPEN SPACE.

Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Environmental No. ENV-2012-580-MND	Commission Vote: 7-0
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JAMES K. WILLIAMS, Commission Executive Assistant II	Date: APR 05 2013
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LOS ANGELES 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: MAR 15 2013

CASE NO.: CPC-2012-579-ZC-SPR
CEQA: ENV-2012-580-MND

Location: 1450-1500 W. Pacific Coast Highway
Council District: 15 – Buscaino
Plan Area: Wilmington-Harbor City
Request(s): Zone Change, Site Plan Review

Applicant: Cityview Del Lago 27, LP
Rep.: The Katherman Company

At its meeting on February 14, 2013, the following action was taken by the City Planning Commission:

1. **Disapproved** the project as originally requested.
2. **Approved** pursuant to Section 12.32 of the L.A.M.C., a **Zone Change** from [Q]C2-1VL, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to **(T)(Q)RAS3-1VL-O** to have uniform zoning on the project site.
3. **Approved**, pursuant to Section 16.05 the LAMC, a **Site Plan Review** approval for the construction, use and maintenance of a project that results in 50 or more of residential units.
4. **Approved** the attached modified **Conditions of Approval**.
5. **Approved** the attached **Findings**.
6. **Adopted** the Mitigated Negative Declaration No. **ENV-2012-580-MND**.

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: Hovaguimian
Ayes: Cardoso, Freer, Lessin, Perlman, Romero
Absent: Burton

Vote: 7-0


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 aggrieved party may appeal the Site Plan Review. 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 04 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: Modified Conditions, Findings, Ordinance, Map
City Planner: Marc Woerschling

**CONDITIONS FOR EFFECTUATING (T)
TENTATIVE CLASSIFICATION REMOVAL**

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

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

1. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Construct on-site sewers to serve the tract as determined by the City Engineer.
 - b. Construct any necessary drainage facilities.
 - c. Install street lighting facilities to serve the project as required by the Bureau of Street Lighting
 - d. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the developer or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.
 - e. Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
 - f. Construct access ramps for the handicapped as required by the City Engineer.
 - g. Close any unused driveways satisfactory to the City Engineer.
 - h. Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
2. Transportation Improvements
 - a. Figueroa Street and Pacific Coast Highway Re-stripe the westbound approach on Pacific Coast Highway within the existing roadway width to install an additional through lane. The resulting lane configuration for the westbound approach shall be one left turn lane, three through lanes and one shared through/right-turn lane. Final review and approval by Caltrans shall be required for this improvement.

- b. The applicant, pursuant to Bureau of Engineering requirements, shall dedicate a 2-foot wide strip of land along Pacific Coast Highway adjoining the site to complete a 52-foot wide half right-of-way dedication in accordance with Major Highway Standards.

The applicant, pursuant to Bureau of Engineering requirements, shall guarantee improvements to Pacific Coast Highway being dedicated by the construction of a 12-foot full width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements.

- b. Project Improvement Implementation. All improvements must be guaranteed before issuance of any building permit, through BOE's B-Permit process. Should any improvement not receive the required approval, be deemed infeasible at the time of reconciliation, or is guaranteed/built by another project prior to the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness and cost including both physical street/signal improvements and incentive-based environmental transportation mitigations. 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.

If the improvement 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 BOE, must be completed.

- c. 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.
- d. Construction Impacts A construction work site traffic control plan shall be submitted to DOT's Southern 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 or access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours..
- e. Site Access and Internal Circulation. A parking area and driveway plan shall be submitted to the West L.A./Coastal Development Review Section of DOT for approval prior to submittal of building permits for plan check by the Department of Building & Safety. Transportation approvals are conducted at 7166 W. Manchester Avenue, Los Angeles 90045. Final DOT approval shall be obtained prior to issuance of any building permits.

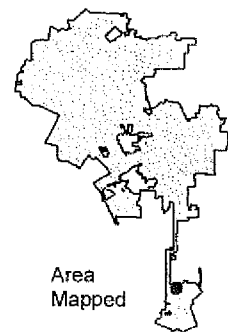
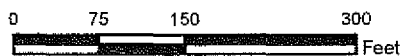
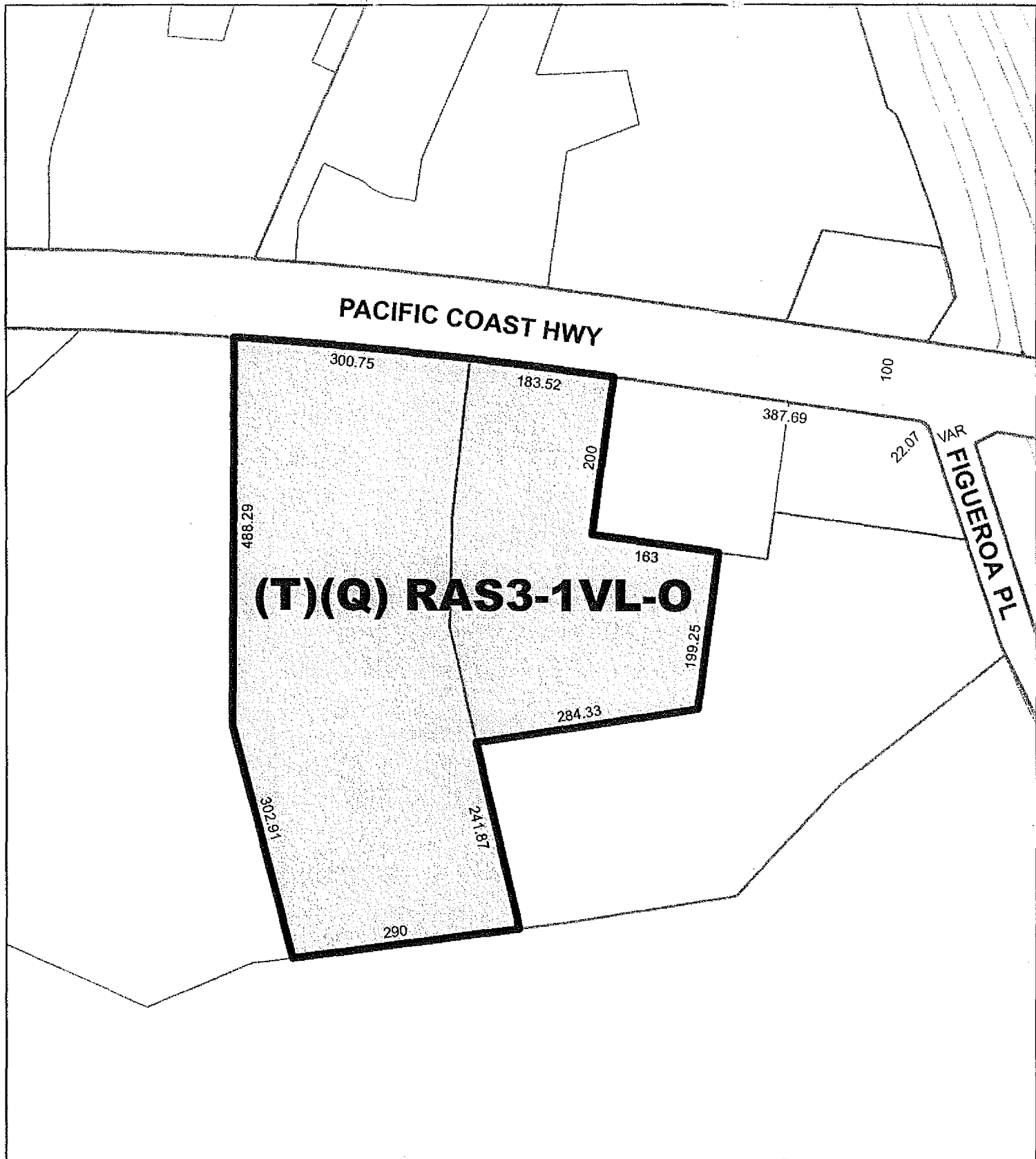
3. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering.
4. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.
5. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the Los Angeles Municipal Code Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 N. Main Street, Room 1255, Los Angeles, CA 90012, (213) 473-9973.
6. Per Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the Recreation and Park fees for the construction of apartment buildings.
- 7.. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services.
8. 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.

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 __. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications of property 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. 036 B 201, 033 B 201	CPC-2012-0579-ZC-SPR
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CF/ *AB*

022113

Conditions and Findings as Approved by the
City Planning Commission - 2-14-13

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Use.** The property shall be limited to 204 multifamily apartment units with 215,000 square feet of floor.
2. **Height.** Building height shall be limited to 43 feet.
3. **Plot Plan.** Prior to the issuance of any permits for the subject project, detailed development plans including site and elevation plans shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions. Except as modified by the Conditions of Approval, the plans shall be in substantial conformance with the site plan **labeled Exhibit "A"**, or as modified by the City Planning Commission attached to the subject case file.
4. **Landscape Plan.** The landscape Plan shall be in substantial conformance to the revised Landscape Plan submitted by the applicant at the City Planning Commission hearing dated 2-14-2013.
5. **Signage.** No signage, other than that permitted by the Citywide sign regulations, shall be installed on the property.
6. **Graffiti.** 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.
7. **Storage of Materials.** No open portions of the property around the building shall be used for storage of equipment, products or waste products.
8. **Maintenance.** The property shall be maintained in a neat and attractive condition at all times. The property shall be maintained free of weeds and debris.
9. **Parking.** The property shall maintain at least 380 parking spaces.
10. **Trellises.** A trellis with a depth of at least two feet shall be placed along building facades over the garage doors and shall be planted with vines at the base on each side of the trellis, in order to provide shade at the entrance to the garages.
11. **Public Access - Harbor Regional Park.** The applicant shall work jointly with the Department of Recreation and Parks to develop public accessways to Harbor Regional Park and improved trails leading to the accessways. If a program of accessways and improved trails is agreed to by the applicant and the Department of Recreation and Parks, then, prior to issuance of a B Permit by the Bureau of

Engineering, the improvements agreed to shall be constructed.

B. Administrative Conditions

12. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
13. **Code Compliance.** Use, area, height, and yard regulations of the zone Classification of the subject property shall be complied with, except where granted conditions differ herein.
14. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County recorder's Office. The agreement shall run with the land and shall be binding 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.
15. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean the agencies, public offices, legislation or their successors, designees or amendment to any legislation.
16. **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 amendment thereto.
17. **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 & Safety.
18. **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 proved necessary for the protection of persons in the neighborhood or occupants of adjacent property.
19. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees 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.

20. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
21. **Utilization of Entitlement.** The subject Zone Change/Site Plan Review approval requires completion of all applicable Conditions of Approval herein to the satisfaction of the Department of City Planning. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change/Site Plan Review approval to effectuate the terms of the entitlements by complying with all conditions of approval.

C. Environmental Conditions

22. **Aesthetics (Landscaping)** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
23. **Aesthetics (Surface Parking)**
 - a. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces. The trees shall be located inbetween parallel parking spaces rather than in front of the parking spaces.
 - b. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the City Planning Department.
 - c. Palm trees shall not be considered in meeting this requirement.
 - d. The genus of genera of the tree(s) shall provide a minimum crown on 30' 50'. Please refer to the City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas.
24. **Aesthetics (Vandalism)**
 - a. Every building, structure, or portion thereof, shall be maintained in a safe and

sanitary condition and good repair, and free from graffiti, debris, rubbish garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

- b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.
25. **Aesthetics (Signage on Construction Barriers)** The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS". Such language shall appear at intervals of no less than 25 feet along the length of publicly accessible portions of the barrier. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
 26. **Aesthetics (Light)** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties in the public right-of-way.
 27. **Aesthetics (Glare)** The exterior of the proposed structures shall be constructed of materials such, but not limited to, high-performance and/or non-reflective tinted glass (no mirror like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
 28. **Air Pollution (Demolition, Grading and Construction Activities)**
 - a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling and at all times provide reasonable control of dust caused by wind.
 - c. All clearing, earth moving or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of dust.
 - d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - g. Trucks having no hauling activity shall not idle but be turned off.

29. **Air Pollution (Stationary).** RESIDENTIAL - 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 10, to the satisfaction of the Department of Building & Safety.
30. **Seismic** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.
- 31.. **Liquefaction**
- a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer of certified engineering geologist, to the Department of Building & Safety for review and approval. The project shall comply with the Uniform Building Code, Chapter 18, Division 1, Section 1804.5, Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to, ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
 - b. The project shall comply with the conditions contained within the Department of Building & Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
32. **Green House Gas Emissions**
- a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
 - b. Only low and non-VOC containing paints, sealants, adhesives and solvents shall be utilized in the construction of the project.
33. **Stormwater Pollution (Demolition, Grading and Construction Activities)**
- a. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
 - b. All vehicle/equipment maintenance, repair and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
 - c. Pavement shall not be hosed down at material spills. Dry cleanup methods

shall be used wherever possible.

