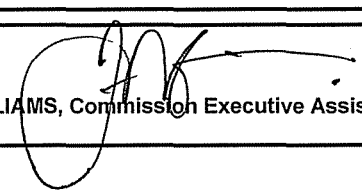


TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2012-2576-ZC-SPE-SPP	JENNIFER DRIVER 818-374-9916	3
Items Appealable to Council:	Last Day to Appeal:	Appealed:
ZC-SPE-SPP	JUL 29 2013	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Location of Project (Include project titles, if any.)		
21701 W. VENTURA BOULEVARD		
Name(s), Applicant / Representative, Address, and Phone Number.		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> RJ ROMERO DIEGO WH, LLC 1377 KETTERING LOOP ONTARIO, CA 91761 </div> <div style="width: 45%;"> REPRESENTATIVE: STEVE CATALANO KINDEL GAGAN, INC. 550 S. HOPE STREET 530 LOS ANGELES, CA 90071 213-624-1550 </div> </div>		
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 <u>only</u> those items which are appealable to Council.)		
<p>The demolition of an existing, approximately 28,733 square-foot auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles and the construction of a new, approximately 72,404 square-foot (43,671 net square feet) new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles. The project will be three-stories, 55 feet tall and will include 294 parking spaces on a 133,996 square-foot site.</p>		
Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>	Environmental No. ENV-2012-2577-MND	Commission Vote: 6 - 0
 JAMES K. WILLIAMS, Commission Executive Assistant II		Date: AUG 07 2013



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: JUL 09 2013

CPC-2012-2576-ZC-SPE-SPP
CEQA: ENV-2012-2577-MND

Location: 21701 W. Ventura Boulevard
Council Districts: 3 – Zine
Plan Area: Canoga Park-Winnetka-Woodland Hills-West Hills
Requests: Zone Change, Specific Plan Exception, Project Permit Compliance

Applicant: RJ Romero, Diego WH, LLC
Representative: Steve Catalano, Kindel Gagan, Inc.

At its meeting on May 23, 2013, the following action was taken by the City Planning Commission:

1. **Approved a Zone Change** from C4-1LD and P-1LD to **(T)(Q)C4-1L** over the entire site.
2. **Approved Specific Plan Exceptions**, pursuant to Section 11.5.7.F.1 of the Municipal Code, from the following Sections:
 - a. Section 5.C.1(b) and Section 5.C.1(a) to permit an expansion to an existing auto dealership in a Pedestrian Oriented Area, which is a use that is otherwise not permitted.
 - b. Section 7.A.2(b) to permit two (2) 28-foot wide access/fire lanes, inventory storage, inventory display, and customer parking in the side yard in lieu of the permitted maximum 20-foot wide driveway with a four-foot walkway and/or a five-foot landscape strip.
 - c. Section 7.D.2(b) to eliminate a ten-foot landscape buffer around three sides of the parking structure.
 - d. Section 7.E.1(f) to permit the southern façade, which has a variable height of 34 to 38 feet, to not observe the required building setback of ten (10) feet from the edge of the roof when the building is more than 25 feet in height; and to permit a 25-foot by 30-foot elevator and stair shaft enclosure, which has a height of 55 feet, to have a setback of eight (8) feet from the edge of the roof in lieu of the required ten (10) feet for the first 15-foot increment above 25 feet and to not observe a setback of 20 feet for the second 15-foot increment above 40 feet.
 - e. Section 7.E.1(e)-3 to permit an approximately 25-foot by 30-foot elevator and stair shaft enclosure to exceed the 45-foot height limit by approximately eight (8) feet to a maximum height of approximately 55 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately five (5) feet to a maximum height of approximately 50 feet.
 - f. Section 8.B.1(a)-1 to permit three (3) wall signs on the building's street frontage in lieu of one (1) sign per tenant.
 - g. Section 8.B.1(b) to permit two (2) monument signs with a maximum area of 60 square feet each and a maximum height of six (6) feet for a lot frontage of approximately 316 feet in lieu of the one (1); and, installation of wireless antennas and associated equipment cabinets on the rooftops of buildings in the C Zone on a roadway designated as a scenic highway (Ventura Boulevard) within a specific plan area (Ventura/Cahuenga Boulevard Corridor Specific Plan), subject to the attached Conditions of Approval.
3. **Approved a Project Permit Compliance** with the applicable regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan.
4. **Adopted** the attached **Conditions of Approval**.
5. **Adopted** the attached **Findings**.
6. **Adopted** Mitigated Negative Declaration No. **ENV-2012-2577-MND**.

Recommendation to the City Council:

1. **Recommend** that the City Council **Approve** a **Zone Change** from C4-1LD and P-1LD to (T)(Q)C4-1L over the entire site.
2. **Recommend** that the City Council **Adopt** the attached **Conditions of Approval**.
3. **Recommend** that the City Council **Adopt** the attached **Findings**.
4. **Recommend** that the City Council **Adopt** Mitigated Negative Declaration No. **ENV-2012-2577-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: Perlman
Seconded: Romero
Ayes: Cardoso, Eng, Lessin, Roschen
Absent: Burton, Freer, Hovaguimian

Vote: 6 - 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 remainder of the decision of the City Planning Commission. 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: JUL 29 2013

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

Attachments: Conditions, Map, Ordinance, Findings
Planning Assistant: Jennifer Driver

PROJECT ANALYSIS

Project Summary

The proposed project, to be located on a three (3) acre site on the north side of Ventura Boulevard in the community of Woodland Hills, consists of: 1) the demolition of all existing on-site buildings and improvements, including three (3) pole signs, a 28,733 square-foot auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles and 2) the subsequent construction of approximately 72,404 square feet of new auto floor area (43,671 net new square feet), to include a new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles.

The current site will be reconfigured from an auto-oriented dealership (i.e. surface parking lot in front of a sales building), with the new auto dealership building moved to the south end of the property. The building will observe a Specific Plan required minimum 18" to 10-foot front yard landscaped setback along Ventura Boulevard, except for vehicle access to the east and west of the showroom. The new project encloses the vast majority of all sales, servicing, storage and parking in one single building that is surrounded by a fire lane. The building will be three-stories, no more than 55 feet tall and will include 294 parking spaces for customer/employee use, in addition to other areas for automobile storage and display along the perimeter of the site and in the main building. The subject property has frontage along Ventura Boulevard and the Ventura Freeway, and driveway access will be provided from Ventura Boulevard from two (2) driveways both approximately 28-feet in width.

The Project is designed to be substantially in conformance with the Specific Plan, except for some exceptions to allow for additional height for roof top structures, architectural elements, which enhance the façade and activate the street, side yards to allow for safe fire access, a landscape buffer and additional wall and monument signs. In addition, the project is designed to be substantially in conformance with the design standards of the Woodland Hills Streetscape Plan and Design Guidelines, which requires, among other things, new commercial development to be built up to (within 18 inches), and oriented toward Ventura Boulevard in order to facilitate a pedestrian-friendly environment. The Project is also designed with the intent of complying with the City Planning Commission's Walkability Checklist, and the Citywide Urban Design Guidelines applicable to new construction. The proposed building is designed in a contemporary style with both horizontal and vertical articulations, compatible textures, colors and materials, and architectural details such as window awnings to create visual interest and break up the building mass.

Background

The existing auto dealership was constructed in 1971 prior to the adoption of the Ventura/Cahuenga Boulevard Corridor Specific Plan. In 1991, the Ventura/Cahuenga Boulevard Corridor Specific Plan ("Specific Plan") was adopted by the Los Angeles City Council and the subject property was then designated as part of a Pedestrian Oriented Area in the Specific Plan boundaries. The Specific Plan prohibits auto use in Pedestrian Oriented Areas and a new dealership would not be permitted on this site. However, the subject project includes the demolition of a prohibited use, and to construct a larger building with the same use, thus retaining rights to the maintenance of the prohibited use on-site. As the use was established prior to the adoption of the Specific Plan, LAMC Section 11.5.7.-G,1 states that even though the proposed use is prohibited, an enlargement of a prohibited use is permitted so long as a Specific Plan Exception is granted (note, this code section states that if the prohibited use was

not established previously, a Specific Plan Amendment would be required to grant the prohibited new auto dealership).

The existing auto dealership is comprised of a one-story service facility and a two-story showroom with 28,733 square feet of floor area total on-site. The proposed building will be comprised of one building, which includes the showroom, service areas, parking garage and inventory storage building that will be 72,404 square feet, and have a varying height of 34 feet to 55 feet. The Specific Plan has a height limit of 45 feet for this site and also has requirements for articulation of the building, or "stepbacks", above a certain height limit. In this case, the Specific Plan requires that any portion of the building above 25 feet shall stepback 10 feet from the front property line, and any portion above 40 feet shall stepback another 10 feet (for only the Ventura Boulevard facing façade). The proposed project, however, is requesting to be granted a Specific Plan Exception to not stepback the façade of the building in order to include vertical architectural elements and a second story for administrative services. In addition, the proposed project includes a request to exceed the overall 45-foot limit to allow for the elevator shaft to reach 55 feet and to allow for mechanical equipment and a screen to reach 49 feet, six (6) inches.

The Specific Plan requires that a 10-foot landscape buffer be required around any parking structure. However, as requested, the Project does not include a 10-foot landscape buffer around the building which includes two levels of parking, but rather is proposing a varying width strip of landscaping and 28-foot wide fire lane around the service, parking and inventory storage building.

As for side yard setbacks, the Specific Plan states that a Project shall have a zero-foot side yard setback except that a 20-foot wide driveway, a maximum four foot wide walkway and a landscape buffer of 18 inches to five (5) feet on either side of the access way may be provided for vehicular access to parking. As proposed, the project includes a 28-foot wide driveway, inventory storage and a landscaped area in the side yard, and exceeds the allowed side yard setback provisions. As a result a Specific Plan Exception is requested.

As for signage, the Specific Plan only allows for a maximum of two (2) wall signs per site, with one (1) allowed to face Ventura Boulevard and one (1) to face either the parking lot or the secondary street, in this case the Ventura Freeway. As proposed, the project includes a request for three (3) wall signs facing Ventura Boulevard, which exceeds the permitted cap, and a Specific Plan Exception is requested. In addition, the Specific Plan allows a site to have one (1) monument sign per 200 feet of street frontage. As proposed, the project includes two (2) monument signs for a site with only 316 feet of street frontage, and thus another Exception is being requested for an additional monument sign.

Subject Property

Existing Land Use: 28,733 square-foot Lexus auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles Lexus Auto Dealership.

Economic Development Areas: Site is within a State Enterprise Zone.

Existing Plan Land Use: Community Commercial.

Existing Zone: C2-1LD and P-1LD.

Site Lot Area: Approximately 133,996 square feet.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

1. **Dedication(s) and Improvement(s).** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:
 - a. Ventura Boulevard. Dedication and improvement of Ventura Boulevard as specified in the Department of Transportation traffic assessment letter dated October 11, 2011, in conformance with the Ventura-Cahuenga Boulevard Corridor Specific Plan.
 - b. Responsibilities/Guarantees.
 - (1) As part of early consultation, plan review, and/or project permit review, the Applicant shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the Applicant.
 - (2) Prior to issuance of sign offs for final site plan approval and/or project permits by the Planning Department, the Applicant shall provide written verification to the Planning Department from the responsible agency acknowledging the agency's consultation with the Applicant. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Planning Department.
2. **Sewer Facilities.** Construction of necessary sewer facilities to the satisfaction of the Bureau of Engineering. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
3. **Drainage Facilities.** Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.
4. **Street Trees.** Along the Ventura Boulevard street frontage, construction of tree wells and planting of street trees (Tulip Tree), in a planting pattern (one tree per tree well) in conformance with the Woodland Hills Streetscape Plan and Design Guidelines, to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance and the Planning Department.
5. **Sidewalk Treatment, Street Furniture and Equipment.** Along both the Ventura Boulevard street frontage, construction of enhanced sidewalk paving with pavers or bricks, installation of trash receptacle(s) and bicycle rack(s), in accordance with the specifications of the Woodland Hills Streetscape Plan and Design Guidelines.
6. **Traffic and Transportation.** Pay or guarantee to pay the Project Impact Assessment (PIA) Fee, pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, to DOT before the issuance of any building permit.
7. **Parking.** Preparation of a parking area and driveway plan to the satisfaction of the appropriate Valley District Office of the Bureau of Engineering and the Department of Transportation. A parking area and driveway plan shall be prepared for approval by the appropriate district office of the Bureau of Engineering and the Department of

Transportation. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.

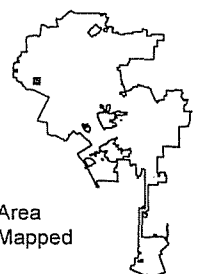
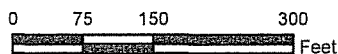
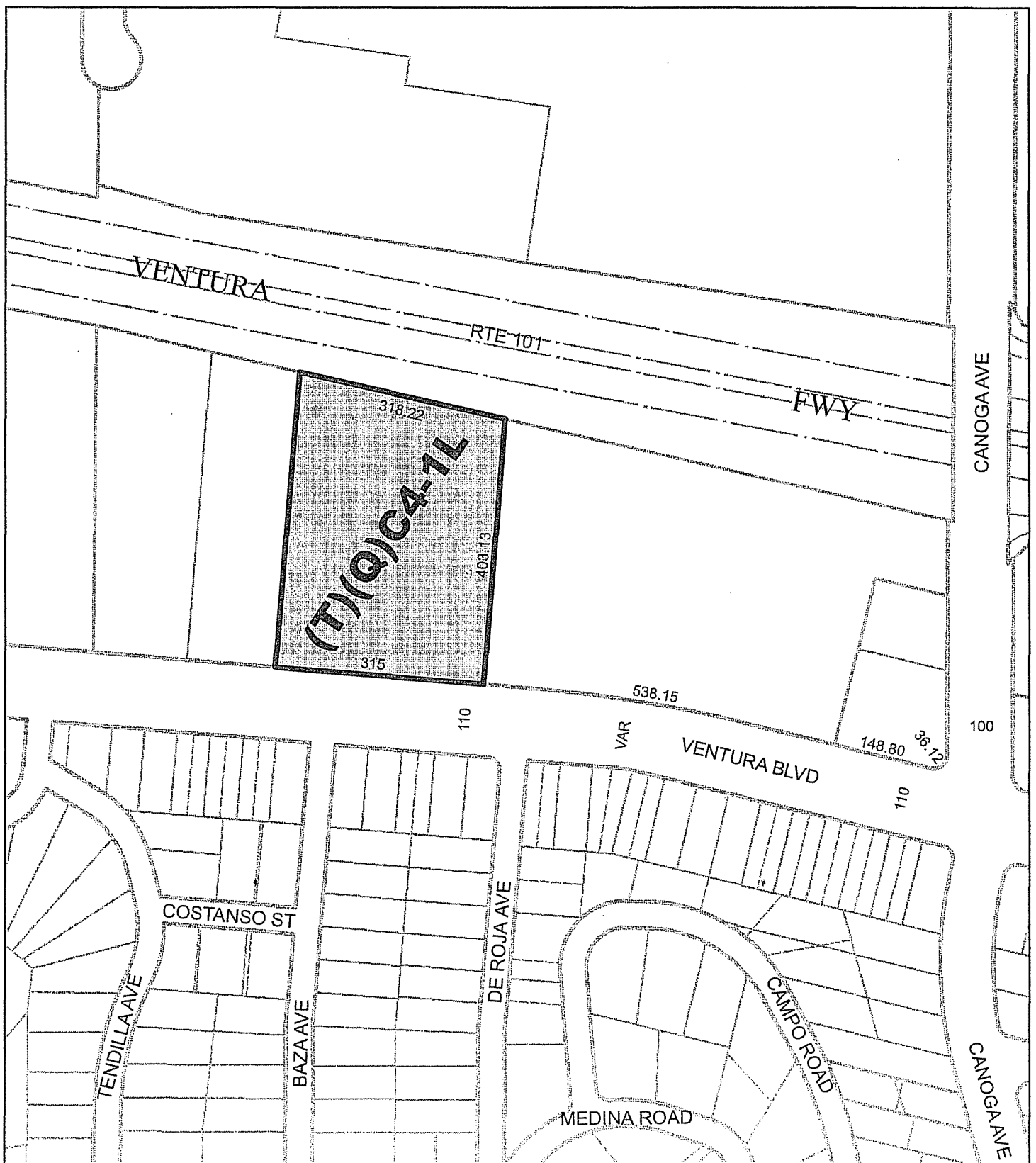
8. **Site Access and Circulation.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation that incorporates design features that reduce accidents, and which incorporates maximum 30-foot wide driveways (for two-way driveways) with a 20-foot reservoir, to be required from the new property line to any gate or the first parking stall.
9. **Street Lights.** Installation of street lights to the satisfaction of the Bureau of Street Lighting, in accordance with the specifications of the Woodland Hills Streetscape Plan and Design Guidelines.
10. **Street Light Modifications.** Street lighting modifications may be required at an intersection if there are improvements by the Department of Transportation (also for off-site improvements).
11. **Fire Department.** Preparation of a plot plan to the satisfaction of the Fire Department.
12. **Cable Television Facilities.** Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05-N, to the satisfaction of the Department of Telecommunications.
13. **Police Department.** Preparation of a plot plan in conformance with the Design Out Crime Guideline Booklet and guidelines defined in the Crime Prevention Through Environmental Design (CPTED) handbook to mitigate impacts on police services. Police recommendations may include but are not limited to secured parking, security fencing, security lighting, information signs, building design and landscaping to reduce places of potential concealment. The plans shall be to the satisfaction of LAPD Crime Prevention Section Personnel.
14. **Notice.** Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.
15. **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.
16. **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.



Area
Mapped



AA/cj

C.M. 174 B 105

CPC-2012-2576-ZC-SPE-SPP

070213

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Use.** The property shall be limited to the construction of a 72,404 gross square-foot new car auto dealership, with 294 parking spaces on a three (3) acre site, as granted by the Specific Plan Exception herein.
2. **Plan.** The use and development of the property shall be in substantial conformance with the submitted project plan sheets labeled **A1 – A6 and L2.0-L2.5**, date stamped May 8, 2013, with the exception of any revised plans prepared in conformance with the requirements of the conditions of this grant and of the LAMC, to the satisfaction of the Department of City Planning.
3. **Height.** The building shall be permitted a maximum building height of 55 feet, as defined in Section 7.E.1 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, and as granted by the Project Permit Exceptions herein, as shown on sheet plan labeled as **A6**, date stamped May 8, 2013. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view.
4. **Floor Area.** The project site shall be limited to the maximum floor area of 72,404 square feet, as shown on the floor plan sheets labeled **A2-A4**, date stamped May 8, 2013.
5. **Landscape Plan.**
 - a. As shown on project plan sheet A6, a portion of the west facing façade of the parking structure shall be screened with a trellis and vines.
 - b. A trellis with creeping vines or, another architectural feature subject to approval by the Director of Planning, shall be installed on the north facing side of the building.
 - c. At least three (3) additional mature Australian Willow trees (total of three (3) Lombardy Poplar trees and five (5) Australian Willow trees) shall be planted in the rear landscaped area to screen the parking structure to the north.
 - d. The landscape plan shall include landscaped islands on the east and west sides of the property in between the inventory storage area and shall be planted with trees at a rate of one (1) tree per four (4) vehicles stored.
6. **Signs.** For the entire site any exterior signs, temporary banners, window signs, and signs used for advertising products, merchandise and services which are not shown on plan sheet labeled A6 are not permitted by the LAMC and shall be removed from the site.
7. **Parking.** Parking for the proposed building addition shall be provided pursuant to the requirements of LAMC Section 12.21.A,4 and the State Enterprise Zone. Employee parking shall be provided on-site. Employees shall not park on adjacent residential streets during the hours they are working at the subject facility.
8. **Circulation.** Subject to Department of Transportation approval, a "no-left" turn sign shall be installed on-site.
9. **Wall.** An opaque barrier, such as a concrete block wall or similar, eight (8) feet high, and finished to match the building architecture, shall be installed along the rear property line, as required by the Woodland Hills Streetscape Plan. On the east and west property lines, an eight (8) foot wall shall be installed, except, that for the southernmost 155 feet

of the property line, a six-foot wall shall be installed, to the satisfaction of the Department of City Planning Department.

10. Pedestrian Oriented Area Design.

- a. All businesses in a Pedestrian Oriented Area fronting a street shall maintain direct pedestrian access to the sidewalk.
- b. All businesses shall maintain at least 50% of their wall frontage as window space, display case, or public art. Non-reflective glass shall be used to allow maximum visibility from sidewalk into the interior of buildings. Window displays shall conform with sign requirements of the Specific Plan and LAMC

11. Trash. Trash/recycling receptacles, compactors, cardboard baling machinery and other trash/recycling related devices shall be shielded from the adjacent properties and located at least 50 feet from the property line of adjacent residential uses, to the satisfaction of the Department of City Planning.

12. Safety Hazards. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

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

14. Security.

- a. The property owner shall be responsible for discouraging loitering in and around the subject property.
- b. Security lighting shall be installed on the exterior of the building and shall be designed to minimize illumination at adjacent residential uses.

15. Paging. The paging system shall be fully contained within the building and only audible outside from the courtyard.

16. Urban Design (Community Plan Guidelines)

- a. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:
 - i. Locating surface parking to the rear of structures.
 - ii. Minimizing the number of driveways providing sole access to the rear of commercial lots.
 - iii. Providing front pedestrian entrances for businesses fronting on main commercial streets.
 - iv. Providing landscaping strips between driveways and walkways accessing the rear of properties.
 - v. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
 - vi. Providing where feasible, the under grounding of new utility service.

- b. The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character.
 - i. Maximize the area devoted to transparent building elements, for front facades and facades facing rear parking.
 - ii. Require use of articulation, recesses, surface perforations, porticoes to break up long, flat building facades.
 - iii. Use accenting, complementary building materials for building facades.
 - iv. Maximize application of architectural features or articulation of building facades.
 - v. Designate architecturally untreated facades for signage.
 - vi. Screen of mechanical and electrical equipment from public view.
 - vii. Screen all rooftop equipment and building appurtenances from public
 - viii. Require the enclosure of trash areas for all projects.
 - c. Parking structures shall be integrated with the design of the buildings they serve through:
 - i. Design of parking structure exteriors to match the style, materials and color of the main building.
 - ii. Use landscaping to screen parking structures not architecturally integrated with the main building.
 - iii. Buffer adjacent residential uses from parking structures with landscaping and decorative walls.
17. **Exterior Lighting.** All exterior light fixtures shall be shielded to minimize the illumination of adjacent properties and to reduce glare. Floodlighting of buildings and parking lot areas shall be prohibited.
18. **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.

B. Environmental Conditions

1. Aesthetics - Pedestrian Oriented Facade

- a. The ground floor frontage shall be designed with pedestrian orientation along Ventura Boulevard.

2. Aesthetics (Light)

- a. 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.

3. Aesthetics (Glare)

- a. 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.

4. Aesthetics

- a. Provide a structural and/or vegetative screen on the western facing side of the parking garage when abutting the adjacent property's outdoor recreational area so that vehicle headlights from within the garage structure cannot be seen from adjacent residential properties.

5. 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 current hauling activity shall not idle but be turned off.

6. Tree Removal(Non-Protected Trees)

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

7. Tree Removal(Locally Protected Species)

- d. Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
 - i. All protected tree removals require approval from the Board of Public Works.
 - ii. A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
 - iii. A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
 - iv. The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- e. Bonding (Tree Survival):
 - i. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - ii. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to

exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

8. Tree Removal(Public Right-of-Way)

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible.
- d. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- e. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

9. Cultural Resources (Archaeological)

- a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- b. The services of an archaeologist shall then be secured by contacting the South Central Coastal information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- c. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- d. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- e. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- f. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- g. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

10. Cultural Resources (Paleontological)

- a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - i. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology- USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum- who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

11. Cultural Resources (Human Remains)

- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.
- g. Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.