- d. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

34. Standard Urban Stormwater Mitigation Plan

- a. Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- a. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- b. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- c. Promote natural vegetation by using parking lot islands and other landscaped areas.
- d. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- e. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- f. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- g. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- h. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- i. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

35. **Stormwater Mitigation (Multiple Residential Dwellings of 10+ Units or Single or Multi-Family, including Subdivisions)**
- a. Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
 - b. Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
 - c. Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of the runoff, parking lots can be designed one of two ways:
 - i. Hybrid Lot – parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt,
 - ii Parking Grove – is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent and shade when cars are present.
 - d. Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
 - e. Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
36. **Increased Noise Levels (Construction Phase)**
- a. Construction and demolition shall be restricted to the hours of 7:00 am and 6:00 pm, Monday through Friday, from 8:00 am to 6:00 pm on Saturday,
 - b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
 - c. The project contractor shall use power construction equipment and state-of-the-art noise shielding and muffling devices.
37. **Public Services (Fire)** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required,

shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

38. **Public Services (Police – Demolition/Construction Sites)** Fences shall be constructed around the site to minimize trespassing vandalism, short-cut attractions and attractive nuisances.
39. **Public Services (Police)** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.
40. **Public Services (Schools)** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
41. **Recreation (Increased Demand for Parks or Recreational Facilities)** Per Section 21.10 of the LA Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for the construction of apartment buildings.
42. **Increased Vehicle Trips/Congestion** Implementing measure(s) detailed in the Transportation Department's communication to the Planning Department dated 9-27-12 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.
43. **Inadequate Emergency Access** The applicant shall submit a parking and Driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
44. **Utilities (Local Water Supplies - Landscaping)**
 - a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss

due to evaporation, and water less in the cooler months and during the rainy season).

- b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 1. Weather-based irrigation controller with rain shutoff.
 2. Matched precipitation (flow) rates for sprinkler heads.
 3. Drip/microspray/subsurface irrigation where appropriate.
 4. Minimum irrigation system distribution uniformity of 75 percent.
 5. Proper hydro-zoning, turf minimization and use of native/ drought tolerant plant materials; and
 6. Use of landscape contouring to minimize precipitation runoff.
 7. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 square feet and greater, to the satisfaction of the Department of Building & Safety.

45. Utilities (Local Water Supplies – All New Construction)

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28gpf), including dual-flush water closets and high efficiency urinals (maximum .5 gpf), including no flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from processes equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater systems.)

46. Utilities (Local Water Supplies - New Residential)

- a. Install no more than one shower head per shower stall, having a flow at no no greater than 2.0 gallons per minute.

- b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room (s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement and the applicant shall be responsible for ensuring compliance.

47. Utilities (Solid Waste Recycling)

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste services(s) to the satisfaction of the Department of Building & Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction related wastes.
- c. To facilitate on site separation and recycling of demolition and construction related wastes, the contractors(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as part of the project's regular solid waste disposal program.

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

Sec. _____. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved _____

Mayor

Pursuant to Section 558 of the City Charter,
the City Planning Commission on February 14, 2013,
recommended this ordinance be adopted by the City Council.



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

File No. _____

FINDINGS

General Plan Findings

The requested zone change is consistent with the General Plan.

The adopted Wilmington-Harbor City Community Plan designates the subject property General Commercial with corresponding zones of C1,5, C2, C4, RAS3 & P. This request to change the zone from [Q]C2-1VL, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O is consistent with the intent and purpose of the General Plan.

Zone Change Findings

The requested zone change is in conformance with public necessity, convenience, general welfare and good zoning practice.

The requested zone change from [Q]C2-1VL, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O is consistent with the multifamily zoning on surrounding properties. To the southeast of the project site is an apartment complex with 204 units zoned R3-1VL. On the north side of Pacific Coast Highway across from the project site are 220 condominium units and 201 apartments zoned RD2-1XL. The development of this parcel, a former car dealership, is an infill of an otherwise medium and low medium density multifamily residential neighborhood next to Harbor Regional Park. The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

Site Plan Review Findings

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

The subject property is located within the Wilmington-Harbor City Community Plan as updated and adopted by the City Council on July 14, 1999, and which designates the project site General Commercial. The proposed project, thirteen new three-story, apartment buildings with 204 units, is consistent with the General Commercial designation because the RAS3 zone, which is a corresponding zone for that designation, permits up to 408 multifamily residential units at the density of the R3 zone. The 204 apartment units are also consistent with Footnote 7 on the Wilmington-Harbor City Plan, which limits residential densities in the General Commercial designation to that of the RD1.5 zone, with a lower limit of 217 units.

2. **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 site is on a 326,700 square foot parcel fronting on Pacific Coast Highway west of the Harbor Freeway. The site is vacant with buildings from a former car

dealership and surface parking areas. The project will construct thirteen new three-story, apartment buildings with 204 units. The buildings are sited along series of internal roadways with the buildings facing each other on the sides of the roadways and with the ends of the buildings and pool and recreation center facing Pacific Coast Highway. Fronting on Pacific Coast Highway the recreation building measures 26'4" in height and has an architectural style that is consistent with the Mediterranean style of the thirteen apartment buildings. The buildings on site generally have a height ranging from 28'8" to 42'8", below the 45" limit established by the 1VL height district. The project provides 380 parking spaces, more than the 377 spaces required by Section 12.21A.4(a) of the Zone Code. To the southeast of the project site is an apartment complex with 204 units zoned R3-1VL. On the north side of Pacific Coast Highway across from the project site are 220 condominium units and 201 apartments zoned RD2-1XL. The development of this parcel, a former car dealership, is an infill of an otherwise low medium density multifamily residential neighborhood next to Harbor Regional Park.

- 3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project includes recreational facilities and service amenities that will improve habitability for the residents and will minimize impacts on neighboring properties. The proposed open space will provide both private and common outdoor space for the residents. The common open space will provide a recreation building, a pool and pool room, a barbecue area, a tot lot, benches, tables, trees and lawn areas.

Walkability Findings

Walkability. The project will incorporate walkable elements throughout the interior of the project site and improve the pedestrian environment that exists along Pacific Coast Highway. The surrounding uses include a mix of residential and commercial developments to the north and east that generally include surface parking lots, tree lawns and sidewalks. To the south and west of the proposed project abuts the Harbor Regional Park, which does not include a sidewalk connection between the park and subject site. Pacific Coast Highway does not offer many features of pedestrian interest to the west or east of the site, except for the park and a spotty mix of retail and restaurant uses, with either no sidewalk connection or a sidewalk that offers little to no pedestrian amenities. Some of the pedestrian-friendly elements the project brings and contributes to the surrounding environment includes a landscaped parkway, building frontages, active community uses (i.e. clubhouse and pool), and other scale elements.

The ground level of several of the buildings would provide pedestrian links to the surrounding community, as well as to the interior common recreation areas. Multiple access points to the property and a mix of landscaped open space, including several large courtyards, would connect and integrate several elements of the proposed project. The proposed project would contain 24,850 square feet of common active open space. Pedestrian pathways would be defined with special paving, lighting, and open to pedestrians connecting to elements within the proposed project.

Building Orientation. The project will have fourteen structures, and include three pedestrian entrances to the site at Pacific Coast Highway. Residential buildings and the pool facility will be located along the south half of Pacific Coast Highway, pedestrian pathways and vehicular driveways then lead to the additional residential structures located throughout the project site.

On-Site Landscaping. Landscaping, including ornamental trees, would be provided along the perimeter of the project site, as well as along the various pedestrian walkways integrated throughout the project site. In addition, the barbecue area and associated courtyard adjacent to the proposed swimming pool would be landscaped. The ground level of nearly all of the proposed buildings would provide pedestrian links to the interior common recreation areas. Multiple access points and a mix of landscaped private open space, including several courtyards, would connect and integrate elements of the proposed project.

Off Street Parking and Driveways. Residential parking will not be visible from any of the rights-of way as it is located behind the residential structures fronting Pacific Coast Highway. The clubhouse Parking lot consists of five parking spaces and includes a landscape buffer between the parking lot and public right-of-way. Illuminated pedestrian access from the residential structures to the different common of areas of the project and the street is provided through enhanced passageways.

Sidewalks. Sidewalks will be wide, continuous, and straight. Sidewalk widths after dedication and improvements will be a 12 feet wide along Pacific Coast Highway.

CEQA Findings

A Mitigated Negative Declaration (ENV-2012-580-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.



DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT



City Planning Commission

Date: February 14, 2013
Time: After 8:30 a.m.
Place: Public Works Hearing Room
City Hall, Room 350
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Hearing Conducted - 12-28-12
Appeal Status: Appealable to City Council
Expiration Date: 2-15-13
Multiple Approval: Yes- Site Plan Review pursuant to Sec. 16.05

Case No.: CPC-2012-579-ZC-SPR
CEQA No.: ENV-2012-580-MND
Related Cases: None
Council No.: 15
Plan Area: Wilmington-Harbor City
Specific Plan: NA
Certified NC: Harbor City, Wilmington
GPLU: General Commercial
Zones: (T)(Q) RD1.5-1VL-O,
[Q]C2-1VL, [Q]P-1VL

Applicant: Cityview Del Lago 57 LP
Representative: The Katherman Company

PROJECT LOCATION: 1450-1500 W. Pacific Coast Highway

PROPOSED PROJECT: Thirteen new three story apartment buildings with 204 total units, 380 parking spaces and 24,850 square feet of open space.

- REQUESTED ACTIONS:**
1. Pursuant to Section 12.32 of the Municipal Code, a zone change from [Q]C2-1VL [Q]P-1VL-O and (T)(Q)RD1.5-IVL-O to (T)(Q) RAS3-1VL to have uniform zoning on the project site.
 2. Pursuant to Section 16.05 of the Municipal Code, a Site Plan Review approval for the construction, use and maintenance of a project that results in 50 or more residential units.
 3. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adoption of the proposed Mitigated Negative Declaration No. ENV-2012-580-MND.

RECOMMENDED ACTIONS:

1. **Approve and recommend** that the City Council adopt the ordinance to effect the change of zone from the existing [Q] C2-1VL, [Q] P-1VL and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-IVL, as set forth in Section 12.32 of the Los Angeles Municipal Code, subject to the attached conditions.
2. **Approve With Conditions a Site Plan Review** for the construction, use, and maintenance of thirteen apartment buildings with 204 units of housing. The project shall include a minimum of 380 parking spaces and 24,850 square feet of landscaped open space.
3. **Recommend** that the applicant be advised that the time limits for effectuation of a zone in a "T" Tentative or "Q" Qualified classification are specified in Section 12.32-G of the LAMC. Conditions must be satisfied prior to the issuance of building permits and that the Tentative classification be removed in the manner indicated on the attached pages.

4. **Approve and recommend** that the City Council adopt Mitigated Negative Declaration No. ENV-2012-580-MND.
5. **Adopt** the attached Zone Change and Site Plan Review Findings.
6. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City will monitor or require evidence that any mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
7. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

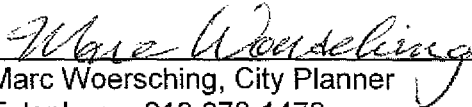
MICHAEL J. LOGRANDE
Director of Planning



Dan Scott, Principal Planner



Shana Bonstin, Senior City Planner



Marc Woerschling, City Planner
Telephone: 213 978-1470

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PROJECT ANALYSIS

Project Summary

This report contains discussions, recommendations, conditions and findings for the construction of an apartment complex. The project includes the construction, use, and maintenance of thirteen new three-story, apartment buildings with 204 units with a minimum 380 parking spaces and 24,850 square feet of landscaped open space. The applicant is requesting a site plan review approval and a zone change to RAS3. The property's Plan designation of General Commercial permits a corresponding zone of RAS3, which permits multifamily residential in addition to commercial uses.

Background

The subject property is an irregular shaped 7.5 acre parcel located on the south side of Pacific Coast Highway west of the Harbor Freeway consisting of two lots. Both lots are vacant with the western lot containing the buildings from a former car dealership. The property is level and suitable for multifamily units. Both lots are designated General Commercial on the Wilmington-Harbor City Community Plan with corresponding zones of C1, C1.5, C2, C4, RAS3 & P.

The lot has a frontage of 484.3 feet along Pacific Coast Highway and a depth of 791.2 feet. Pacific Coast Highway is designated a Super Major Highway.

The 204 units proposed by this project have a density equivalent to that of the RD1.5 zone. This is compatible with the density of development of the other existing condominium and apartment projects on the north and south sides of Pacific Coast Highway, which are zoned either RD2 or [Q]R3, in which the density is reduced to below that allowed by the R3 zone.

There are no Oak, Western Sycamore, California Bay or Black Walnut trees on the property.

Relevant Cases

TT-67783 On June 26, 2007, the Deputy Advisory Agency approved a vesting tract map for 57 condominium units.

CPC 2006-10244 On June 14, 2007 the City Planning Commission approved a zone change from [Q]C2-1VL-O and [Q]P-1VL-O to (T)(Q)RD1.5-1-O and site plan review approval to allow the construction of eight residential buildings with 57 condominiums in connection with TT-67783 on one of the lots.

CPC-1986-833-GPC On August 14, 1991 the City Council approved the addition of Q conditions to add regulations for residential development, as part of the General Plan/Zoning Consistency Program for Wilmington-Harbor City.

Adjacent Uses

On the north side of Pacific Coast Highway across from the project site are 220 condominium units and 201 apartments zoned RD2-1XL. To the east is a restaurant and a hotel zoned C2-1VL, to the southeast is an apartment complex zoned R3-1VL and to the south and west is Harbor Regional Park zoned OS-1XL.

Issues

Traffic

The existing traffic on Pacific Coast Highway (PCH) is a major issue raised by the residents of the Pine Creek Condominiums on the north side of the highway across from the project site. Because of heavy traffic volumes on PCH, condominium residents say it is dangerous to turn right onto westbound PCH. Turning left to go eastbound is even more difficult and dangerous to do, particularly during the morning rush hour when eastbound traffic is backed up from the Harbor Freeway ramps to west of the project site. The Harbor Freeway is about a block to the east with on and off ramps that are accessed from PCH. Furthermore, eastbound motorists have been using the middle turn lane on PCH as a de facto through lane which means that, for those making left turns when traffic is backed up, there are no open eastbound lanes to turn into. The residents of the Pine Creek Condominiums are requesting that a traffic light be added to PCH to allow safe left turns to be made and for traffic to cross the busy highway from both the Pine Creek Condominiums and the proposed project. This would require the entrances to both projects to be aligned with each other and the traffic light placed where the driveways intersect PCH. However, the installation of a traffic light is not proposed or recommended as part of this project because the California Environmental Quality Act (CEQA) requires only that the impacts resulting from a project be mitigated. Furthermore, because the installation of a traffic light would require approval by the California Department of Transportation (Caltrans) because PCH is a State highway, the City does not have direct control over whether a light is installed. The installation of a traffic light would be a separate project which must be approved by Caltrans.

Condominium residents are also concerned that the 204 units that would be built by this project would add additional traffic to PCH. However, a traffic analysis reviewed and approved by the Department of Transportation concluded that the additional 1,357 trips generated per day by the project and the 104 additional a.m. peak hour trips are not large enough to have a significant traffic impact on most of the intersections studied. The project will have a significant impact on only one of six intersections, the intersection of PCH and Figueroa Street, immediately east of the Harbor Freeway. To mitigate this impact, the traffic analysis recommends that PCH in the vicinity of Figueroa Street and the Harbor Freeway be re-stripped to add an additional westbound through lane with the resulting lane configuration being one left turn lane, three through lanes and one shared through/right turn lane. This mitigation measure is included as one of the T conditions of approval for this project.

Design

The proposed project has had several meetings with the Urban Design Studio and was presented at the Professional Volunteer Program meeting on December 4, 2012. The members were generally supportive of the design and recommended that the applicant focus on incorporating the following:

1. Provide bicycle parking as required by the Citywide Bicycle Ordinance (#182,386, effective March 13, 2013). Show guest and resident auto and bicycle parking. Look at connections and/or enhancements to the Citywide Bicycle Plan.
2. Look at connections from walkways to trails for the residents of the project directly to the neighboring regional park, if there are no physical limitations such as topography or wildlife habitat or concerns from the park administration.
3. Allow the site design to relate to adjacent uses. For example, consider combining the three small buildings adjacent to the restaurant to connect the buildings into a single whole or relocating those units closer to the park, a more desirable adjacent use. Possibly allow more green space.

4. Enhance the pedestrian circulation through the site and connections between the residential open space areas. Reevaluate the hierarchy of internal circulation and the opportunity to focus buildings around community uses such as the tot lot.
5. Focus parking away from the open space to the west and south and situate the project to take advantage of the open space amenity provided by the regional park.
6. Consider using angled parking spaces. Add trees and landscaping interspersed in the parking area as required by the landscape ordinance.

Freeway Adjacency

On November 8, 2012, a Planning Department memo "Zoning Information 2427" took effect. It addresses freeway adjacent sensitive uses and requires that applicants receive an advisory notice when filing applications for discretionary approvals for projects within 1,000 feet of a freeway in which the City Planning Commission is the initial decision maker or the decision maker on appeal. The advisory notice discusses the danger to health from vehicle exhaust and particulate matter from freeways for a list of land uses, including residences, that have sensitive receptors. The notice also has a list of suggested conditions for decision makers to add for projects that require discretionary approvals by the Commission. While the proposed project is 480 to 525 feet from the Harbor Freeway, the advisory notice does not apply to it because the application for this project was submitted before Z.I. 2427 took effect. However, the recommended Q Qualified Conditions of Approval contained herein includes a suggested condition addressing indoor air quality.

Conclusion

The staff recommends that, as conditioned, the requested zone change from the existing [Q] C2-1VL, [Q] P-1VL and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-IVL and the Site Plan Review request be approved due to their being consistent with the General Commercial land use designation on the Wilmington-Harbor City Community Plan, which also permits multifamily residential development. The density of the 204 units proposed by this project is equivalent to that of the RD1.5 zone. This is compatible with the density of development of the other existing condominium and apartment projects on the north and south sides of Pacific Coast Highway that are zoned either RD2 or [Q]R3. The project site is level and suitable for apartments. The project will redevelop a former car dealership, which is currently vacant and in a blighted condition.

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Use.** The property shall be limited to 204 multifamily apartment units with 215,000 square feet of floor.
2. **Height.** Building height shall be limited to 43 feet.
3. **Plot Plan.** Prior to the issuance of any permits for the subject project, detailed development plans including site and elevation plans shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions. Except as modified by the Conditions of Approval, the plans shall be in substantial conformance with the site plan **labeled Exhibit "A"**, or as modified by the City Planning Commission attached to the subject case file.
3. **Signage.** No signage, other than that permitted by the Citywide sign regulations, shall be installed on the property.
4. **Graffiti.** 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.
5. **Storage of Materials.** No open portions of the property around the building shall be used for storage of equipment, products or waste products.
6. **Maintenance.** The property shall be maintained in a neat and attractive condition at all times. The property shall be maintained free of weeds and debris.
7. **Parking.** The property shall maintain at least 380 parking spaces.

B. Administrative Conditions

8. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
9. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
10. **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 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.

11. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean the agencies, public offices, legislation or their successors, designees or amendment to any legislation.
12. **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 amendment thereto.
13. **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 & Safety.
14. **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 proved necessary for the protection of persons in the neighborhood or occupants of adjacent property.
15. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees 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.
16. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department , or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
17. **Utilization of Entitlement.** The subject Zone Change/Site Plan Review approval requires completion of all applicable Conditions of Approval herein to the satisfaction of the Department of City Planning. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change/Site Plan Review approval to effectuate the terms of the entitlements by complying with all conditions of approval.

C. Environmental Conditions

18. **Aesthetics (Landscaping)** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
19. **Aesthetics (Surface Parking)**
 - a. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
 - b. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the City Planning Department.
 - c. Palm trees shall not be considered in meeting this requirement.
 - d. The genus of genera of the tree(s) shall provide a minimum crown on 30' 50'. Please refer to the City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas.
20. **Aesthetics (Vandalism)**
 - a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.
21. **Aesthetics (Signage on Construction Barriers)** The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS". Such language shall appear at intervals of no less than 25 feet along the length of publicly accessible portions of the barrier. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
22. **Aesthetics (Light)** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties in the public right-of-way.
23. **Aesthetics (Glare)** The exterior of the proposed structures shall be constructed of materials such, but not limited to, high-performance and/or non-reflective tinted glass (no mirror like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

- 24 Air Pollution (Demolition, Grading and Construction Activities)**
- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling and at all times provide reasonable control of dust caused by wind.
 - c. All clearing, earth moving or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of dust.
 - d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - g. Trucks having no hauling activity shall not idle but be turned off.
- 25. Air Pollution (Stationary). RESIDENTIAL** - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building & Safety.
- 26. Seismic** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.
- 27. Liquefaction**
- a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building & Safety for review and approval. The project shall comply with the Uniform Building Code, Chapter 18, Division 1, Section 1804.5, Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to, ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
 - b. The project shall comply with the conditions contained within the Depart-

ment of Building & Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

28. Green House Gas Emissions

- a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s)
- b. Only low and non-VOC containing paints, sealants, adhesives and solvents shall be utilized in the construction of the project.

29. Stormwater Pollution (Demolition, Grading and Construction Activities)

- a. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- b. All vehicle/equipment maintenance, repair and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- c. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used wherever possible.
- d. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

30. Standard Urban Stormwater Mitigation Plan

- a. Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- a. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- b. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- c. Promote natural vegetation by using parking lot islands and other landscaped areas.
- d. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- e. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- f. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- g. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- h. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- i. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

31. Stormwater Mitigation (Multiple Residential Dwellings of 10+ Units or Single or Multi-Family, including Subdivisions)

- a. Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- b. Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- c. Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of the runoff, parking lots can be designed one of two ways:
 - i. Hybrid Lot – parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt,
 - ii Parking Grove – is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent and shade when cars are present.
- d. Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- e. Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

32. Increased Noise Levels (Construction Phase)

- a. Construction and demolition shall be restricted to the hours of 7:00 am and 6:00 pm, Monday through Friday, from 8:00 am to 6:00 pm on Saturday,
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment and state-of-the-art noise shielding and muffling devices.

33. Public Services (Fire) The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

34. Public Services (Police – Demolition/Construction Sites) Fences shall be constructed around the site to minimize trespassing vandalism, short-cut attractions and attractive nuisances.

35. Public Services (Police) The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

36. Public Services (Schools) The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

37. Recreation (Increased Demand for Parks or Recreational Facilities) Per Section 21.10 of the LA Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for the construction of apartment buildings.

38. Increased Vehicle Trips/Congestion Implementing measure(s) detailed in the Transportation Department's communication to the Planning Department dated 9-27-12 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

39. Inadequate Emergency Access The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

40. Utilities (Local Water Supplies - Landscaping)

- a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 1. Weather-based irrigation controller with rain shutoff.
 2. Matched precipitation (flow) rates for sprinkler heads.
 3. Drip/microspray/subsurface irrigation where appropriate.
 4. Minimum irrigation system distribution uniformity of 75 percent.
 5. Proper hydro-zoning, turf minimization and use of native/ drought tolerant plant materials: and
 6. Use of landscape contouring to minimize precipitation runoff.
 7. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 square feet and greater, to the satisfaction of the Department of Building & Safety.

41. Utilities (Local Water Supplies – All New Construction)

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28gpf), including dual-flush water closets and high efficiency urinals (maximum .5 gpf), including no flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from processes equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater systems.)

42. Utilities (Local Water Supplies - New Residential)

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

43. Utilities (Solid Waste Recycling)

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste services(s) to the satisfaction of the Department of Building & Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction related wastes.
- c. To facilitate on site separation and recycling of demolition and construction related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as part of the project's regular solid waste disposal program.

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

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

1. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Construct on-site sewers to serve the tract as determined by the City Engineer.
 - b. Construct any necessary drainage facilities.
 - c. Install street lighting facilities to serve the project as required by the Bureau of Street Lighting
 - d. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree planting's shall be brought up to current standards. When the City has previously been paid for tree planting, the developer or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.
 - e. Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
 - f. Construct access ramps for the handicapped as required by the City Engineer.
 - g. Close any unused driveways satisfactory to the City Engineer.
 - h. Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

2. Transportation Improvements
 - a. Figueroa Street and Pacific Coast Highway Re-stripe the westbound approach on Pacific Coast Highway within the existing roadway width to install an additional through lane. The resulting lane configuration for the westbound approach shall be one left turn lane, three through lanes and one shared through/right-turn lane. Final review and approval by Caltrans shall be required for this improvement.
 - b. In addition to the above stated improvements, and in order to mitigate potential access and circulation impacts, the applicant may be required to make additional highway dedications and improvements. The applicant shall consult the Bureau

of Engineering (BOE) for any additional highway dedication or street widening requirements.

- c. Project Improvement Implementation. All improvements must be guaranteed before issuance of any building permit, through BOE's B-Permit process. Should any improvement not receive the required approval, be deemed infeasible at the time of reconciliation, or is guaranteed/built by another project prior to the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness and cost including both physical street/signal improvements and incentive-based environmental transportation mitigations. 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.

If the improvement 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 BOE, must be completed.

- d. 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.
 - e. Construction Impacts A construction work site traffic control plan shall be submitted to DOT's Southern 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 or access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours..
 - f. Site Access and Internal Circulation. A parking area and driveway plan shall be submitted to the West L.A./Coastal Development Review Section of DOT for approval prior to submittal of building permits for plan check by the Department of Building & Safety. Transportation approvals are conducted at 7166 W. Manchester Avenue, Los Angeles 90045. Final DOT approval shall be obtained prior to issuance of any building permits.
3. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering.
 4. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.
 5. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed

in the same manner as other required improvements. Refer to the Los Angeles Municipal Code Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 N. Main Street, Room 1255, Los Angeles, CA 90012, (213) 473-9973.