12. Seismic

- a. 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.

13. Liquefaction Area

- 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 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.
- b. 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.

14. Explosion/Release (Existing Toxic/Hazardous Construction Materials)

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

15. Hazardous Substances

- a. Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

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

- a. 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.
- b. 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.
- c. 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.
- d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

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

- a. 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/rwqcb41>):
 - i. 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.
 - ii. 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.

- iii. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- iv. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- v. 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.
- vi. Preserve riparian areas and wetlands.
- vii. Promote natural vegetation by using parking lot islands and other landscaped areas.
- viii. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- ix. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, benns, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- x. 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.
- xi. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- xii. Legibility of stencils and signs must be maintained.
- xiii. 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.
- xiv. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- xv. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- xvi. 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.

- xvii. 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.
- xviii. 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.
- xix. 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.
- xx. 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.
- xxi. 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.

18. Land Use

- a. The proposed project may not conform to the ALL requirements of the Ventura/Cahuenga Corridor Specific Plan. However, the impact will be mitigated to less than significant level by the proposed mitigation measures.

19. Increased Noise Levels (Landscape Buffer)

- a. A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

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

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

21. Increased Noise Levels (Parking Structure Ramps)

- a. Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
 - i. Concrete, not metal, shall be used for construction of parking ramps.
 - ii. The interior ramps shall be textured to prevent tire squeal at turning areas.
 - iii. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

22. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- a. The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

23. Increased Noise Levels (Auto-Repair Garage)

- a. No openings shall be permitted on any building facade which abuts a residential use or zone.

24. Increased Noise Levels (Public Address and Paging System)

- a. Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- b. Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- c. Distance between speakers shall not exceed 40 feet.
- d. Amplified signals shall be inaudible beyond the boundaries of the subject property.

25. Increased Noise Levels (Speaker Boxes/Ordering Systems)

- a. Noise from the speaker box shall be inaudible beyond the property line.
- b. A bus-stop like shelter shall be constructed along the driveway line, approximately 20-feet in length to act as a barrier to sound from the outside ordering system drifting into the nearby residential areas. The design of the shelter shall be to the satisfaction of the decision maker.

26. Public Services (Fire)

- a. 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:
 - i. 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.

27. Public Services (Police- Demolition/Construction Sites)

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

28. Public Services (Police)

- a. 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.

29. Public Services (Street Improvements Not Required By DOT)

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

30. Traffic Assessment

- a. Comply with conditions in the Traffic Assessment from the Department of Transportation, dated October 11, 2012.

31. Inadequate Emergency Access

- a. 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.

32. 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:
- c. Weather-based irrigation controller with rain shutoff

- d. Matched precipitation (flow) rates for sprinkler heads
- e. Drip/microspray/subsurface irrigation where appropriate
- f. Minimum irrigation system distribution uniformity of 75 percent
- g. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- h. Use of landscape contouring to minimize precipitation runoff
- i. 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.

33. Utilities (Local Water Supplies- All New Construction)

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gaff), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gaff), 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 submitter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

34. Utilities (Local Water Supplies - New Commercial or Industrial)

- a. All restroom faucets shall be of a self-closing design.

35. Utilities (Solid Waste Recycling)

- a. (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.
- b. (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.

- c. (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.

36. Utilities (Solid Waste Disposal)

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

C. Administrative Conditions

1. **Grant.** The entitlements granted herein shall be effectuated as prescribed by the Los Angeles Municipal Code.
2. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
3. **Code Compliance.** Area, height and use regulations of the (T)(Q)C2-1L zone classification of the subject property shall be complied with, except where conditions herein are more restrictive.
4. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the 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.
5. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
6. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
7. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
8. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the

City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

9. **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.
10. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.
11. **Utilization of Concurrent Entitlement.** The subject Zone Change, Specific Plan Exception, and Project Permit Compliance requires completion of all applicable conditions of approval herein to the satisfaction of the Department of City Planning, and the effective date of the Zone Change, Specific Plan Exception, and Project Permit Compliance shall coincide with that of the associated Zone Change on the property involved. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change to effectuate the terms of the remaining entitlement(s) by either securing a building permit or a Certificate of Occupancy for the authorized use.

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 _____.

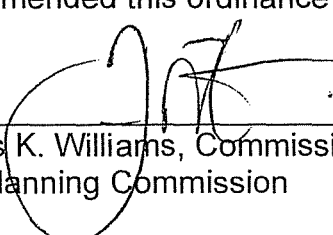
June Lagmay, City Clerk

By _____
Deputy

Approved _____

Mayor

Pursuant to Section 558 of the City Charter,
the City Planning Commission on May 23, 2013,
recommended this ordinance be adopted by the City Council.



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

File No. _____

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR THE SPECIFIC PLAN EXCEPTION (LAMC SECTION 11.5.7-F); PROJECT PERMIT COMPLIANCE (LAMC SECTION 11.5.7-C)

Specific Plan Exception – Ventura-Cahuenga Boulevard Corridor Specific Plan

1. **Height.** All structures shall have a height of 45 feet, except as follows:
 - a. As shown on plan sheet A6 dated May 8, 2013, only the elevator/stair well shaft shall have a height of 55 feet;
 - b. The Mechanical screen and equipment on the eastern edge of the north facing façade shall have a height of 49 feet, eight inches;
2. **Horizontal articulation.** As shown on sheet plan A6, dated May 8, 2013, the front facade shall be allowed a zero (0) foot stepback for structures with a height of 25-40 feet and an eight (8) foot stepback for structures above 40 feet in height.
3. **Landscaped buffer.** A varying zero (0) to 12 foot landscaped buffer shall be required around the proposed sales, service, parking and inventory storage building, as shown in sheet plan A2 dated May 8, 2013.
4. **Side yard.** As shown on sheet plan A2 dated May 8, 2013, there shall be a 28-foot wide fire access lane, inventory storage, and landscaping permitted in the required zero foot side yard.
5. **Signage.** The Lexus dealership shall be permitted an exception from Section 8.B.1.a.1 and 8.B.1.b.1 of the Ventura-Cahuenga Corridor Specific Plan, allowing more than one (1) wall sign per tenant on a building's street frontage and more than one (1) monument sign. In conformance with the submitted Sign Plan date stamped May 8, 2013, a maximum of four (4) wall signs, not to exceed a total of 469 square feet, and two (2) monument signs are permitted, advertising on-site goods, as follows:
 - a. Three (3) wall signs shall be permitted on the building's south wall fronting Ventura Boulevard.
 1. One (1) Lexus wall sign with a logo, not to exceed 76 square feet on the south facing, west side of the facade;
 2. One (1) logo wall sign, reading Woodland Hills, not to exceed 71 square feet, on the south facing, east side of the facade;
 3. One (1) Lexus logo wall sign, not to exceed 107 square feet in the center of the south facing facade; and,
 - b. One (1) wall sign, not to exceed 215 square feet facing north.
 - c. Two (2) monument signs shall be permitted on the building's Ventura Frontage.
 1. Each monument sign shall be no more than six (6) feet tall and 10 feet wide.
 2. Each monument sign shall be located in a landscaped area equal or great to the sign area
 - d. No wall signs shall be permitted on the building's east or west walls.
 - e. This grant does not permit any other deviation from Section 8 of the Ventura-Cahuenga Boulevard Corridor Specific (sign Regulations), or the LAMC, including prohibited signs, which include, but are not limited to:
 1. Portable signs and sandwich signs;

2. Signs on free-standing walls, except directional signs for parking (or pedestrian access) and signs required pursuant to the Americans with Disabilities Act;
3. Off-site commercial signs (*i.e.*, Billboards);
4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than ten percent of any window in area;
5. Pole signs;
6. Windblown devices, such as pennants, flags, banners (that are not temporary signs) and balloons/inflatables;
7. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters approved by the City Council and the Board of Public Works;
8. Stretchers;
9. Signs having flashing, mechanical, strobe or blinking lights or moving parts, and
10. Supergraphic displays.

Project Permit Compliance – Ventura-Cahuenga Boulevard Corridor Specific Plan

6. **Zone Code Compliance.** All area, height, and use regulations of the C4-1L zone classification of the subject property shall be complied with, except when conditions or regulations of the Specific Plan are specifically varied or required.
7. **Parking Lot Landscaping.**
 - a. The applicant shall submit a final landscape plan to the Planning Department for approval prior to issuance of a building permit which demonstrates a minimum of 15 percent of the total area of the surface parking lot is landscaped and one (1) tree per four (4) surface parking spaces and is in substantial conformance with the submitted project plans landscape plan sheet marked **L2**, date stamped May 8, 2013.
 - b. The applicant shall maintain the landscape in a good, healthy condition by performing daily maintenance, removing trash, and replacing any dead plant materials, broken irrigation sprinklers and watering devices.
8. **Front Yard Setback.** The project shall not be built within 18 inches of the front lot line. This 18-inch setback shall be landscaped in accordance with the submitted project plans landscape plan sheet marked **L2**, date stamped May 8, 2013.
9. **Lot Coverage.** The building shall cover no more than 75 percent of the lot area.
10. **Floor Area Ratio.** The building shall have a floor area ratio no greater than 1.25:1.
11. **Covenant and Agreement.** A Covenant and Agreement shall be recorded with the Los Angeles County Recorder acknowledging the contents and limitations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as well as the conditions of approval established herein. The Covenant and Agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns and shall be submitted to the

Department of City Planning for approval prior to being recorded. After recording, a copy bearing the County Recorder's number and date shall be provided to the Department of City Planning for attachment to the administrative file.

12. Walkability Checklist.

Sidewalks

- c. All sidewalks, both on-site and within the public right-of-way, shall be designed and constructed to be consistent with the Woodland Hills Streetscape Plan.
- d. All sidewalks that cross driveways shall be designed for pedestrian safety and comfort, incorporating such features as a stop-sign, distinct paving pattern (designed to be consistent with the sidewalk pattern), signage, and lighting so that pedestrians are visible to moving vehicles during the day and night.
- e. Street trees and street furnishings shall be constructed along Ventura Boulevard. Such furnishings may include benches, newspaper racks, trash receptacles, bicycle racks, and pedestrian lighting.
- f. All outdoor lighting fixtures shall be "dark sky" compliant.

FINDINGS

A. General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area, and within the Ventura/Cahuenga Boulevard Corridor Specific Plan area, an implementing tool of the General Plan. The Community Plan was most recently updated by the City Council on August 17, 1999. The Community Plan designates the subject property as Community Commercial, with corresponding zones of CR, C2, C4, RAS3 and RAS4. The proposed project and Specific Plan Exception request IS consistent with the land use designation on the plan map, and is in conformance with the goals, objectives and policies of the General Plan, as reflected in the adopted community plan, and stated below.
2. **General Plan Text.** The Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan text, under Commercial Land Use, includes the following relevant land use goal, objective and policies which, as conditioned and approved herein, the project is consistent with:

GOAL 2 AN ECONOMICALLY VITAL COMMERCIAL SECTOR OFFERING A DIVERSITY OF GOODS AND SERVICES TO MEET THE NEEDS OF THE COMMUNITY PLAN AREA. THIS MEANS THAT COMMERCIAL LAND USE POLICIES MUST SUPPORT MAXIMUM EFFICIENCY AND ACCESSIBILITY OF COMMERCIAL DEVELOPMENT WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1 Conserve and strengthen viable commercial development and encourage recycling of obsolete commercial development.

Policies

- 2-1.1 Locate new commercial development in areas currently designated for such development.

Objective 2-2 Enhance the appearance of commercial districts.

Policies

- 2-2.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Ventura/ Cahuenga Boulevard Corridor Specific Plan, and implement the applicable design standards identified in the Design Guidelines Chapter of the Community Plan.

- 2-2.2 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Program: The Community Plan and Specific Plans include Design guidelines which implement this policy.

- 2-2.3 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits, amends Plan designations and recommends corresponding zone changes to implement this policy.

Program: Chapter V of this Plan, Urban Design includes design guidelines for individual commercial projects.

2-2.4 Improve safety and aesthetics of parking areas in commercial areas.

Program: Implement design standard for parking areas established in the Ventura/Cahuenga Boulevard Corridor Specific Plan and within the Design Standards Chapter of this plan.

2-2.5 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

Program: The Design Guidelines in this Plan and the Ventura/Cahuenga Boulevard Corridor Specific Plan include sections which establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and right-of-way, including streetscape and landscaping.

Objective 2-3 Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.

Policies

2-3.1 Preserve existing Pedestrian Oriented Districts.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Specific Plan which designates specific areas as POD districts.

2-3.2 New development in Pedestrian Oriented Districts should add to and enhance existing pedestrian street activity.

Program: New commercial activity within these districts should be consistent with uses specified within Specific Plan regulations or, for areas outside Specific Plan boundaries, POD implementing ordinances.

2-3.3 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan Design Guidelines which address this policy for areas within the Specific Plan boundaries. Additionally, where appropriate establish Pedestrian Oriented Districts outside of the Specific Plan boundaries.

Objective 2-4 Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Policies

2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of Design Guidelines and the Ventura/Canheunga Boulevard Corridor Specific Plan.

2-4.3 Implement development standards that promote commercial development at a scale commensurate with their classification as Neighborhood, General, Community, or Regional Centers and that is compatible with adjacent, primarily residential uses.

3. **Ventura-Cahuenga Boulevard Corridor Specific Plan.** The Ventura-Cahuenga Boulevard Corridor Specific Plan became effective on February 16, 1991. It was created to ensure that land uses and development along the corridor occur in a manner that is compatible and compliments the surrounding community. The project's request would adhere to the intent of the purpose of the Specific Plan. The intent of the Specific Plan's height provision is to limit the bulk and mass of buildings, reduce shade/shadow impacts on adjacent residential properties, and encourage aesthetics. The project is carefully designed to promote attractive and harmonious commercial development, containing coordinated standards for signs, buffering, setbacks, lot coverage and good zoning practice. The intent of the Specific Plan is to encourage and regulate commercial intensification in the corridor while mitigating its impacts. Providing automobile sales and service at a site that has historically offered automotive uses to the community fulfills the intent of the Specific Plan by addressing the needs of the immediate area, surrounding communities and region.
4. **Transportation** Element of the General Plan. Pursuant to the Scenic Highways part of the Transportation Element, the proposed project will not impact upon a scenic highway because the conditions of approval provide for protection against impacts on the views along or visible from designated scenic highways.

B. Entitlement Findings

1. **Zone Change**

- a. That the proposed Zone Change is in conformity with public necessity, convenience, general welfare and good zoning practices.

The proposed Zone Change is in conformity with the public necessity, convenience, general welfare and good zoning. The Zone Change would result in a uniform zoning pattern consistent with the land use designations envisioned for the site. The Zone Change also permits the construction of a unified development which is compatible with its surroundings and consistent with multiple Federal, State and City planning goals. Without this approval, the property's multiple zoning designations will continue to restrict this sites ability to achieve numerous Planning goals

2. **Specific Plan Exception, L.A.M.C. Sec. 11.5.7 F:**

Strictly applying the Ventura-Cahuenga Boulevard Corridor Specific Plan's regulations relating to Pedestrian Oriented Areas, Height Limits, Building Articulation, Side Yard Setbacks, Parking Structure Landscape Buffers, Wall Signs and Monument Signs creates practical difficulties for development on this site that would comply with the purpose and intent of the Specific Plan. The project involves the demolition of an existing

auto dealership, which is located on the north side of Ventura Boulevard in Woodland Hills. The site is bounded by an auto dealership to the east, the Ventura Freeway to the north, a retirement facility to the west and low-intensity commercial buildings to the south. The current site is developed with an auto-oriented auto dealership and the proposed project includes a new auto dealership that meets the intent of the Specific Plan as it achieves the following noted purposes of the Specific Plan:

Purpose D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

Purpose E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

Purpose H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion

Purpose K. To promote a high level of pedestrian activity in the Pedestrian Oriented Areas by regulating the placement of buildings and structures To accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

Exception from Section 5.C.1(b) and Section 5.C.1(a): Auto Use in a Pedestrian Oriented Area

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

Section 5.C. 1 (b) of the Ventura/Cahuenga Boulevard Corridor Specific Plan does not permit motor sales or repair in a designated Pedestrian Oriented Area. The existing Lexus of Woodland Hills building located at 21701 Ventura Boulevard is an existing use with non-conforming rights. Section 11.5.7-G(1) of the LAMC allows a Specific Plan Exception for alteration or enlargement of an existing legal non-conforming use. The proposed 72,404 square-foot expansion (includes a covered display area, enclosed service areas and exterior and interior inventory storage) will provide the dealership with the size of showrooms, size and number of service bays, and the number and layout of sales and service offices as required by Lexus corporate. Corporate wants to modernize the dealership and bring most of the outdoor uses inside one (1) new structure containing inventory sales, storage, service bays and code required parking. The owner of the existing dealership cannot meet Lexus' new operating criteria within the boundaries of the existing building and strict adherence to the Specific Plan would cause unnecessary hardship upon the applicant and would be inconsistent with the following purposes of the Specific Plan:

Section 2.D, to assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area; and,

Section 2.E, to provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

Section 2.H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion

As a result, an Exception is needed for the new auto sales use.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The existing dealership site has been in operation as an auto dealership since 1971. The existing building was constructed prior to the adoption of the Specific Plan in 1991. Lexus has recently updated its dealership criteria, which established significant new requirements' concerning the size of showrooms at its dealerships, the size and number of service bays, the number and layout of sales and service offices, and the internal circulation between all these facilities. As the owner of the Lexus of Woodland Hills is unable to meet these new operating criteria in the existing dealership site, he is required to expand and upgrade his existing dealership. Therefore, the unique situation of the subject property would make the strict adherence to the Specific Plan unrealistic in this instance.

- c. That the exception form the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The project site includes an existing auto repair and sales facility that is part of Lexus sales and maintenance facilities. As noted above, Lexus has recently updated its dealership criteria, which established significant new requirements concerning the size of showrooms at its dealerships, the size and number of service bays, the number and layout of sales and service offices, and the internal circulation between all these facilities, As the owner of the Lexus of Woodland Hills is unable to meet these new operating criteria in the existing dealership site, he is required to expand and upgrade his existing dealership, Therefore, not granting the Specific Plan Exception to expand on this use would result in unnecessary hardships for the properly owner because the limited store size would not meet Lexus' new dealership criteria.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

Granting the exceptions to the Specific Plan will not be detrimental to the area or adversely affect the streetscape character of the street. The project provides adequate setback and landscaping on all sides and thus will not have a negative impact.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

The Specific Plan establishes a variety of development and design requirements in order to enhance the visual character of the area and mitigates potential impacts that a development may have on the surrounding area. Notwithstanding the requested exceptions, the proposed project will adhere to the standards of the Specific Plan. The exceptions being requested will not contradict with the intent of the Specific Plan, and will help promote commercial investment in the area.

Exception from Section 7.E.1(e)-3: Building Height.

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The general purpose and intent of the height regulations contained in the Specific Plan is to protect adjacent residential uses from commercial uses along Ventura Boulevard. This project site, however, is relatively unique for Ventura Boulevard in that respect as there are no adjoining single family uses. In addition, the site does slope downward as it proceeds north thus affecting the overall height of the project as designed as one building, since the height is measured from the lowest point.

The Specific Plan has a height limit of 45 feet for the subject site. In addition, the Specific Plan specifically notes that rooftop structures are to be included in the overall height limit. The proposed project includes a request to permit an elevator and stair shaft to extend beyond this limit to 55 feet. The stair and elevator shaft enclosure in question is located deep within the interior of the site and will be set approximately 110 feet from the street frontage, approximately 105 feet from the western lot line, approximately 180 feet from the eastern lot line and approximately 287 feet from the rear lot line. These distances along with the location relative to the entire structure will minimize the visual impact from Ventura Boulevard so as not to be offensive.

Lexus has new operating criteria for its dealerships that includes the required distance between floors in buildings that house showrooms and service bays. The elevator is necessary for safe circulation in the new building for employees and customers going to and from the roof area during business hours. In addition, there is a five-foot grade drop from the showroom to the rear service bays, which contributes to the measurement of the height. Not permitting the building to reach a maximum of 55 feet would create an unnecessary hardship because the building would not be able to provide access (via stairs and an elevator) to the parking area located on the roof. It is important to note that the building, with the exception of the stairwells, elevator tower and the mechanical screen and equipment will not exceed the maximum 45 feet of the Specific Plan.

In addition, one of the goals of the Specific Plan is to reduce surface parking lots and to activate the street for pedestrians by bringing buildings to the front property line (Purpose H). The proposed project aims to do so by enclosing most service, sales, parking and storage areas within a three-story, 45-foot tall sales/service/parking garage/storage building at the front property line. If the project were to be designed with only a two-story building, and thus within the height limit, more cars would have to be parked in a surface lot and would be inconsistent with the purpose of the Specific Plan. As the project removes much of the inventory from surface lots, a fourth level is required to access the storage area. Unfortunately, the only way to access the fourth level of this building is by an elevator which requires the shaft to

extend above the roof line. Thus, strict application of the Specific Plan's height limit would limit the projects ability to construct a building that satisfies this purpose of the Specific Plan.

In addition the project includes a request to construct a mechanical screen on the northeast edge of the parking garage that will have a height of 49 feet, six inches to shield exhaust fans from view. As previously mention, a three-story sales/service/parking garage/storage building is required to meet Purpose H of the Specific Plan and the design of this structure requires that the exhaust fans be installed on the roof of the structure. As the Specific Plan requires that all roof top structures be screened from view, the project includes an architectural element to screen this equipment from view and needs additional height to do so. Furthermore, this mechanical screen contributes to the overall aesthetic of the building by creating an interesting architectural element to the north facing façade. Thus, strict application of the Specific Plan would actually render a project incompliant with the Specific Plan as the equipment would be visible.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The subject property is a deep and slightly sloping site that abuts the Ventura Freeway at its lowest point to the rear on the north. The property was zoned with C and P zoning in the pattern of the structures currently contained on the site. This renders any alteration or addition to the configuration of the commercial structures difficult if not impossible.

Another exceptional circumstance for the subject property is the fact that the datum point from which the heights of the building and its components are established is located at a low point on the site that renders all measurements from a point approximately four (4) feet below the back of the sidewalk at the street frontage.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property rights to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales and parking areas indoors. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also providing a beneficial service to the immediate community. An Exception is needed for additional height in order to accommodate Lexus corporate modernized design, to provide access to all levels of the building by elevator and stairs and to screen all mechanical equipment.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

The primary purpose of the height limits in the Specific Plan is to protect adjacent single-family residences and to minimize any “canyoning” effect along Ventura Boulevard. As there are no single-family homes in the immediate vicinity, granting an exception will not be detrimental to the public welfare. In addition, the exceptions for height are only for small portions of the building and would not have any effect on the pedestrian experience along Ventura Boulevard as the vast majority of the building is well below 45 feet in height.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

Granting the exception will be consistent with the principles, intent and goals of the specific plan and applicable elements of the General Plan. The Specific Plan establishes regulations and guidelines to address the physical appearance, the type of development, the relationship between land uses, and encourages the creation of a pedestrian friendly environment. Specifically, the Plan seeks to promote attractive and harmonious development and preserve and enhance the aesthetics of each community. In general, the project will create an architecturally appealing and interesting development that incorporates attractive landscaping and the design to enhance pedestrian activity. The project will not only preserve but will significantly enhance the aesthetic character of the area

Exception from Section 7.E.1(f): Building Articulation

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan has a requirement that:

“in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided.”