6. Per Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the Recreation and Park fees for the construction of apartment buildings.
- 7.. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services.
8. 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.

FINDINGS

General Plan Findings

The requested zone change is consistent with the General Plan.

The adopted Wilmington-Harbor City Community Plan designates the northern portion of the subject property General Commercial with corresponding zones of C1,5, C2, C4, RAS3 & P. This request to change the zone from [Q]C2-1VL, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O is consistent with the intent and purpose of the General Plan.

Zone Change Findings

The requested zone change is in conformance with public necessity, convenience, general welfare and good zoning practice.

The requested zone change from [Q]C2-1VL, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O is consistent with the multifamily zoning on surrounding properties. To the southeast of the project site is an apartment complex with 204 units zoned R3-1VL. On the north side of Pacific Coast Highway across from the project site are 220 condominium units and 201 apartments zoned RD2-1XL. The development of this parcel, a former car dealership, is an infill of an otherwise medium and low medium density multifamily residential neighborhood next to Harbor Regional Park. The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

Site Plan Review Findings

1. **The project complies with all applicable provisions of the Los Angeles Municipal Code and any applicable Specific Plan.**

Section 16.05 of the Los Angeles Municipal Code requires Site Plan Review for any development project which creates or results in an increase of 50 or more dwelling units or 50,000 or more gross square feet of nonresidential floor area. The proposed project, thirteen new three-story, apartment buildings with 204 units, is consistent with the proposed RAS3 zone because under that zone the 326,700 square foot project site is permitted to have up to 408 units. The buildings have a height ranging from 28'8" to 42'8", below the 45" limit established by the 1VL height district. The project provides 380 parking spaces, more than the 377 spaces required by Section 12.21A.4(a) of the Zone Code. The project site is not within a specific plan area.

2. **The project is consistent with the General Plan.**

The subject property is located within the Wilmington-Harbor City Community Plan as updated and adopted by the City Council on July 14, 1999, and which designates the project site General Commercial. The proposed project, thirteen new three-story, apartment buildings with 204 units, is consistent with the General Commercial designation because the RAS3 zone, which is a corresponding zone for that designation, permits up to 408 multifamily residential units at the density of the R3 zone. The 204 apartment units are also consistent with Footnote 7 on the Wilmington-Harbor City Plan, which limits residential densities in the General Commercial designation to that of the RD1.5 zone, with a lower limit of 217 units.

3. The project is consistent with any applicable adopted Redevelopment Plan.

The project site is not within an adopted redevelopment plan area.

4. 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 site is on a 326,700 square foot parcel fronting on Pacific Coast Highway west of the Harbor Freeway. The site is vacant with buildings from a former car dealership and surface parking areas. The project will construct thirteen new three-story, apartment buildings with 204 units. The buildings are sited along series of internal roadways with the buildings facing each other on the sides of the roadways and with the ends of the buildings and pool and recreation center facing Pacific Coast Highway. Fronting on Pacific Coast Highway the recreation building measures 26'4" in height and has an architectural style that is consistent with the Mediterranean style of the thirteen apartment buildings. The buildings on site generally have a height ranging from 28'8" to 42'8", below the 45" limit established by the 1VL height district. The project provides 380 parking spaces, more than the 377 spaces required by Section 12.21A.4(a) of the Zone Code. To the southeast of the project site is an apartment complex with 204 units zoned R3-1VL. On the north side of Pacific Coast Highway across from the project site are 220 condominium units and 201 apartments zoned RD2-1XL. The development of this parcel, a former car dealership, is an infill of an otherwise low medium density multifamily residential neighborhood next to Harbor Regional Park.

5. The project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the project, and/or any additional findings as may be required by CEQA.

In compliance with requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV-2012-580-MND). The Mitigated Negative Declaration (MND) was prepared by the Department of City Planning on November 14, 2012 in accordance with the City of Los Angeles CEQA Guidelines. As such, it reflects the independent judgment of its staff and the independent judgment of the Director of Planning, or the Director's designee as permitted by the Site Plan Review Ordinance (Ordinance No. 166,127).

6. That any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.

The project includes recreational facilities and service amenities that will improve habitability for the residents and will minimize impacts on neighboring properties. The proposed open space will provide both private and common outdoor space for the residents. The common open space will provide a recreation building, a pool and pool room, a barbecue area, a tot lot, benches, tables, trees and lawn areas.

CEQA Findings

A Mitigated Negative Declaration (ENV-2012-580-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

The public hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10th floor, Room 1020, Los Angeles, CA on Friday, December 28, 2012 at 10:00 am. Ten people were present at the public hearing, including five representatives of the applicant and five residents of the Pine Creek Condominiums north of the project site.

Public Hearing Testimony

- 1) The applicant's representatives spoke at the hearing and made the following statements:
 - In 2007 a previous project for 57 condominiums was approved on the eastern portion of the project site and then was shelved after the financial crisis in late 2008. In 2011 an additional five acres making up the western portion of the project site was acquired, bringing the project site to its current size. A market study was done which determined that the highest and best use was a multifamily residential rather than a commercial development. Lincoln Properties was selected as the best developer for multifamily projects. Cityview will be investing about \$45 million in this project, which will provide needed rental housing in the South Bay. The project conforms to the Wilmington-Harbor City Community Plan in terms of density, use and height.
 - Lincoln Properties has met with the Planning Department's Urban Design Studio from the beginning of the project and has consulted the Multifamily Residential Design Guidelines, the Walkability Checklist, the Community Plan and the Citywide Bicycle Plan. The design has a traditional California Spanish architectural style. The driveway entrance has been moved further west along Pacific Coast Highway to lessen car queuing impact. The project design includes tuck under, one car garages for all units, surface parking and parallel parking along the interior streets. The intent of the project's design is to provide a sense of place, a village ambience for a pedestrian experience. The design has enhanced paving and landscaping and increased lighting fixtures. The applicant desires to have buildings rather than parked cars visible from Pacific Coast Highway. 32,139 sq. ft. of open space is provided, about 7,300 sq.ft. more than is required. The amenities included with this project are a pool area, a community living room, a fitness center, barbecue areas, a tot lot, an open space area and bicycle storage, which will conform to the proposed Bicycle Ordinance. The project also has 204 long term and 21 short term bicycle spaces. This project will improve the frontage along Pacific Coast highway, replacing a blighted area which is the site of a former car dealership.
 - The project site is close to the transit station at Pacific Coast Highway and the Harbor Freeway. The applicant has worked closely with the Department of Transportation on the traffic study, which is conservative and does not take any credits for proximity to the transit station and for the bicycle spaces. Differences in grade make a connection to the Harbor Regional Park difficult.
 - Since the application was submitted in February 2012, the applicant has had 11 outreach meetings with the Wilmington Neighborhood Council, the Council Office, the Harbor City Neighborhood Council, the Harbor Park Advisory Board, the Harbor Pine Creek Homeowners Association and the Harbor City/Harbor Gateway Chamber of Commerce. The Wilmington Neighborhood Council, the Harbor Regional Park

Advisory Board and the Harbor City/Harbor Gateway Chamber of Commerce have voted to support this project. The responses received were generally positive but with concerns about the traffic impacts of the project.

2) A total of four members of the public spoke at the public hearing:

- Three persons spoke in opposition to the proposed project, citing concerns about increased traffic and traffic safety. The first speaker stated that Pacific Coast Highway is congested and intersections are backed up, particularly at the intersection of the Harbor Freeway and PCH. It takes three signal cycles to get through these intersections. Kaiser Permanente a quarter mile to the west has 200,000 patients and will be adding a new 383,000 sq.ft. facility and 40 more staff persons to its hospital, which will generate more traffic on Pacific Coast Highway, including from emergency vehicles. Cityview (the applicant) is proposing between 1,300 and 1,850 new units in another nearby project on Western Avenue, which will add additional traffic. This is not a luxury project but rather consists of three story walk up buildings with no mention of central air conditioning. Concerns were cited about why bike storage would be provided despite a lack of bike lanes on Pacific Coast Highway. It is not safe to travel on PCH with a bicycle. The density of the project should be reduced significantly and there should be a back entrance instead of all the traffic turning out onto PCH. Another speaker said that PCH west of the Harbor Freeway backs up in the morning, making left turn onto PCH difficult. There are several near misses per day. And one speaker observed that ambulance access to Kaiser Hospital is difficult due to the left turn lane being used as a through lane.
- One speaker had a mixed reaction to the project. While he favored the improvement of and beautifying the area that the project would bring, he observed that PCH is a major thoroughfare that is experiencing major congestion. Traffic backs up on the southbound lanes in the morning commutes, including the center turn lane being used as a through lane, which makes a left turn from the Pine Creek condominiums onto PCH difficult and dangerous. There are several near misses per day. There is also traffic added by the Denny's restaurant and the gas station. There should be a safe passage for the complexes on the north side of PCH.

3) Responses to the stated concerns were as follows:

- The applicant's representative responded that the fixtures and finishes on all three floors will be of high quality. A secondary vehicle access to the east will be difficult to do due to the reluctance of the Harbor Verde apartment and the Best Western hotel to granting an reciprocal easement for access. Also, Harbor Verde's parking lot is too narrow to function as a roadway. Therefore, access can only be from PCH.
- The applicant's traffic consultant responded to the concerns about traffic congestion. The traffic study for this project was performed in accordance with DOT's procedures. New traffic counts were conducted on April 12, 2012. The ITE Trip Generation Manual was used, which is the industry standard. Although the project is served by several bus lines, no trip credits were taken for transit use by future residents of the project. A standard ambient growth factor of 12% was used. Thirteen other related projects were added, including the Kaiser expansion and Ponte Vista. Only one significant traffic impact from this project was identified at PCH and Figueroa Street. The mitigation proposed for this impact would add an additional through lane through restriping in order to have three through lanes on PCH. DOT approved the traffic

study. The main driveway is placed as far west is possible. The traffic volume on the driveway is not enough to warrant a traffic signal on PCH

- Two speakers commented on the traffic study, with one speaker noting that a traffic signal located further to the west at a connection between the driveways for the proposed project and the Pine Creek condominiums might be approved by DOT. Another speaker thought that the one mitigation measure proposed was very inadequate and only addresses westbound traffic. Additional mitigation is needed to improve the flow of eastbound traffic, particularly in the morning. Adding a traffic signal would be helpful.

Communications Received

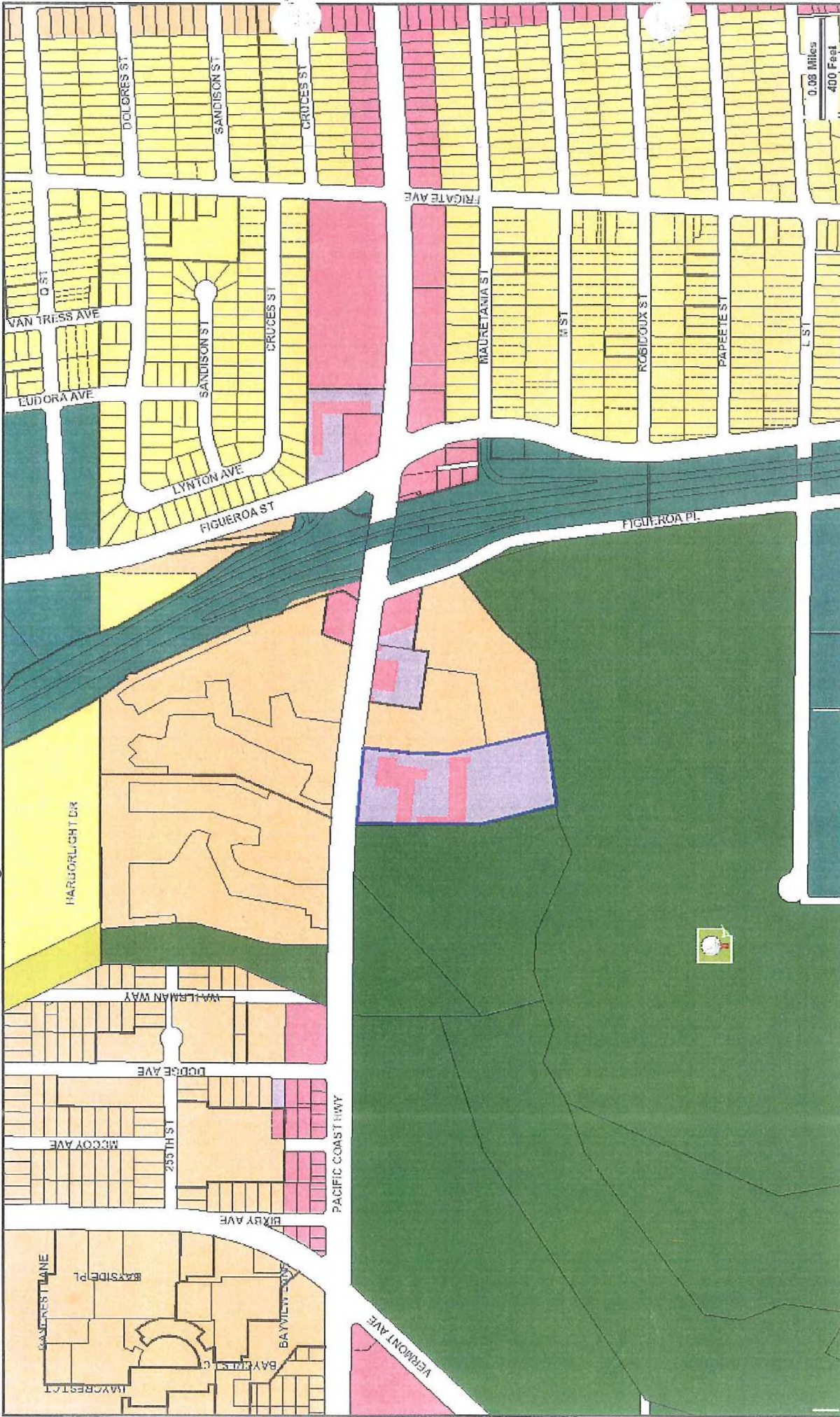
Three letters in support of the proposed project were received.

Fifty written correspondences were received in opposition - four letters, 41 form letters and five E mails.

03/01/2012

ZIMAS INTRANET

Generalized Zoning



Zoning: [QJC2-1VL-O], [QP-1VL-O]
 General Plan: General Commercial

Tract: P M 615
 Block: None
 Lot: D
 Arb: None

Address: 1500 W PACIFIC COAST HWY
 APN: 7412009007
 PIN #: 033B201 2



0.08 Miles
 400 Feet



DEL LAGO



CITY VIEW

CONTEXTUAL SITE PLAN

WILMINGTON, CA
 11.01.2012

Architecture + Planning
 1733 Ocean Ave., Suite 250
 Santa Monica, CA 90401
 kgp.com
 310 394 2823





Architecture + Planning
 1733 Ocean Ave., Suite 250
 Santa Monica, CA 90401
 kgdy.com
 310 394 2623

AMENITIES / FEATURES
 (A) CLUB HOUSE & LEASING
 (B) POOL BUILDING
 (C) POOL
 (D) SECURE BIKE STORAGE
 (E) BARBECUE AREA
 (F) TOT LOT
 (G) TYPICAL TRASH BIN
 (H) TYPICAL BUILDING NUMBER

SITE PLAN

WILMINGTON, CA
 01-01-2010
 01-01-2010

DEL LAGO

CITY VIEW





SITE SUMMARY

7.6 AC
26.8 DU/AC

UNITS:

62 1 BEDROOM @ 664 n.s.f. (80%)
124 2 BEDROOM @ 915 n.s.f. TO 947 n.s.f. (61%)
18 3 BEDROOM @ 1,230 n.s.f. (2%)
204 TOTAL UNITS

REQUIRED PARKING:

62 1 bdr x 1.5 = 93 spaces
124 2 bdr x 2 = 248 spaces
18 3 bdr x 2 = 36 spaces
377 REQUIRED SPACES

PROVIDED PARKING:

169 GARAGE
211 OPEN
380 TOTAL SPACES

BUILDING SUMMARY:

BLDG. NO.	TOTAL BLDG. AREA	BLDG. HEIGHT	HOOKS
A	3,000 sq ft	28'-4"	1
B	650 sq ft	20'-6"	1
TOTAL	3,650 sq ft	N/A	N/A

- AMENITIES / FEATURES**
- A CLUB HOUSE & LEASING
 - B POOL BUILDING
 - C POOL
 - D SECURE BIKE STORAGE
 - E BARBECUE AREA
 - F TOT LOT
 - G TYPICAL TRASH BIN

CLUB HOUSE & LEASING

BLDG. NO.	UNITS	RESIDENT AREA	GARAGE SPACES	TOTAL BLDG. AREA	BLDG. HEIGHT	FLOORS
1	28	29,885 sq ft	20	3,776 sq ft	40'-4"	3
2	5	5,879 sq ft	5	1,000 sq ft	42'-6"	3
3	5	4,597 sq ft	4	800 sq ft	42'-6"	3
4	5	4,597 sq ft	4	800 sq ft	42'-6"	3
5	36	38,488 sq ft	22	4,400 sq ft	42'-6"	3
6	2	1,800 sq ft	10	1,800 sq ft	28'-6"	2
7	15	14,430 sq ft	12	2,398 sq ft	42'-6"	3
8	36	38,488 sq ft	22	4,400 sq ft	42'-6"	3
9	2	1,800 sq ft	10	1,800 sq ft	28'-6"	2
10	15	14,430 sq ft	13	2,600 sq ft	40'-4"	3
11	15	14,430 sq ft	13	2,600 sq ft	40'-4"	3
12	20	20,414 sq ft	17	3,400 sq ft	40'-4"	3
13	20	20,414 sq ft	17	3,400 sq ft	40'-4"	3
TOTAL	204	210,441 sq ft	169	33,396 sq ft	243,857 sq ft	N/A



SITE PLAN

WILMINGTON, CA
12-23-2012
5.1.6.1 # 2011-2187

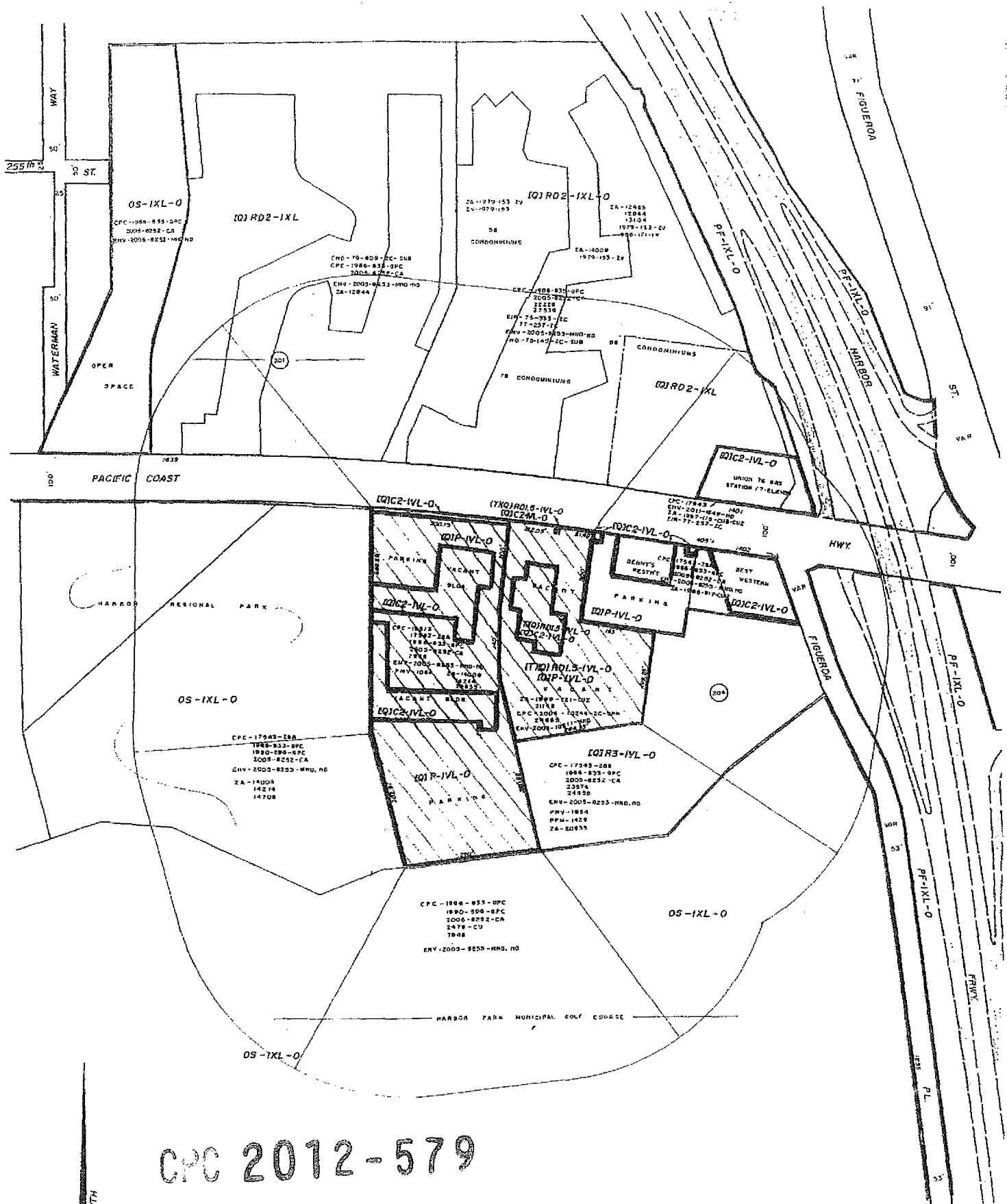
CITY VIEW

DEL LAGO



Architecture + Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
kpgy.com
310 394 2823





CPC 2012-579

1.66 AC.

ZONE CHANGE

CASE NO.
 DATE FEB 17, 2012
 D.M. 36B197, 36B201
 30B197, 33B201
 SCALE 1"=100'
 USFS FIELD

T.B.
 PAGE 794 GRID B/C-5
 C.O. 15 C.F. 2944.20
 P.A. 433 WLM

□ IQ1C2-IVL-O, (Q)P-IVL-O & (T)IQ1RD15-IVL-O
 TO (T)(Q)RAS3-IVL-O

LEGAL:
 PARCEL D, P.M.L.A. NO. 615 BK 5-41
 LOT 1, TRACT NO. 26364 M.B. 815-49/50

THE KATHERMAN CO.
 1308 SARTORI AVE. NO. 109
 TORRANCE, CA 90501
 (310) 618-1999



DEL LAGO



WILMINGTON, CA
 2-29-2012
 REVISED: 1-31-2013

MJS Design Group
 Cammye Lotts
 507 30th Street
 Newport Beach, CA 92663
 (949) 675-9564



CONCEPTUAL LANDSCAPE PLAN LI.0



CONCEPTUAL STREET SCENE - PACIFIC COAST HIGHWAY

WILMINGTON, CA
 PROJECT # 1841-0157

SCENE # 1 - 2512



DEL LAGO





FRONT ELEVATION



LEFT ELEVATION

DEL LAGO

CITY VIEW



BUILDING I ELEVATIONS

WILMINGTON, CA
CITYVIEW 2011-2107 02-04-2011

Architecture + Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
kfy.com
310 394 2623





REAR ELEVATION



RIGHT ELEVATION

DEL LAGO

CITY VIEW



WILMINGTON, CA 92404-2013
E.T.S. # 2011-0187

Architecture + Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
ktgy.com
310 384 2623

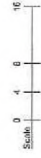




TYP. INTERIOR SIDE ELEVATION



REAR ELEVATION
(WITHOUT CARRIAGE UNITS)



Architecture + Planning
 1733 Ocean Ave., Suite 250
 Santa Monica, CA 90401
 ktp@comp
 310 394 2623

BUILDING 5 ELEVATIONS

WILMINGTON, CA 90744-2011
 11.5.17 # 2011-0187

DEL LAGO

CITY VIEW





FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



BUILDING 10 ELEVATIONS

Architecture + Planning
 1733 Ocean Ave., Suite 250
 Santa Monica, CA 90401
 kgy.com
 310 384 2623

WILMINGTON, CA
 L167 # 2011-0187 01-04-2011

DEL LAGO

CITY VIEW

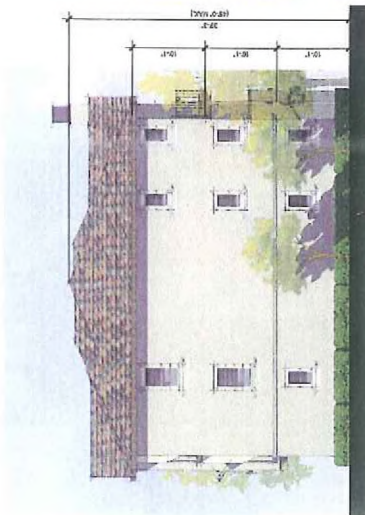




FRONT ELEVATION



REAR ELEVATION



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



BUILDING 13 ELEVATIONS

Architecture + Planning
1733 Ocean Ave., Suite 250
Santa Monica, CA 90401
kgp.com
310.394.2623

WILMINGTON, CA
11619 8011-917 01-04-2013

CITY VIEW

DEL LAGO





View of Community from Pacific Coast Highway

ILLUSTRATIVE PERSPECTIVE VIEWS

DEL LAGO



WILMINGTON, CA
 PROJECT # 1411-1101
 REVISED 11.10.11

Architecture/Planning
 1231 Franklin Ave., Suite 200
 San Francisco, CA 94115
 415.774.1000