In other words, any portion of the front façade over 25 feet has to be stepped back 10 feet from the front façade, and any portion above 40 feet, would need to be stepped back 20 feet from the front façade.

While the Specific Plan calls for horizontal articulation for the front facade, as designed, the front façade building has a varying height of primarily 34 to 41 feet, eight (8) inches and does not comply with the articulation provision. The portion of the façade above 25 feet is not stepped back at all and the portion above 40 feet is only stepped back eight (8) feet in lieu of the required 20 feet. While the intent of the stepback requirement was to create visual interest and to minimize a canyoning effect for pedestrians, the project, as designed, does satisfy those goals by creating vertical articulation and breaking up the massing of the building along the southern facing façade. The glass and canopy elements, as well as the angled roof lines, certainly break up the façade and do not create a looming feeling for pedestrians, and thus comply with the intent of the regulation.

As noted earlier, Lexus has new operating criteria for its dealerships that includes the required configuration of sales and administrative spaces in a two-story space for the front portion of the building. This configuration requires vertical expanse of more than 25 feet, and thus the horizontal setback would not be able to be incorporated into this model. Strict adherence to the Specific Plan's articulation regulations would require the construction of another building on the site to house these administrative services. By doing so, the lot coverage of the project would exceed the allowed 75% and would also impact any on-site circulation. While the aim of the horizontal articulation was to break up the façade, the proposed design meets the general intent of the regulation and an Exception shall be granted. Thus, not permitting the building to have limited horizontal setback would create an unnecessary hardship because the project would not comply with the lot coverage requirement and the building would not be able to provide the ideal space configuration for the corporate model.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

In maintaining this site as a new car dealership in keeping with Lexus Corporate design regulations, a single building design is required to house the sales, servicing, administrative, parking and inventory storage. In addition, as the site is more than 300 feet deep, the Fire Department requires that there be a 28-foot wide access way for each of the proposed driveways. These two driveways occupy a significant amount of the site area for fire access and limits where any other structure can be sited. In order to continue to balance the goals of the Specific Plan and the requirements of Lexus Corporate, deviation from the horizontal articulation requirements of the Specific Plan are needed to minimize lot coverage and to activate the pedestrian realm by including a second story for administrative services at the front of the building.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus and to comply with the lot coverage limits, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also providing a beneficial service to the immediate community. An Exception is needed for limited horizontal façade articulation in order to accommodate two levels at the south façade and to maintain constant property rights.

- d. That the granting of the exception will not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

The aim of the horizontal articulation provision is to activate the pedestrian realm and to reduce any canyoning effect. Any deviation from this regulation will not be detrimental to the public welfare or injurious to the property or surrounding area as the proposed project satisfies the aim by providing material and vertical architectural articulation and provides a benefit to the pedestrian experience.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

The aim of the horizontal articulation provision is to activate the pedestrian realm and to reduce any canyoning effect. The granting of the exception from this regulation will be consistent with the intent of the Specific Plan as the proposed project satisfies the aim by providing material and vertical architectural articulation and provides a benefit to the pedestrian experience.

Exception from Section 7.A.2(b): Side Yard

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan requires that:

“No side yard side yard shall be permitted at the Ground Floor, except that an access way, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the access way may be provided for vehicular access to parking and pedestrian access to the building.”

As proposed, the project includes a 28-foot wide fire lane as well as inventory storage and landscaping, in both side yards and does not comply with the Specific Plan side yard provision. However, there are some development restrictions that require some deviation from this regulation. As the site is more than 300 feet deep, the Fire Department requires that the Fire Lane be 28 feet in lieu of the usually required, and Specific Plan allowed, 20-feet. In order to comply with the Fire Department a 28-foot wide driveway is required and strict application of the Specific Plan would impact the safety of those on site. In addition, it has been the intent of the Specific Plan to design a project so as to prevent parking to be in front of a building and the proposed location of the parking and inventory storage (or what appears to be parked cars) would satisfy the intent of the Specific Plan and strict application of the side yard limitations would require the cars to be stored elsewhere and could impact any required circulation for the Fire Department. In addition, the Specific Plan did not intend to prohibit the parking of cars in sideyards.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

As noted above, the Fire Department requires a 28-foot wide driveway for both of the driveways and thus an Exception is required to accommodate this driveway. The fact that the Fire Department requires two, 28-foot wide driveways, a significant portion of the site is required to be developed solely for circulation purposes and this thus limits

alternative site configurations. Thus, there are exception circumstances to the subject property that do not apply generally to other properties in the Specific Plan area.

- c. **That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. In order to provide access to the site, two, 28-foot wide fire access ways are required and in order to accommodate the required circulation, an Exception is needed. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also serving a beneficial service to the immediate community. An Exception is needed to allow for additional inventory storage and a wider driveway in the side yard setback.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

By granting an exception for the proposed side yard deviation, the general welfare will actually be improved as the required 28-foot wide fire access way will be provided. In addition, by providing a larger side yard, there would be a greater distance between the retirement home to the west and the subject site, creating more space for landscaping to improve their view.

- e. **That the granting of the exception will be consistent with the principles, intent and goals of the geographically specifics plan and any applicable element of the General Plan.**

The widening of the side yard will improve the relationship between the retirement home to the west and the subject site by creating a greater setback as well as additional landscaping. In addition, by locating the inventory storage and customer parking in the side yards, the building serves to activate the pedestrian realm by being built to the required front yard setback.

Exception from Section 7.D.2(b): Landscape Buffer

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan requires a 10-foot landscape buffer around any parking garage. While the intent of the buffer was to provide screening of a parking garage, as well as to reduce any glare from headlights, the installation of the landscape buffer in this

case is not needed. The building itself is not solely a parking garage, but rather a building that holds sales space, servicing areas, parking, and car storage. The building won't be used as a traditional parking garage and thus does not need to be mitigated as such. Furthermore, in order to improve the visual character of the building, there is a trellis with creeping vines to be installed on the west facing side next to the retirement home. In addition there will be trees planted along the east, west and north property lines to provide a pleasing green screen for the site. As a result of the unique aspects of the building, strict application of the Specific Plan's regulations would create a hardship on the site design as the 10 foot landscaped area would impinge upon the required 28-foot wide fire access lane and other landscaping along the perimeter of the site.

- b. **That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

In order to continue the use of the site as a new car dealership, which is desired by the City and the immediate area, the site is proposed to be developed as Lexus corporate sees fit to modernize the site. In order to do so, Lexus proposes to include the vast majority of all services offered on-site (sales, administrative, repair, storage and parking) in one building. As the building is not a traditional parking garage, the typical mitigation measures are not required. Furthermore, there will be a landscape buffer along much of the perimeter of the property and will include 35 trees and additional shrubbery to screen the site from the east, west, and north. Thus, there are exceptional circumstances to the subject property that generally do not apply to other property in the specific plan area.

- c. **That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. As all these uses are contained within a single building, the parking garage landscape provision does not really apply as the building is not only used for parking and an Exception is needed to allow a reduced landscaped buffer around a building which contains some parking.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

As noted previously, the provision does not fully apply to the subject design as the building is not solely used as a parking garage. In addition, there will be a landscape buffer installed along the west, east and north property lines to screen the proposed building from view and thus will not be detrimental to the public.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

One of the aims of the Specific Plan was to create harmonious commercial design and as proposed, the project will be compatible with the surrounding uses as well as be screened from view from the north, east and west by a landscaped buffer.

Exception from Section 8.B.1(a)-1: Wall Sign

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The applicant seeks an exception from Section 8B1a(1) of the Ventura-Cahuenga Boulevard Corridor Specific Plan, which states that:

"A maximum of one wall sign per tenant is permitted on a building's street frontage. In addition to the above, a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage, or facing a parking lot."

In addition, the area of the signs is capped at twice the lot frontage, and in this case with a lot frontage of 316 feet, the area of all wall signs cannot exceed 632 square feet. As designed and proposed, the applicant proposes three (3) wall signs along Ventura Boulevard and one (1) wall sign facing the Ventura Freeway, with a total area of 469 square feet, and is requesting a specific plan Exception for the three (3) wall signs facing Ventura.

The purpose and intent of the Specific Plan's sign regulations is, in part:

- To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development. (Specific Plan, Section 2, C.)
- To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping. (Specific Plan, Section 2, F.)

The requested Specific Plan exception will not result in an inconsistency with the general purpose and intent of the Specific Plan, as the sign regulations are generally not intended to apply to a development of this size and use(s). The project frontage along Ventura Boulevard is 316 feet and the site spans over three acres in area. In order to provide adequate signage for the large site, more than one (1) wall sign is needed on the Ventura Façade to provide identification for vehicles traveling both east and west. In addition, retail buildings along Ventura Boulevard typically consist of small commercial businesses that have street frontages of 40 or 50 feet, representing a mere fraction of the size of the commercial business to be located at the subject property. If individual businesses with the typical street frontage of 40 or 50 feet were developed on this block, a total of six (6) wall signs would be permitted; therefore, the requested three (3) signs facing Ventura Boulevard, is warranted and is not excessive. In addition as the total area of all the wall signs, 469 square feet is

less than the allowed 632 square feet of wall sign area, the impact will be less than significant.

Therefore, strict application of the wall sign regulations in the Specific Plan would result in unnecessary hardships inconsistent with the general purpose and intent of the Specific Plan in that it would limit the project's visibility, as well as the visibility of the accessory uses, instead of permitting signage that has been designed to preserve and enhance community aesthetics through the integration into the design of the building architecture.

- b. **There are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The subject property is distinctive in that it is dissimilar generally from other commercial properties in the Specific Plan. The Specific Plan, in designing its sign regulations, did not contemplate the type and size of project proposed on the subject property which occupies a street frontage on Ventura Boulevard six (6) times the length of the predominantly smaller retail businesses in the neighborhood located on the same street. The subject property includes an approximately 316-foot long frontage along Ventura Boulevard, which is designated a major Highway - Class II. Most properties along Ventura Boulevard have one (1) street frontage on a 40 to 50 foot wide lot. Therefore, there are exceptional circumstances applicable to the subject property that do not apply generally to other properties in the Specific Plan area which would permit the granting of the Exception to approve the wall signs as proposed.

- c. **That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The subject site was developed as a new car auto dealership in 1971 and since then has been allowed to have multiple wall signs as well as three (3) pole signs. As a result, the business has become accustomed to additional signage for advertising purposes. While the project does not request the same intensity of signage as existed previously, the amount requested is not excessive and would not be offensive.

In addition, the Specific Plan, in designing its sign regulations, did not contemplate the type and size of project proposed on the subject property which occupies a street frontage on Ventura Boulevard 6 times the length of the predominantly smaller retail businesses in the neighborhood located on the same street. The subject property includes an approximately 316-foot long frontage along Ventura Boulevard, which is designated a major Highway - Class II. Most properties along Ventura Boulevard have one (1) street frontage on a 40 to 50 foot wide lot. Therefore, there are exceptional circumstances applicable to the subject property to further enjoy substantial property rights that do not apply generally to other properties in the Specific Plan area which would permit the granting of the Exception to approve the wall signs as proposed. As the requested sign area (469 square feet) is below the allowed 632 square foot limit for a site of its size an Exception should be granted to meet the intent of the Specific Plan.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

This finding is not available for exceptions pertaining to signage. See *Desert Outdoor Adver., Inc. v. City of Oakland*, 506 F.3d 798 (Ninth Cir. 2009).

- e. **That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

This finding is not available for exceptions pertaining to signage. See *Desert Outdoor Adver., Inc. v. City of Oakland*, 506 F.3d 798 (Ninth Cir. 2009).

Exception from Section 8.B.1(b): Monument Sign

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan allows for a site to have one (1) 60 square-foot monument sign per 200 feet of street frontage. As proposed, the Project includes two (2) 60 square-foot monument signs and is requesting an Exception from the Specific Plan to do so. The site has a frontage of 316 feet and will have two (2) driveway entrances. The property to the west is developed with a 35-foot tall retirement home which has a driveway cut at its eastern property line. In addition, to the east is another auto dealership with a surface parking lot extending to its western property line. In order to create visual distinction from the adjacent uses and driveway cuts, monument signs are needed for identification purposes. Strict application of the Specific Plan would result in practical hardships for visibility and safety purposes. In addition, the existing site has three (3) legal, non-conforming pole signs and as a result of the project, will be removed. In order to maintain an approximate amount of business advertising as the existing Lexus Dealership currently has, a second monument sign is needed and would be an improvement to the site (instead of the three (3) prohibited pole signs).

- b. **That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

As noted above, in order to differentiate from the properties to the east and west, signage is required to mark the driveways. By allowing a monument sign by each driveway, there will be a clear marker of which driveway belongs to Lexus as opposed to Ford or the retirement home. In addition, it should be noted that this provision in the Specific Plan would allow for any site, even one with less than 200 feet of lot frontage to have a monument sign. As much of the Specific Plan is broken up with lots with frontage of 40-50 feet, the provision did not take into account large lots, such as, this and special accommodation should be given to larger lots which require more than one access point.

- c. **That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the**

same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. As all these uses are contained within a single building in the middle of the lot, two (2) access points are required, and as a result two (2) business identification signs are needed to mark the entrance point for the dealership in order to maintain substantial property rights.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

This finding is not available for exceptions pertaining to signage. See *Desert Outdoor Adver., Inc. v. City of Oakland*, 506 F.3d 798 (Ninth Cir. 2009).

- e. **That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

This finding is not available for exceptions pertaining to signage. See *Desert Outdoor Adver., Inc. v. City of Oakland*, 506 F.3d 798 (Ninth Cir. 2009).

a. **Project Permit Compliance, L.A.M.C. Sec. 11.5.7,C.2:**

- i. **Does the project substantially comply with the applicable regulations, findings, standards and provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan?**

- a. Uses.

See Findings for allowing an auto use in a Pedestrian Oriented Area above.

- b. FAR.

The project is located within the Community Commercial plan designation and is limited to a FAR development right not to exceed 1.25:1. The proposed project would construct a 72,404 gross square-foot building. The proposed project would lead to a total FAR of .55 for the entire site, which is below the maximum permitted and complies with the Specific Plan.

- c. Height.

See Findings for Height and Building Articulation Exceptions above.

- d. Yards.

The Project complies with the yard requirements by providing an 18-inch front yard setback. See above for Findings for a Specific Plan Exception for side yard requirements above.

e. Lot Coverage.

The project is located within the Community Commercial plan designation and is limited to a lot coverage of 75%. The proposed project would construct a 72,404 square-foot building. The proposed project would lead to a total lot coverage of 50% for the entire site, which is below the maximum permitted and complies with the Specific Plan.

f. Driveways.

There will be two (2) driveways to the site, and complies with the Specific Plan.

g. Landscaping.

As conditioned herein, 15% of the surface parking lot (not including inventory storage areas) will be landscaped.

h. Parking.

The construction of a 72,404 square-foot dealership is located within a State Enterprise Zone and requires only one (1) parking space per 500 square feet of floor area. However, the proposed project exceeds this requirement by providing parking at the Specific Plan's rate of one space per 250 square feet, and results in 294 parking spaces, and thus complies with the Specific Plan.

i. Signs.

See Findings for Wall and Monument Sign Exceptions above.

ii. **Does the project incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible?**

See Finding C. below.

B. CEQA Finding

Environmental. A Mitigated Negative Declaration (ENV-2012-2577-MND) was prepared for the proposed project, and it reflects the lead agency's independent judgment and analysis. The Department of City Planning published the Mitigated Negative Declaration with the 20-day comment period ending on April 3, 2013. With the mitigation measure described in the MND and listed as Environmental Conditions in this report, there is no substantial evidence that the proposed project will have a significant effect on the environment.



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: Thursday, May 23, 2013
Time: After 8:30 a.m.
Place: Van Nuys City Hall
City Council Chambers—2nd Floor
14410 Sylvan Street
Van Nuys CA. 91401

Public Hearing: Monday, April 22, 2013
Appeal Status: Appealable to City Council
Expiration Date: May 24, 2013
Multiple Approval: Specific Plan Exception, Specific
Plan Project Permit Compliance

Case No.: CPC-2012-2576-ZC-SPE-SPP
CEQA No.: ENV 2012-2577-MND
Incidental Cases: None
Related Cases: None
Council No.: CD 3 – Dennis Zine
Plan Area: Canoga Park – Winnetka -
Woodland Hills – West Hills
Specific Plan: Ventura-Cahuenga Boulevard
Corridor
Certified NC: Woodland Hills – Warner Center
GPLU: Community Commercial
Zone: C4-1LD, P-1LD
Applicant: Diego WH, LLC, R.J. Romero
Representative: Steve Catalano, Kindel Gagan,
Inc.

PROJECT LOCATION: 21701 W. Ventura Boulevard, Woodland Hills 91367

PROPOSED PROJECT: The demolition of an existing, approximately 28,733 square-foot auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles and the construction of a new, approximately 72,404 square-foot (43,671 net square feet) new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles. The project will be three-stories, 55 feet tall and will include 294 parking spaces on a 133,996 square-foot site.

REQUESTED ACTION:

1. Pursuant to Section 12.32 of the Municipal Code, a **Zone Change** from C4-1LD and P-1LD to C4-1LD; and,
2. Pursuant to section 11.5.7.F of the Municipal Code, **Exceptions** from the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No.174,052) as follows:
 - a. Section 5.C.1(b) and Section 5.C.1(a) to permit an expansion to an existing auto dealership in a Pedestrian Oriented Area, which is a use that is otherwise not permitted;
 - b. Section 7.A.2(b) to permit two (2) 28-foot wide access/fire lanes, inventory storage, inventory display, and customer parking in the side yard in lieu of the permitted maximum 20-foot wide driveway with a four-foot walkway and/or a five-foot landscape strip;
 - c. Section 7.D.2(b) to eliminate a ten-foot landscape buffer around three sides of the parking structure;
 - d. Section 7.E.1(f) to permit the southern façade, which has a variable height of 34 to

41 feet, eight inches, to not observe the required building stepback of ten (10) feet from the edge of the roof when the building is more than 25 feet in height; and to permit a portion of the front façade to have a stepback of eight (8) feet from the edge of the roof in lieu of the required ten (10) feet for the first 15-foot increment above 25 feet and to not observe a stepback of 20 feet for the second 15-foot increment above 40 feet;

- e. Section 7.E.1(e)-3 to permit an approximately 25-foot by 30-foot elevator and stair shaft enclosure to exceed the 45-foot height limit by approximately eight (8) feet to a maximum height of approximately 55 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately five (5) feet to a maximum height of approximately 50 feet;
 - f. Section 8.B.1(a)-1 to permit three (3) wall signs on the building's street frontage in lieu of one (1) sign per tenant;
 - g. Section 8.B.1(b) to permit two (2) monument signs with a maximum area of 60 square feet each and a maximum height of six (6) feet for a lot frontage of approximately 316 feet in lieu of the one (1); and,
3. Pursuant to Section 11.5.7 of the Municipal Code, a **Project Permit Compliance** application to permit a new auto dealership within the Ventura/Cahuenga Corridor Specific Plan.

RECOMMENDED ACTIONS:

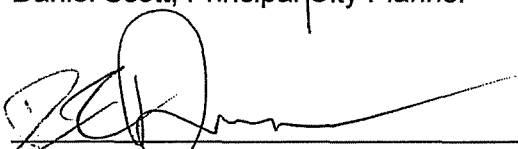
1. **Approve** the proposed Mitigated Negative Declaration, ENV-2012-2577-MND;
2. **Approve** and **recommend** that the City Council, pursuant to Section 12.32 of the L.A.M.C., adopt a **Zone Change** from C4-1LD and P-1LD to **(T)(Q)C4-1L** over the entire site, subject to the attached Conditions of Approval.
3. **Approve Specific Plan Exceptions**, pursuant to Section 11.5.7.F.1 of the Municipal Code, from the following Sections:
 - a. Section 5.C.1(b) and Section 5.C.1(a) to permit an expansion to an existing auto dealership in a Pedestrian Oriented Area, which is a use that is otherwise not permitted;
 - b. Section 7.A.2(b) to permit two (2) 28-foot wide access/fire lanes, inventory storage, inventory display, and customer parking in the side yard in lieu of the permitted maximum 20-foot wide driveway with a four-foot walkway and/or a five-foot landscape strip;
 - c. Section 7.D.2(b) to eliminate a ten-foot landscape buffer around three sides of the parking structure;
 - d. Section 7.E.1(f) to permit the southern façade, which has a variable height of 34 to 38 feet, to not observe the required building stepback of ten (10) feet from the edge of the roof when the building is more than 25 feet in height; and to permit a 25-foot by 30-foot elevator and stair shaft enclosure, which has a height of 55 feet, to have a stepback of eight (8) feet from the edge of the roof in lieu of the required ten (10) feet for the first 15-foot increment above 25 feet and to not observe a stepback of 20 feet for the second 15-foot increment above 40 feet;

- e. Section 7.E.1(e)-3 to permit an approximately 25-foot by 30-foot elevator and stair shaft enclosure to exceed the 45-foot height limit by approximately eight (8) feet to a maximum height of approximately 55 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately five (5) feet to a maximum height of approximately 50 feet;
 - f. Section 8.B.1(a)-1 to permit three (3) wall signs on the building's street frontage in lieu of one (1) sign per tenant; and,
 - g. Section 8.B.1(b) to permit two (2) monument signs with a maximum area of 60 square feet each and a maximum height of six (6) feet for a lot frontage of approximately 316 feet in lieu of the one (1); and, installation of wireless antennas and associated equipment cabinets on the rooftops of buildings in the C Zone on a roadway designated as a scenic highway (Ventura Boulevard) within a specific plan area (Ventura/Cahuenga Boulevard Corridor Specific Plan), subject to the attached Conditions of Approval.
4. **Approve a Project Permit Compliance** with the applicable regulations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, subject to the attached Conditions of Approval; and,
5. **Adopt** the attached Findings.

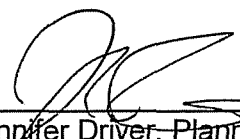
MICHAEL LOGRANDE
Director of Planning



Daniel Scott, Principal City Planner



Robert Z. Dueñas, Senior City Planner



Jennifer Driver, Planning Assistant
Telephone: (818) 374-9916
e-mail: Jennifer.driver@lacity.org

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Exhibits:

- E-1 - Vicinity Map
- E-2 - Radius Map
- E-3 – ZIMAS Information
- E-4 - Photos
- E-5 -- Project Plans
- E-6 - Environmental Clearance
- E-7 – Woodland Hills – Warner Center Neighborhood Council Letter of Support Dated, April 19, 2013.

Site Floor Area: 72,404 square feet of new auto floor area (43,671 net square feet), to include a new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles.

Surrounding Land Use and Zoning

Adjoining properties to the project site are detailed as follows (see Exhibit E-2 – Radius Map):

Direction	Land Uses/Improvements	Zones	General Plan Designation
North	The 101-Freeway	PF-1XL	Public Facilities
South	Commercial Strip Mall and other Commercial businesses	C4-1LD	Community Commercial
East	Ford Dealership	PF-1XL	Public Facilities
West	Retirement Home	(Q)C4-1VLD	Community Commercial

Farther north, is a large multi-family development zoned by the Warner Center Specific Plan. Farther south, are single-family homes in the R1-1 zone. To the east and west are other commercially developed properties, including two large strip malls in the C4 zone.

Street Classification

Ventura Boulevard is a designated Major Highway Class II, dedicated to a half-width of 50 feet, and fully improved with curb, gutter and sidewalk.

The Ventura Freeway is adjacent to the subject site on the north. In between the site and the freeway is an open area with minimal tree planting.

Relevant Cases (On-site)

DIR-2009-1657-SPP: On June 22, 2010, the Director of Planning approved a Project Permit Compliance to allow for a façade renovation and a 56 square-foot office addition to the existing auto dealership.