View of Main Entry and Clubhouse / Leasing

DEL LAGO



ILLUSTRATIVE PERSPECTIVE VIEWS

WILMINGTON, CA
 PROJECT # 211-1101
 AUGUST 21, 2011

Architectural Rendering
 433 South West State Way
 Suite 100, Westborough, MA 01581
 Tel: 508.853.1101





View of Tot Lot and Barbecue Area Beyond

DEL LAGO



ILLUSTRATIVE PERSPECTIVE VIEWS

WILMINGTON, CA
 PROJECT # 2811-8107
 06/08/17 11:12:12

Architectural rendering
 by CityView, Inc.
 2811-8107
 06/08/17 11:12:12



Del Lago

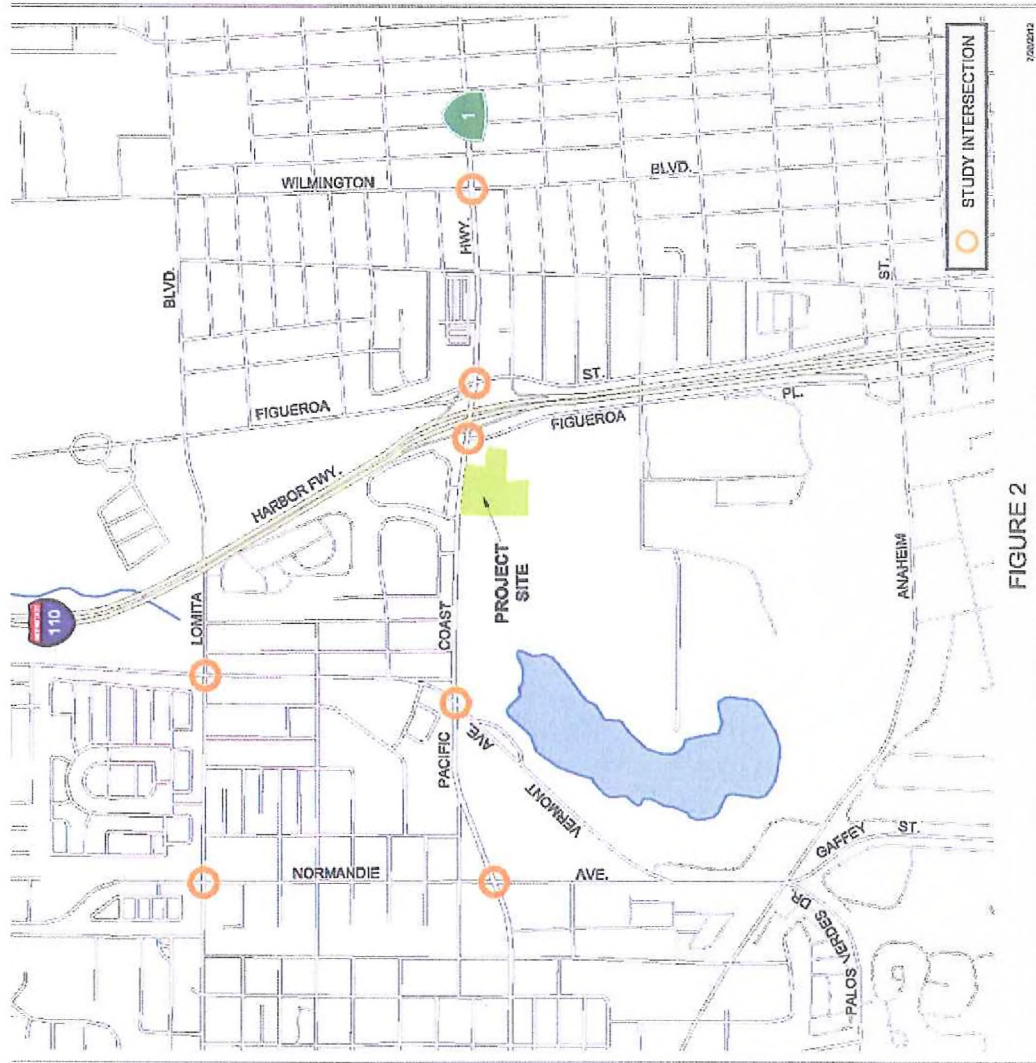


FIGURE 2

TRANSPORTATION PLANNING
TRAFFIC ENGINEERING
3550 DELAWARE ST., SUITE 207
PALO ALTO, CA 94303
TEL: 650 942-4444 FAX: 650 942-4444
WWW.MARKER-ASSOCIATES.COM

MARKER & ASSOCIATES

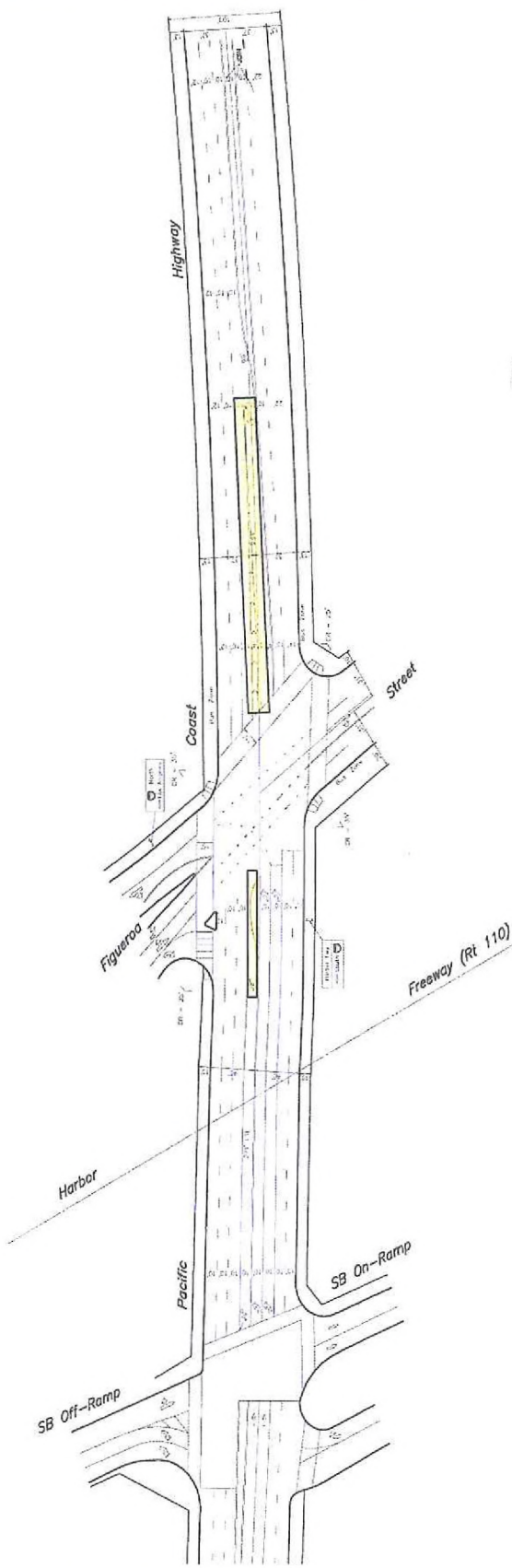
STUDY INTERSECTION LOCATION MAP



PACIFIC COAST HIGHWAY AT FIGUEROA STREET
(BEFORE MITIGATION)

TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING
300 CORPORATE PARK, SUITE 410
COSTA MESA, CALIFORNIA 92626
PH (714) 443-5500 F (714) 444-9771
WWW.CRAIGANDASSOCIATES.COM

DATE: 01/11/11



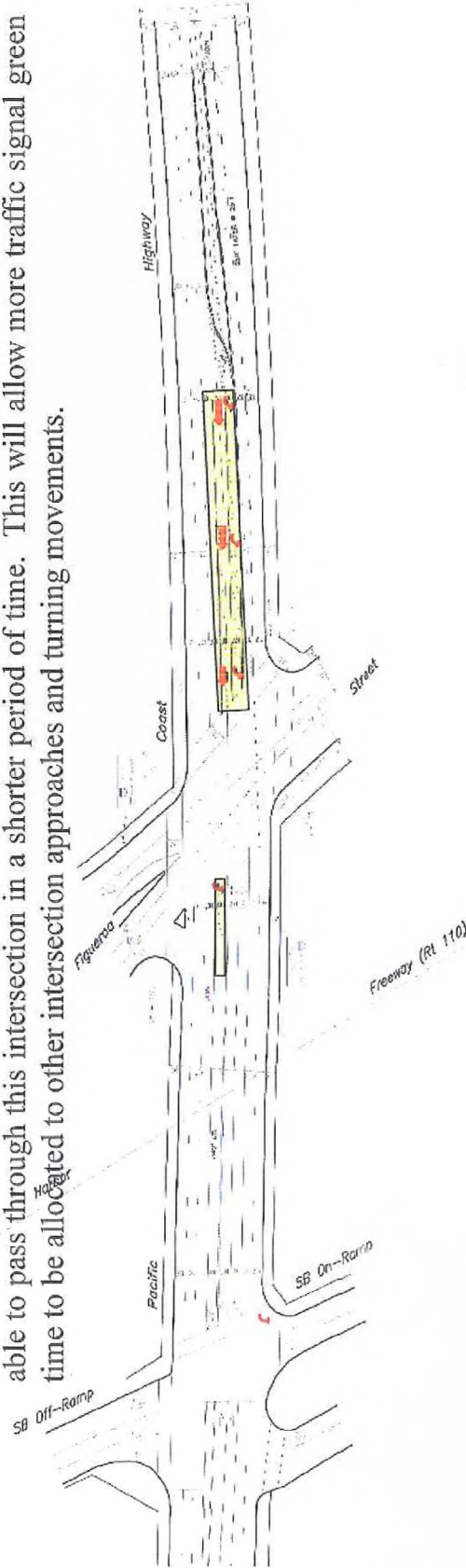
Current PCH Striping Condition



Future PCH Striping Condition

Project Mitigation Measures


- Pacific Coast Highway (PCH) will be restriped at Figueroa Street to provide an additional westbound through travel lane. The inside westbound through lane will function as a "pre-left-turn" lane for motorists destined to turn left at the next intersection. The proposed improvement measure would reduce the project impact to a less-than-significant level.
 - This traffic mitigation improvement will increase the capacity of traffic flow for the PCH westbound through movement at this intersection. Therefore, the same volume of westbound through vehicles will be able to pass through this intersection in a shorter period of time. This will allow more traffic signal green time to be allocated to other intersection approaches and turning movements.



- With this proposed traffic mitigation, eastbound left-turn movements at this intersection (accessing the freeway northbound on-ramp) will be assigned more green time. This would improve eastbound traffic flow along PCH and reduce upstream queuing and congestion.

PACIFIC COAST HIGHWAY AT FIGUEROA STREET
(AFTER MITIGATION)

CA CRAIN & ASSOCIATES
 10000 S. FORTY-SEVENTH AVENUE, SUITE 100
 DENVER, COLORADO 80231
 TEL: 303.752.8000 FAX: 303.752.8070
 WWW.CA-CRAIN.COM

CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT PROPOSED MITIGATED NEGATIVE DECLARATION		
LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 15	
PROJECT TITLE ENV-2012-580-MND	CASE NO. CPC-2012-579-ZC-SPR	
PROJECT LOCATION 1500 W PACIFIC COAST HWY		
PROJECT DESCRIPTION The construction of new apartments on a 326,700 square-foot lot in the (T)(Q)RD1.5-1VL-O Zone. The project will consist of 243,857 square feet of floor area in 13 buildings with 204 units and 382 parking spaces located at grade and within the units. The project is requesting the following entitlements: (1) A Zone Change from [Q]C2-1VL-O, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O and (2) a Site Plan Review approval of the proposed 204 apartment units.		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Cityview Del Lago 57 LP 10877 Wilshire Boulevard, 12th floor Los Angeles, CA 90024		
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance (CONTINUED ON PAGE 2)		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Marc Woerschling	TITLE City Planner	TELEPHONE NUMBER (213) 978-1470
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE NOVEMBER 14, 2012

- I-10. **Aesthetics (Landscape Plan)**
- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
 - All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.
- I-50. **Aesthetics (Surface Parking)**
- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
 - A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
 - The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
 - Palm trees shall not be considered in meeting this requirement.
 - The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.
- I-90. **Aesthetics (Vandalism)**
- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- I-110. **Aesthetics (Signage on Construction Barriers)**
- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
- I-120. **Aesthetics (Light)**
- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
 - Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.
- I-130. **Aesthetics (Glare)**
- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
 - The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
- III-10. **Air Pollution (Demolition, Grading, and Construction Activities)**
- - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

MITIGATED NEGATIVE DECLARATION

ENV-2012-580-MND

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

III-50. Air Pollution (Stationary)

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- 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 12, to the satisfaction of the Department of Building and Safety.