CPC-1994-59-ZBA: On June 2, 1994, the City Planning Commission approved a Zone Boundary Adjustment from P-1L-D to C4-1L-D to add an additional service shop to existing service building establishment.

Building Permit No. 94HO2674, dated October 14, 1994, was issued to add a 724 square-foot storage building.

Building Permit No. 92WV26250, dated September 2, 1994, was issued to add a 32,266 square-foot service canopy.

Building Permit No. VN85293/85, dated November 13, 1985, was for a 1,800 square foot display enclosure.

Building Permit No. LA22532/71, dated July 19, 1971 was for a one-story 18,234 square-foot auto repair garage with 53 parking spaces.

Building Permit No. LA22533/71, dated July 19, 1971 was for a two-story 31,190 square-foot auto sales and service building with 53 parking spaces.

Relevant Cases (Off-site)

CPC-1994-187-SPE: On December 5, 1993, the City Planning Commission approved a Specific Plan Exception to allow for additional wall and projecting signs for the shopping center located at 21744 W Ventura Blvd.

Reports Received

Three (3) reports were received from City departments or other government agency related to this case at the time of the preparation of this recommendation report.

Department of Transportation

A. Highway Dedication and Improvements

1. Pursuant to Section 10 of the specific Plan the applicant shall make certain street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering. The dedications and improvement, as indicated below, are required of this project

Ventura Boulevard is designated Major Highway Class II in the Street and Highways Element of the City's General Plan. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40 foot half roadway and a 10 foot sidewalk. The standard cross section for Ventura Boulevard is a 52-foot half right-of-way with a 40-foot half roadway and a 12-foot sidewalk. The applicant shall dedicate 2 feet along the entire proposed project frontage on Ventura Boulevard to bring the right-of-way, roadway, and sidewalk up to the standard required by the General Plan.

Bureau of Engineering

A. Dedications

1. Ventura Boulevard (Major Highway - Class II) - A 2-foot wide strip of land along the property frontage to complete a 52-foot half right-of-way in accordance with Major Highway - Class II standards.

B. Improvements

1. Ventura Boulevard - Construct an additional 2-foot concrete sidewalk in the dedicated area to complete a 12-foot wide full-width sidewalk. Upgrade all driveways to comply with ADA requirements.
2. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.
3. No major drainage problems are involved.
4. Sewer lines exist in an easement north of Ventura Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a Building Permit.

C. Office Public Counter/Permit Requirements

1. Obtain a revocable permit at the Valley District Office of the Bureau of Engineering for any structures, wall, fence and landscaping to remain in the dedicated right-of-way (818) 374-4621.
2. There is an 8-foot sanitary sewer easement running along the northerly portion of property. No structure shall be constructed over this easement without prior approval from the B-Permit Group of the Bureau of Engineering.

D. Vacation or Other Case, Existing Easements, Drainage District, Access

1. That two copies of a parking area and driveway plan be submitted to the Valley District Office of the Bureau of Engineering for approval or that a covenant and agreement be recorded agreeing to do the same prior to the issuance of a building permit.

Fire Department

A. Comprehensive

1. Access for Fire Department apparatus and personnel to and into all structures shall be required.
2. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
3. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
4. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
5. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
6. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
7. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
8. Adequate off-site public and on-site private fire hydrants will be required.
9. A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.
10. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
11. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
12. Site plans shall include all overhead utility lines adjacent to the site.

Hearing Officer Comments

Zone Change:

The request to rezone the property to a uniform C4 zone, rather than the existing mix of C4 and P zones will permit the reconfiguration and upgrading of the site in conformance with the Ventura-Cahuenga Corridor Specific Plan. With uniform zoning, the commercial building will be brought to the front of the property fronting Ventura Boulevard and the parking at the rear of the building. Through the recommended T conditions for public improvements placed on the zone change, the Woodland Hills Streetscape Plan will also be fully implemented at this location. The request is therefore entirely appropriate, beneficial to both the applicant and the public, and is a significant step toward implementation of the Specific Plan.

Urban Design Studio

The Project was reviewed by the Urban Design Studio ("Studio") and the Professional Volunteer Program ("Team") on April 23, 2013. Through their review of the proposed project, it was determined that the proposed project did contribute to the desired pedestrian scale and intensity for the neighborhood by having the building built close to the street and by including a landscaped buffer as well. The Studio and Team also determined that the building utilized the Citywide Design Guidelines for Commercial/Industrial Buildings by articulating the front façade with vertical and horizontal features, as well as by landscaping the auto display area and surface parking lot. That being said, the Studio and Team did see the need to enhance or screen the north facing side of the main building to improve the visual character facing the freeway. One suggestion they had was to install a green screen or to add additional trees in the rear landscaped area. Staff recommends incorporating the Team's recommendation and to include either a vine covered trellis on the north face of the garage or plant additional planting of Lombardy Poplar trees in the rear landscaped area.

Pedestrian Oriented Area

The Specific Plan designated the properties between Topanga Canyon Boulevard and Canoga Avenue as a Pedestrian Oriented Area ("POA") and the Specific Plan prohibited any auto use, including the sale of vehicles, in POA's. In this POA, many of the properties located were developed prior to the Specific Plan's adoption, including the subject site, and were built around vehicular transport and designed with surface parking lots in front of commercial and auto buildings. However, with the adoption of the Specific Plan, the community had intended that this area be redesigned with the pedestrian in mind. Unfortunately, no major changes have occurred and all the original auto-oriented uses remain. While auto uses are prohibited in POA's, one of the intents of the Specific Plan and POA's was to activate the street frontages for pedestrians by bringing the building frontage and commercial activity up to the street and placing parking behind and to the sides of buildings, and this project accomplishes that goal.

In addition, as auto sales is key to the economical vitality of the immediate community and the City as a whole, staff recommends keeping the auto use on this site, but to encourage the building to be as pedestrian friendly as possible. As designed, the project does accomplish this goal by placing the parking in the rear of the lot, or to the sides, and siting the building within 18" to ten (10) feet of the front property line. By having the building so close to the street, the pedestrian will be engaged by the commercial activity. In addition, the articulation of the façade and the use of glass and vertical architectural elements also contribute to the success of the project.

Specific Plan Exceptions for Height and Building Articulation

The Specific Plan has a height limit of 45 feet, including all rooftop structure such as elevator shafts and exhaust fans, and a requirement that:

"in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided."

In other words, any portion of the front façade over 25 feet has to be stepped back 10 feet from the front façade, and any portion above 40 feet, would need to be stepped back 20 feet from the front façade.

As designed, the overall project has a varying height of 34 feet to 55 feet. The majority of the building has a height below 45 feet, but there are two exceptions. First, a portion of the rear façade has a height of 49 feet, six inches and is an architectural element which articulates the flat façade as well as screens mechanical equipment. The second portion that is taller than 45 feet is the elevator shaft. While LAMC has provisions which exempt mechanical equipment and elevator shafts from overall height limits, the Specific Plan actually says that despite the LAMC provision *all* structures, including elevator shafts need to be within the stated limits. These are relatively minor deviations from the Specific Plan and do not have a negative impact on the Boulevard.

Lastly, while the Specific Plan calls for horizontal articulation, as designed, the front façade building has a varying height of primarily 34 to 41 feet, eight (8) inches and does not comply with the articulation provision. The portion of the façade above 25 feet is not stepped back at all and the portion above 40 feet is only stepped back eight (8) feet in lieu of the required 20 feet. While the intent of the stepback requirement was to create visual interest and to minimize a canyoning effect for pedestrians, the project as designed does satisfy those goals by creating vertical articulation and breaking up the massing of the building along the southern facing façade with glass and separate architectural elements.

Specific Plan Exception for Side Yards

The Specific Plan requires that:

"No side yard side yard shall be permitted at the Ground Floor, except that an access way, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the access way may be provided for vehicular access to parking and pedestrian access to the building."

As proposed, the project includes a 28-foot wide fire lane as well as inventory storage and landscaping, around the perimeter of the building and does not comply with the Specific Plan. However, as the site is more than 300 feet deep, the Fire Department requires that the Fire Lane be 28 feet in lieu of the usually required 20-feet, and thus the deviation for the width of the driveway is needed for public safety. In addition, as the inventory storage will be permanently occupied by vehicles, it could be seen that a permanent "structure" will be abutting the property line and thus the side yard would be measured from the extent of the car storage, thus reducing the overall sideyard.

Specific Plan Exception for Landscaping around the parking garage

The Specific Plan requires that there be a ten (10) foot landscaped buffer around a parking garage, except when adjacent to another building. As designed, the project does not include a full ten (10) foot buffer around the building which contains two levels of parking (out of four levels total), but rather a varying buffer of zero (0) feet to 12 feet along the perimeter of the property. That being said, the building is unique in that it is not only used for parking, and this provision may not be applicable to a building which includes sales area, service areas, inventory storage and parking. However, in order to mitigate any potential impacts, the project includes a vertical trellis on the west facing side of the building that will be planted with vines to screen the

garage from view from the adjacent retirement home's outdoor entertainment area. In addition to this screen, there will be six (6) Australian Willow trees, which have substantial width and height, planted along the Western portion of the lot to further provide screening from view. Lastly, as conditioned herein, there will either be a green screen on the north facing façade or eight (8) trees will be planted in the rear yard that will grow to 30-80 feet in height to screen the view of the parking area from the Ventura Freeway.

Specific Plan Exception for Wall and Monument Signage

The project site includes a 316-foot frontage along Ventura Boulevard and the Specific Plan allows for a maximum of two (2) wall signs per building, with one facing Ventura Boulevard and the other facing a secondary street (in this case the Ventura Freeway). The area of the signs is capped at twice the lot frontage, and in this case the area of all wall signs cannot exceed 632 square feet. As proposed, the project includes three (3) wall signs facing Ventura and one (1) facing the Ventura Freeway, with a total area of 469 square feet, and is requesting a Specific Plan Exception for the three (3) facing Ventura. Typical street frontages for retail uses along Ventura Boulevard are around 50 feet. If individual retail businesses on typical-size lots were developed on this block, a total of six (6) signs would be permitted, and therefore the requested three (3) signs along Ventura Boulevard are not excessive. In addition, the area of all four (4) wall signs is below the total amount of square feet allowed for this site.

The Specific Plan allows for a site to have one (1) 60 square-foot monument sign per 200 feet of street frontage. As proposed, the Project includes two (2) 60 square-foot monument signs and is requesting an Exception from the Specific Plan to do so. The existing site has three (3) legal, non-conforming pole signs and as a result of the project, will be removed. In order to provide identification of the two (2) driveways and to maintain an approximate amount of business advertising as the existing Lexus Dealership currently has, a second monument sign is needed and would be an improvement to the site (instead of the three prohibited pole signs).

Public Comment

Staff received a letter of support from the Woodland Hills – Warner Center Neighborhood Council and verbal support from Council Office 3 at the required public hearing. In addition, while no one from the public attended the public hearing for this case, two emails were received with concerns regarding noise from the paging system, a potential increase in customers/employers parking in the surrounding residential neighborhood as well the lack of screening of the parking garage for the neighbors north of the freeway. As conditioned herein, Q Conditions B-24 and B-25 address noise on-site and will reduce the potential impact of any paging or ordering systems as follows:

24. Increased Noise Levels (Public Address and Paging System)

- a. Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- b. Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- c. Distance between speakers shall not exceed 40 feet.
- d. Amplified signals shall be inaudible beyond the boundaries of the subject property.

25. Increased Noise Levels (Speaker Boxes/Ordering Systems)

- a. Noise from the speaker box shall be inaudible beyond the property line.

- b. A bus-stop like shelter shall be constructed along the driveway line, approximately 20-feet in length to act as a barrier to sound from the outside ordering system drifting into the nearby residential areas. The design of the shelter shall be to the satisfaction of the decision maker.