VI-10. Seismic

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

VI-70. Liquefaction Area

- Environmental impacts may result due to the proposed project's location in an area with liquefaction potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)

-
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

IX-30. Standard Urban Stormwater Mitigation Plan

-
- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>):

IX-40. Standard Urban Stormwater Mitigation Plan (Hillside Residential and All 10-or-more-unit Subdivisions and Multi-Family Dwellings)

- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>):
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- **(Multiple Residential Dwellings of 10+ Units of Single- or Multi-Family, incl. Subdivisions):**
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways: i. Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt; ii. Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

-
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-20. Public Services (Police – Demolition/Construction Sites)

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

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-60. Public Services (Schools)

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XV-10. Recreation (Increased Demand For Parks Or Recreational Facilities)

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- (Apartments) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

XVI-10. Increased Vehicle Trips/Congestion

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated 9-27-12 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVI-50. Inadequate Emergency Access

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

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

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

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

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

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

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

XVII-90. Utilities (Solid Waste Recycling)

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

- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- **(Construction/Demolition)** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVII-100. Utilities (Solid Waste Disposal)

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

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 15 - JANICE HAHN	DATE: 10/17/2012
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2012-580-MND	RELATED CASES: CPC-2012-579-ZC-SPR	
PREVIOUS ACTIONS CASE NO.:	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: CONSTRUCTION OF 204-UNIT WORKFORCE HOUSING WITH RECREATION AREA, POOL, TOT LOT AND 382 PARKING SPACES.		
ENV PROJECT DESCRIPTION: The construction of new apartments on a 326,700 square-foot lot in the (T)(Q)RD1.5-1VL-O Zone. The project will consist of 243,857 square feet of floor area in 13 buildings with 204 units and 382 parking spaces located at grade and within the units. The project is requesting the following entitlements: (1) A Zone Change from [Q]C2-1VL-O, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O to (T)(Q)RAS3-1VL-O and (2) a Site Plan Review approval of the proposed 204 apartment units.		
ENVIRONMENTAL SETTINGS: The project site is approximately 326,700 square feet and consists of a level, irregular shaped parcel on the south side of Pacific Coast Highway, designated a Major Highway dedicated to a width of 100 feet, west of the Harbor Freeway. The site consists of a former car dealership that is vacant. The site is zoned {Q}C2-1VL-O, [Q]P-1VL-O and (T)(Q)RD1.5-1VL-O and is located in the Wilmington-Harbor City Community Plan area. The site is designated General Commercial with corresponding zones of C1, C1-5, C2, C4 & P. The land use and zoning within a 500-foot radius of the property consists of commercial on both sides of Pacific Coast Highway immediately west of the Harbor Freeway zoned C2-1VL and residential condominiums further west on the north side of the Highway zoned RD2-1XL. To the south and west of the project site is Harbor Regional Park. Immediately to the south of the project site is the Harbor Regional Park golf course.		
PROJECT LOCATION: 1500 W PACIFIC COAST HWY		
COMMUNITY PLAN AREA: WILMINGTON - HARBOR CITY STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: HARBOR	CERTIFIED NEIGHBORHOOD COUNCIL: WILMINGTON
EXISTING ZONING: [Q]C2-1VL-O [Q]P-1VL-O	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 108 units/acre	LA River Adjacent: NO
GENERAL PLAN LAND USE: GENERAL COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 108 units/acre	

	PROPOSED PROJECT DENSITY: 27.2 units/acre	
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Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

<i>Maie Woodring</i>	City Planner	(213) 978-1470
Signature	Title	Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> AIR QUALITY	<input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input checked="" type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Cityview Del Lago 57 LP

APPLICANT ADDRESS:

10877 Wilshire Boulevard, 12th floor
Los Angeles, CA 90024

AGENCY REQUIRING CHECKLIST:

Department of City Planning

PROPOSAL NAME (if Applicable):

PHONE NUMBER:

(310) 556-8700

DATE SUBMITTED:

03/01/2012

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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓		
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?		✓		
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓		
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f.	Otherwise substantially degrade water quality?		✓		
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?		✓		
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		✓		
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

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

XVII. UTILITIES AND SERVICE SYSTEMS

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2012-580-MND** and the associated case(s), **CPC-2012-579-ZC-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

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

PREPARED BY: Marc Woerschling	TITLE: City Planner	TELEPHONE NO.: (213) 978-1200	DATE: 10/02/2012
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Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the construction of 204 apartment units in the RD1.5-1-O Zone. The project will consist of 13 three story buildings with 382 parking spaces. The new buildings will occupy a parcel that is currently vacant with a former car dealership. Because views of Harbor Regional Park are already blocked by the dealership, the construction of the new residential buildings will have a less than significant impact.
b.	NO IMPACT	No scenic resources presently exist on the site, which consists of the vacant, deteriorating buildings of a former car dealership.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction of the new buildings has the potential to degrade the existing visual quality of the site and surroundings if it is not maintained free of trash, graffiti and other forms of vandalism. Mitigation measures have been included to ensure that the project site is not negatively impacted during and after construction
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Unless mitigated, there are potential impacts from lighting and glare from the project
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	The site is designated for General Commercial uses and does not contain farmland.
b.	NO IMPACT	The site is designated for General Commercial uses and does not contain farmland or other agricultural uses.
c.	NO IMPACT	The zoning for the project site is RD1.5-1VL, which permits the proposed project. There is no forest land on the project site, which is a vacant car dealership.
d.	NO IMPACT	The project site, being a vacant car dealership, does not contain any forest land.
e.	NO IMPACT	The project site is a vacant car dealership that does not contain farm or forest land.
III. AIR QUALITY		

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct either plan. The emissions for the 204 residential units do not reach the threshold for significance, particularly when compared to the emissions from the previous auto dealership. Mitigation measures added will reduce the impact of this project to a level of insignificance.	
b.	NO IMPACT	The proposed project will not violate any air quality standards, nor will it contribute to an existing air quality violation.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under the applicable federal or state ambient air quality standard.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Sensitive receptors may be exposed to air pollution during construction and as inhabitants of the new residential units due to the project's proximity to Pacific Coast Highway.	III-10, III-50 The required mitigation measures will ensure that sensitive receptors will not be exposed to excessive pollution concentrations from construction or ambient levels of pollution.
e.	NO IMPACT	No objectionable odors are anticipated from this residential project.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	The proposed project will not have any substantial adverse impact on any species through habitat modification because the site is a vacant car dealership with a paved lot and empty buildings with no habitat for candidate, sensitive or special species.	
b.	NO IMPACT	The proposed project will not have any substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations because the project site is a former car dealership with a paved lot and empty buildings with no riparian habitat.	
c.	NO IMPACT	The proposed project is not located on any Federally protected wetlands. The project site is a former car dealership with a paved lot and empty buildings.	
d.	NO IMPACT	No migratory fish, wildlife species or established native resident or wildlife corridors exist on the project site, which is a former car dealership with a paved lot and empty buildings.	

Impact?	Explanation	Mitigation Measures	
e.	NO IMPACT	The proposed project does not have the potential to conflict with any local policies or ordinances protecting biological resources. The project site is a former car dealership with a paved lot and empty buildings.	
f.	NO IMPACT	The proposed project does not have the potential to conflict with an adopted habitat conservation plan or other habitat conservation plans. The project site is a former car dealership with a paved lot and empty buildings.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	There are no significant historical resources on the project site. The site is a former used car dealership with vacant, deteriorating buildings.	
b.	LESS THAN SIGNIFICANT IMPACT	Archaeological resources might be discovered during construction of the project. The applicant shall abide by current law if archaeological resources are discovered during grading or construction.	
c.	LESS THAN SIGNIFICANT IMPACT	Paleontological resources might be discovered during construction of the project. The applicant shall abide by current law if paleontological resources are discovered during grading or construction.	
d.	LESS THAN SIGNIFICANT IMPACT	Human remains might be discovered during construction of the project. The applicant shall comply with current law if human remains are discovered during grading or construction.	
VI. GEOLOGY AND SOILS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located about a mile from a fault rupture study area.	VI-10 Seismic mitigation measures have been added in order to ensure the safety of future residents of the project.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located about a mile from fault rupture study area.	VI-10 Seismic mitigation measures have been added to ensure the safety of future residents of the project site.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is an area subject to liquefaction during an earthquake.	VI-70 Seismic mitigation measures have been added to ensure the safety of future residents.
d.	NO IMPACT	The project site is not located in a landslide area.	
e.	NO IMPACT	The project site is level and will be repaved and landscaped, resulting in minimal soil erosion.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site is located in an area subject to liquefaction during an earthquake. Seismic mitigation measures have been added to ensure the safety of the future residents.	
g.	NO IMPACT	The project site is not located in an area with expansive soils.	
h.	NO IMPACT	The project will be connecting to the sewer system.No septic tanks are proposed for this project.	

VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will directly and indirectly generate additional greenhouse gasses than what is otherwise present on-site today. Mitigation measures have been included to reduce the pollution impacts to a less than significant level. In addition to these measures, other measures have been incorporated throughout this document to enhance building efficiencies, improve waste recycling and improve water conservation, among others.	VII-10 The mitigation measures that have been added will reduce the emissions of greenhouse gasses to a insignificant level.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will directly and indirectly generate additional greenhouse gasses than what is present on-site today. Presently, the State, regional agencies and local governments, including the City of Los Angeles, are developing methodologies and inventories for quantifying greenhouse gas emissions and evaluating strategies and mitigation measures to determine the most effective actions to meet State goals as set forth under AB32. At this time, no thresholds have been adopted. Until the methodologies, inventories, strategies and thresholds are developed, a project's consistency with the programs and regulations of AB 32 to achieve reductions in greenhouse gases cannot be evaluated explicitly. However, mitigation measures have been included to reduce the impacts from greenhouse gases to a level that is less than significant. In addition to those measures, other measures have been incorporated throughout this document to enhance building efficiencies, improve waste recycling and improve water conservation, among others.	VII-10 The mitigation measures that have been added will reduce the emissions of greenhouse gasses to an insignificant level.

Impact?	Explanation	Mitigation Measures
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VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT	No hazardous materials are proposed to be routinely transported, used, or disposed of as a part of this residential project.	
b.	NO IMPACT	The project site is not located in a known hazardous area.	
c.	NO IMPACT	The project site is not located within a quarter mile of an existing or proposed school.	
d.	NO IMPACT	The project site is not located in a known hazardous area.	
e.	NO IMPACT	The project site is not located in a airport plan area or within two miles of an airport.	
f.	NO IMPACT	The project site is not located near a private airstrip.	
g.	NO IMPACT	The proposed project will not impair the implementation of or interfere with an emergency response or evacuation plan. Construction plans will be reviewed by the Building & Safety and Fire Departments.	
h.	NO IMPACT	The project site is not in a very high fire hazard severity zone.	

IX. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT	The proposed residential project is not expected to violate any water quality or waste discharge requirements. The project does not involve a process that would result in a point source discharge to a receiving water body nor is the project anticipated to create conditions which may result in soil erosion, sediment runoff or nonpoint sources of contamination. However, mitigation measures will be incorporated to ensure that proper care is taken of stormwater runoff.	
b.	NO IMPACT	The proposed residential project is not anticipated to significantly affect any groundwater supplies because it involves the replacement of a former car dealership with residential buildings. In both cases, the project site will be covered mostly with paving and buildings.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may have impacts on drainage. However, such drainage will not cause substantial erosion or siltation on or offsite.	

Impact?	Explanation	Mitigation Measures	
d.	LESS THAN SIGNIFICANT IMPACT	The project may have impacts on drainage. However, drainage from the proposed project will not be significant enough compared to existing vacant car dealership to cause substantial flooding on or off-site.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project involves the construction of 204 workforce housing units in 13 buildings with internal streets and 382 parking spaces. 90.3% of the project site will consist of impermeable surfaces generating runoff with the remaining 9.7% being landscaped open space. Per the Standard Urban Stormwater Mitigation Plan threshold standards, best management practices shall be incorporated into the design plans of the proposed new building.	IX-20, IX-40 The mitigation measures that have been added will require use of best management practices to reduce stormwater runoff.
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project consists of 204 workforce housing units in 13 buildings with internal streets and 392 parking spaces. 90.3% of the project site will consist of impermeable surfaces that generate runoff with the remaining 9.7% consisting of landscaped open space. Per the Standard Urban Stormwater Mitigation Plan threshold standards, best management practices to meet the Stormwater Mitigation Plan requirements shall be incorporated into the design plans of the proposed new building.	IX-30 The mitigation measures that have been added require the use of best management practices to reduce stormwater runoff.
g.	NO IMPACT	The property is not located in a flood zone.	
h.	NO IMPACT	The property is not located in a flood zone.	
i.	NO IMPACT	The property is not located in a potential dam inundation zone.	
j.	NO IMPACT	The property is not located in an inundation zone for seiches, tsunamis or mudflow.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	The proposed project, a parcel next to Harbor Regional Park, will not divide an established community.	
b.	LESS THAN SIGNIFICANT IMPACT	This multifamily residential project is consistent with the existing RD1.5 and C2 zones and the requested RAS3 zone. In addition, the proposed project is consistent with the General Commercial Plan designation because the commercial zones that correspond to the designation also permit multifamily residential	

Impact?	Explanation	Mitigation Measures
	development.	
c. NO IMPACT	No impacts to any applicable habitat conservation plan or natural community conservaton plan are anticipated. This project is located in an urbanized area.	
XI. MINERAL RESOURCES		
a. NO IMPACT	The project site is not located in a area with known mineral resources.	
b. NO IMPACT	The project site is not located in an area with known mineral resources.	
XII. NOISE		
a. LESS THAN SIGNIFICANT IMPACT	Any excessive noise is expected to be created only during the construction phase of the project. The presence of residential units and parking is not likely to increase noise levels.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The presence of 204 apartment units is not expected to create noise levels in excess of what exists in the vicinity. Any excessive noise is anticipated to be created only during the construction phase of the project and, to offset those impacts, mitigation measures have been included.	XII-20 Mitigation measures have been added to reduce construction noise.
c. LESS THAN SIGNIFICANT IMPACT	Following the construction phase, the presence of 204 new apartment units is not anticipated to crease noise levels in excess of what currently exists in the vicinity.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The presence of 204 apartment units is not expected to create noise levels in excess of what currently exists in the vicinity. Any excessive noise is anticipated to be created only during the construction phase of the project and, to reduce the impacts, mitigation measures have been included.	Mitigation measures have been added to reduce construction noise.
e. NO IMPACT	The project is not located within the area of an airport land use plan.	
f. NO IMPACT	The project is not located in a private airstrip.	
XIII. POPULATION AND HOUSING		
a. LESS THAN SIGNIFICANT IMPACT	204 workforce apartment units are proposed. However, this project does not reach a threshold to require mitigation measures.	
b. NO IMPACT	The project site is a former car dealership. No housing will be demolished and displaced.	

Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	The project site is a former car dealership. No housing will be demolished and no individuals will be displaced.	
XIV. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Without proper review of the design of the project, it may be more vulnerable to damage from fires.	XIV-10 This mitigation, which requires a review by the Fire Department, will ensure that the buildings are designed to minimize fire hazards.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Without a review of the design of the project it may be vulnerable to crime.	XIV-20, XIV-30 This mitigation measure, which requires a review by the Police Department, will ensure that the buildings are designed to minimize vulnerability to crime.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The 204 apartment units will create an additional demand for schools.	XIV-60 This mitigation measure requires that a fee be paid to offset the increased demand for schools.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The 204 apartment units will create an additional demand for parks.	A mitigation measures has been included which requires payment of a parks fee to offset the increased demand for parks.
e.	NO IMPACT	The project is not of a sufficient size to require additional governmental infrastructure or facilities.	
XV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction of 204 new apartment units will create an additional demand for parks and recreational facilities.	XV-10 The mitigation measure requires payment of a parks fee to offset the additional demand for parks that will be created by the 204 units.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction of 204 new apartments will result in an additional demand for parks and recreation facilities. A mitigation measure has been included requiring the payment of a parks fee for the apartment units.	
XVI. TRANSPORTATION/TRAFFIC			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A transportation analysis, completed by the Los Angeles Department of Transportation, determined that the project will have a significant traffic impact at the intersection of Pacific Coast Highway and Figueroa Street, during the a.m. peak period.	XVI-10 The mitigation measures listed in the letter from DOT will reduce the traffic impact of this project to a level of insignificance.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A transportation analysis completed by the Los Angeles Department of Transportation determined that the project will have a significant traffic impact at the intersection of Pacific Coast Highway and Figueroa Street	

Impact?	Explanation	Mitigation Measures
	during the a.m. peak period.	
c. NO IMPACT	No change in air traffic patterns will result from the proposed project.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	This project has the potential to create a dangerous intersection where its entrance intersects with Pacific Coast Highway.	XVI-50 This mitigation measure requires that the project comply with the traffic mitigation measures recommended by the Department of Transportation in its letter dated 9-27-12 in order to not create a dangerous intersection or other traffic hazards and that adequate access is maintained.
e. LESS THAN SIGNIFICANT IMPACT	No impacts to emergency access is anticipated. Previously included measures have recommended that the project be reviewed by the Fire Department to ensure that the project is accessible to LAFD.	
f. NO IMPACT	The proposed 204 apartment units will not conflict with any plans, policies or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities supporting alternative transportation. The project proposes no alteration of the right-of-way of Pacific Coast Highway.	
XVII. UTILITIES AND SERVICE SYSTEMS		
a. LESS THAN SIGNIFICANT IMPACT	The additional amount of wastewater generated is modest compared to the current capacity in the City's sewage treatment plants.	
b. LESS THAN SIGNIFICANT IMPACT	The additional wastewater generated is modest compared to the capacity in the City's sewage treatment plants. This project will not trigger the construction of a new treatment plant or the expansion of an existing plant.	
c. LESS THAN SIGNIFICANT IMPACT	Because the existing project site, with its paved surfaces and the vacant buildings from a former car dealership, already generates runoff, the proposed project will generate little or no net increase in runoff and will not require the construction of new or expanded storm drain facilities.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project has the potential to cumulatively impact existing water supplies.	XVII-10, XVII-20, XVII-40 This mitigation measure will ensure that the cumulative impact of this and other projects is reduced to a level of insignificance.

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	The additional wastewater generated is modest compared to the capacity in the City's sewage treatment plans. The proposed project will not require a determination that there is adequate treatment capacity.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project has the potential to cumulatively impact the City's solid waste disposal capacity.	XVII-90, XVII-100 This mitigation will ensure that the cumulative impact of this project and other projects is reduced to a level of insignificance.
g.	LESS THAN SIGNIFICANT IMPACT	The proposed project will be in compliance with State, Federal and local laws and regulations related to solid waste.	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

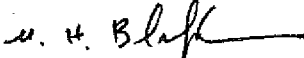
a.	NO IMPACT	The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife or threaten to eliminate a plant or animal community because the project site is a former car dealership and no trees or habitat are located on site.	
b.	LESS THAN SIGNIFICANT IMPACT	The project has impacts that are individually limited but cumulatively considerable. However, mitigation measures have been incorporated to ensure that any such impacts are reduced to a level of insignificance.	
c.	LESS THAN SIGNIFICANT IMPACT	With the mitigation measures included the proposed project will not significantly impact human beings.	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

1450 W Pacific Coast Highway
LADOT Case No. HRB12-100193

Date: September 27, 2012

To: Karen Hoo, City Planner
Department of City Planning


From: Mohammad H. Blorfroshan, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED DEL LAGO
APARTMENT PROJECT AT 1450 WEST PACIFIC COAST HIGHWAY
[DEPARTMENT OF CITY PLANNING CASE NO. ENV-2012-580-EAF]**

The Department of Transportation (DOT) has completed the traffic assessment of the proposed Del Lago apartment project at 1450 West Pacific Coast Highway. This traffic assessment is based on a traffic study report prepared by Crain & Associates, received by DOT on August 10, 2012, with subsequent revisions received thru September 2012. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

Project Description

The applicant proposes to build 204 apartment dwelling units (Project). Vehicular access will be provided through two driveways off Pacific Coast Highway (PCH). The project site is currently vacant, but was formerly occupied by automobile sales and repair services uses. The Project is anticipated to be fully built out and occupied by the year 2014.

Discussion and Findings

The Project is expected to create a net increase of 1,357 daily trips, a net increase of 104 a.m. peak hour trips and a net increase of 126 p.m. peak hour trips. The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the Project will create a significant traffic impact at the following intersection, as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment B**):

1. Figueroa Street and Pacific Coast Highway (PCH) (City of Los Angeles/Caltrans)

The study report has identified feasible improvements that would mitigate the traffic impact to a less than significant level.

Project Requirements

In response to the findings of the traffic study, DOT recommends that the following project requirements be adopted as conditions of project approval. Furthermore, these requirements must be completed and/or guaranteed prior to the issuance of any building permits for the Project.

A. Application Fee

The applicant must pay an application/review fee based on the size and nature of the Project. The application/traffic study review fee of \$7,396.00 was submitted fully on August 10, 2012.

B. Highway Dedication and Physical Street Improvements

In order to mitigate projected traffic impacts to a less than significant level, the applicant is required to make the following highway improvements:

1. Figueroa Street & Pacific Coast Highway (City of Los Angeles/Caltrans)
Re-stripe the westbound approach on PCH within the existing roadway width to install an additional through lane. The resulting lane configuration for the westbound approach shall be one left-turn lane, three through lanes, and one shared through/right-turn lane. Final review and approval by Caltrans shall be required for this improvement.

In addition to the above stated improvements, and in order to mitigate potential access and circulation impacts, the applicant may be required to make additional highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any additional highway dedication or street widening requirements.

C. Project Improvement Implementation

All improvements must be guaranteed before issuance of any building permit, through the BOE's B-Permit process. Should any improvement not receive the required approval, be deemed infeasible at the time of reconciliation, or is guaranteed/built by another project prior to time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness and cost including both physical street/signal improvements and incentive-based environmental transportation mitigations. 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.

If the improvement 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 BOE, must be completed.

D. 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.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Southern 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.

F. 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.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

MB:hmh

Attachments

c: Alison Becker, Gabriela Medina, Fifteenth Council District
Jay Kim, Sean Haeri, Tim Conger, John Varghese, Crystal Killian, DOT
David Weintraub, DCP
Lawrence G. Cuaresma, BOE
Ryan Kelly, Crain & Associates

**Table 5
 Project Trip Generation**

Proposed Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			I/B	O/B	Total	I/B	O/B	Total
Apartment ¹	204 DU	1,357	21	83	104	82	44	126
Less Transit/Walk Credit ²	0%	0	0	0	0	0	0	0
Net Proposed Vehicle Trips:		1,357	21	83	104	82	44	126

Notes:

¹ 204 dwelling units based on standard apartment rates (Land Use Code 220).

² Although the project is well served by several transit lines operated by multiple providers (see description in Existing Public Transportation section), no transit/walk-in trip credit has been applied in order to provide a more conservative analysis of project traffic impacts.

Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2012) and Future (2014) Traffic Conditions

No.	Intersection	Peak Hour	Existing (2012) Conditions						Future (2014) Conditions					
			Existing		Plus Project		Without Project		With Project		CMA	LOS	Impact	Sig.?
			CMA	LOS	CMA	LOS	CMA	LOS	CMA	LOS				
1	Lomita Boulevard and Normandie Avenue	AM PM	0.890 0.902	D E	0.892 0.904	D E	0.002 0.002	0.853 0.865	D D	0.855 0.867	D D	0.002 0.002	No No	
2	Lomita Boulevard and Vermont Avenue	AM PM	0.968 0.898	E D	0.969 0.898	E D	0.001 0.000	0.859 0.788	D C	0.859 0.788	D C	0.000 0.000	No No	
3	Pacific Coast Highway and Normandie Avenue	AM PM	0.757 0.773	C C	0.760 0.775	C C	0.003 0.002	0.724 0.730	C C	0.727 0.731	C C	0.003 0.001	No No	
4	Pacific Coast Highway and Vermont Avenue	AM PM	0.860 0.778	D C	0.865 0.788	D C	0.005 0.010	0.835 0.778	D C	0.840 0.787	D C	0.005 0.009	No No	
5	Pacific Coast Highway and Harbor Freeway Southbound Ramps	AM PM	0.907 0.897	E D	0.920 0.916	E E	0.013 0.019	0.860 0.856	D D	0.874 0.875	D D	0.014 0.019	No No	
6	Pacific Coast Highway and Figueroa Street	AM PM	0.905 0.857	E D	0.922 0.872	E D	0.017 0.015	0.900 0.835	D D	0.916 0.850	E D	0.016 0.015	Yes No	
7	Pacific Coast Highway and Wilmington Boulevard	AM PM	0.651 0.656	B B	0.654 0.658	B B	0.003 0.002	0.592 0.589	A A	0.594 0.591	A A	0.002 0.002	No No	

Table 10
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Future (2014) With Mitigation Traffic Conditions

No.	Intersection	Peak Hour	Future (2014) Conditions									
			Without Project		With Project				With Project + Mitigation			
			CMA	LOS	CMA	LOS	Impact	Sig.?	CMA	LOS	Impact	Sig.?
6	Pacific Coast Highway and Figueroa Street	AM	0.900	D	0.916	E	0.016	Yes	0.807	D	-0.093	No
		PM	0.835	D	0.850	D	0.015	No	0.789	C	-0.046	No

DETERMINATION LETTER
CPC-2012-579-ZC-SPR
MAILING DATE: 03/15/13

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