In addition, the proposed project will have the majority of the servicing, which would require the paging, indoors and little noise would emanate from the site (currently the servicing is outdoors). As for parking in the surrounding areas, the project requires 145 parking spaces and provides 294 parking spaces, which is twice as many as is required, that will be available for customer and employee use and demand for off-site parking in residential neighborhoods is not anticipated. In addition, the current use of residential parking is not most likely caused by the dealership but by the other retail/restaurant uses that do not provide the legally required number of parking spaces. As for screening of the parking garage from the northern residential properties, staff recommends planting eight (8) trees along the rear property line.

Conclusion

While the project requires deviations the Ventura-Cahuenga Boulevard Corridor Specific Plan, its design and aesthetic is a significant improvement over the existing development, and a major step forward in implementation of the Specific Plan at this location. All the major elements of the Specific Plan have been incorporated into this project, including the public improvements to Ventura Boulevard specified in the Specific Plan and the Streetscape Plan and Design Guidelines, placement of the building along Ventura Boulevard with the parking area behind, removal of the existing pole sign, and a significant enhancement to the pedestrian environment. Planning staff recommends approval of the project, as conditioned herein.

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Use.** The property shall be limited to the construction of a 72,404 gross square-foot new car auto dealership, with 294 parking spaces on a three (3) acre site, as granted by the Specific Plan Exception herein.
2. **Plan.** The use and development of the property shall be in substantial conformance with the submitted project plan sheets labeled **A1 – A6 and L2.0-L2.5**, date stamped May 8, 2013, with the exception of any revised plans prepared in conformance with the requirements of the conditions of this grant and of the LAMC, to the satisfaction of the Department of City Planning.
3. **Height.** The building shall be permitted a maximum building height of 55 feet, as defined in Section 7.E.1 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, and as granted by the Project Permit Exceptions herein, as shown on sheet plan labeled as **A6**, date stamped May 8, 2013. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view.
4. **Floor Area.** The project site shall be limited to the maximum floor area of 72,404 square feet, as shown on the floor plan sheets labeled **A2-A4**, date stamped May 8, 2013.
5. **Landscape Plan.**
 - a. As shown on project plan sheet A6, a portion of the west facing façade of the parking structure shall be screened with a trellis and vines.
 - b. At least three (3) additional Lombardy Poplar trees (total of six (6) Lombardy Poplar trees and two (2) Australian Willow trees) shall be planted in the rear landscaped area to screen the parking structure to the north or a trellis with creeping vines shall be installed on the north facing side of the building.
6. **Signs.** For the entire site any exterior signs, temporary banners, window signs, and signs used for advertising products, merchandise and services which are not shown on plan sheet labeled A6 are not permitted by the LAMC and shall be removed from the site.
7. **Parking.** Parking for the proposed building addition shall be provided pursuant to the requirements of LAMC Section 12.21.A,4 and the State Enterprise Zone. Employee parking shall be provided on-site. Employees shall not park on adjacent residential streets during the hours they are working at the subject facility.
8. **Circulation.** Subject to Department of Transportation approval, a "no-left" turn sign shall be installed on-site.
9. **Wall.** An opaque barrier, such as a concrete block wall or similar, eight (8) feet high, and finished to match the building architecture, shall be installed along the rear property line, as required by the Woodland Hills Streetscape Plan. On the east and west property lines, an eight (8) foot wall shall be installed, except, that for the southernmost 155 feet of the property line, a six-foot wall shall be installed, to the satisfaction of the Department of City Planning Department.
10. **Pedestrian Oriented Area Design.**
 - a. All businesses in a Pedestrian Oriented Area fronting a street shall maintain direct pedestrian access to the sidewalk.

- b. All businesses shall maintain at least 50% of their wall frontage as window space, display case, or public art. Nonreflective glass shall be used to allow maximum visibility from sidewalk into the interior of buildings. Window displays shall conform with sign requirements of the Specific Plan and LAMC
- 11. **Trash.** Trash/recycling receptacles, compactors, cardboard baling machinery and other trash/recycling related devices shall be shielded from the adjacent properties and located at least 50 feet from the property line of adjacent residential uses, to the satisfaction of the Department of City Planning.
- 12. **Safety Hazards.** The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
- 13. **Graffiti.** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.
- 14. **Security.**
 - a. The property owner shall be responsible for discouraging loitering in and around the subject property.
 - b. Security lighting shall be installed on the exterior of the building and shall be designed to minimize illumination at adjacent residential uses.
- 15. **Urban Design (Community Plan Guidelines)**
 - a. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:
 - i. Locating surface parking to the rear of structures.
 - ii. Minimizing the number of driveways providing sole access to the rear of commercial lots.
 - iii. Providing front pedestrian entrances for businesses fronting on main commercial streets.
 - iv. Providing landscaping strips between driveways and walkways accessing the rear of properties.
 - v. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
 - vi. Providing where feasible, the under grounding of new utility service.
 - b. The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character.

- i. Maximize the area devoted to transparent building elements, for front facades and facades facing rear parking.
 - ii. Require use of articulation, recesses, surface perforations, porticoes to break up long, flat building facades.
 - iii. Use accenting, complementary building materials for building facades.
 - iv. Maximize application of architectural features or articulation of building facades.
 - v. Designate architecturally untreated facades for signage.
 - vi. Screen of mechanical and electrical equipment from public view.
 - vii. Screen all rooftop equipment and building appurtenances from public
 - viii. Require the enclosure of trash areas for all projects.
- c. Parking structures shall be integrated with the design of the buildings they serve through:
- i. Design of parking structure exteriors to match the style, materials and color of the main building.
 - ii. Use landscaping to screen parking structures not architecturally integrated with the main building.
 - iii. Buffer adjacent residential uses from parking structures with landscaping and decorative walls.
16. **Exterior Lighting.** All exterior light fixtures shall be shielded to minimize the illumination of adjacent properties and to reduce glare. Floodlighting of buildings and parking lot areas shall be prohibited.
17. **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.

B. Environmental Conditions

1. Aesthetics - Pedestrian Oriented Facade

- a. The ground floor frontage shall be designed with pedestrian orientation along Ventura Boulevard.

2. Aesthetics (Light)

- a. 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.

3. Aesthetics (Glare)

- a. 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.

4. Aesthetics

- a. Provide a structural and/or vegetative screen on the western facing side of the parking garage when abutting the adjacent property's outdoor recreational area so that vehicle headlights from within the garage structure cannot be seen from adjacent residential properties.

5. 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 current hauling activity shall not idle but be turned off.

6. Tree Removal(Non-Protected Trees)

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

7. Tree Removal(Locally Protected Species)

- d. Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
 - i. All protected tree removals require approval from the Board of Public Works.
 - ii. A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
 - iii. A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
 - iv. The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- e. Bonding (Tree Survival):
 - i. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - ii. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

8. Tree Removal(Public Right-of-Way)

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review

and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible.
- d. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- e. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

9. Cultural Resources (Archaeological)

- a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
 - b. The services of an archaeologist shall then be secured by contacting the South Central Coastal information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - c. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - d. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
 - e. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
 - f. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - g. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

10. Cultural Resources (Paleontological)

- a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - i. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology- USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum- who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

11. Cultural Resources (Human Remains)

- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- g. Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.

12. Seismic

- a. 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.

13. Liquefaction Area

- 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 and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18. Division1

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

14. Explosion/Release (Existing Toxic/Hazardous Construction Materials)

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

15. Hazardous Substances

- a. Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

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

- a. 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.

- b. 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.
- c. 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.
- d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

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

- a. 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/rwqcb41>):
 - i. 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.
 - ii. 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.
 - iii. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
 - iv. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
 - v. 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.
 - vi. Preserve riparian areas and wetlands.

- vii. Promote natural vegetation by using parking lot islands and other landscaped areas.
- viii. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- ix. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, benns, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- x. 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.
- xi. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- xii. Legibility of stencils and signs must be maintained.
- xiii. 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.
- xiv. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- xv. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- xvi. 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.
- xvii. 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.
- xviii. 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.
- xix. 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.

- xx. 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.
- xxi. 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.

18. Land Use

- a. The proposed project may not conform to the ALL requirements of the Ventura/Cahuenga Corridor Specific Plan. However, the impact will be mitigated to less than significant level by the proposed mitigation measures.

19. Increased Noise Levels (Landscape Buffer)

- a. A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

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

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

21. Increased Noise Levels (Parking Structure Ramps)

- a. Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
 - i. Concrete, not metal, shall be used for construction of parking ramps.
 - ii. The interior ramps shall be textured to prevent tire squeal at turning areas.
 - iii. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

22. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- a. The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

23. Increased Noise Levels (Auto-Repair Garage)

- a. No openings shall be permitted on any building facade which abuts a residential use or zone.

24. Increased Noise Levels (Public Address and Paging System)

- a. Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- b. Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- c. Distance between speakers shall not exceed 40 feet.
- d. Amplified signals shall be inaudible beyond the boundaries of the subject property.

25. Increased Noise Levels (Speaker Boxes/Ordering Systems)

- a. Noise from the speaker box shall be inaudible beyond the property line.
- b. A bus-stop like shelter shall be constructed along the driveway line, approximately 20-feet in length to act as a barrier to sound from the outside ordering system drifting into the nearby residential areas. The design of the shelter shall be to the satisfaction of the decision maker.

26. Public Services (Fire)

- a. 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:
 - i. 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.

27. Public Services (Police- Demolition/Construction Sites)

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

28. Public Services (Police)

- a. 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.

29. Public Services (Street Improvements Not Required By DOT)

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

30. Traffic Assessment

- a. Comply with conditions in the Traffic Assessment from the Department of Transportation, dated October 11, 2012.

31. Inadequate Emergency Access

- a. 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.

32. 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:
- c. Weather-based irrigation controller with rain shutoff
- d. Matched precipitation (flow) rates for sprinkler heads
- e. Drip/microspray/subsurface irrigation where appropriate
- f. Minimum irrigation system distribution uniformity of 75 percent
- g. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- h. Use of landscape contouring to minimize precipitation runoff

- i. 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.

33. Utilities (Local Water Supplies- All New Construction)

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

34. Utilities (Local Water Supplies - New Commercial or Industrial)

- a. All restroom faucets shall be of a self-closing design.

35. Utilities (Solid Waste Recycling)

- a. (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.
- b. (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.
- c. (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.

36. Utilities (Solid Waste Disposal)

- a. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and

vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

C. Administrative Conditions

1. **Grant.** The entitlements granted herein shall be effectuated as prescribed by the Los Angeles Municipal Code.
2. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
3. **Code Compliance.** Area, height and use regulations of the (T)(Q)C2-1L zone classification of the subject property shall be complied with, except where conditions herein are more restrictive.
4. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the 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.
5. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
6. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
7. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
8. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.
9. **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.

10. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.
11. **Utilization of Concurrent Entitlement.** The subject Zone Change, Specific Plan Exception, and Project Permit Compliance requires completion of all applicable conditions of approval herein to the satisfaction of the Department of City Planning, and the effective date of the Zone Change, Specific Plan Exception, and Project Permit Compliance shall coincide with that of the associated Zone Change on the property involved. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change to effectuate the terms of the remaining entitlement(s) by either securing a building permit or a Certificate of Occupancy for the authorized use.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

1. **Dedication(s) and Improvement(s).** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:
 - a. Ventura Boulevard. Dedication and improvement of Ventura Boulevard as specified in the Department of Transportation traffic assessment letter dated October 11, 2011, in conformance with the Ventura-Cahuenga Boulevard Corridor Specific Plan.
 - b. Responsibilities/Guarantees.
 - (1) As part of early consultation, plan review, and/or project permit review, the Applicant shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the Applicant.
 - (2) Prior to issuance of sign offs for final site plan approval and/or project permits by the Planning Department, the Applicant shall provide written verification to the Planning Department from the responsible agency acknowledging the agency's consultation with the Applicant. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Planning Department.
2. **Sewer Facilities.** Construction of necessary sewer facilities to the satisfaction of the Bureau of Engineering. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
3. **Drainage Facilities.** Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.
4. **Street Trees.** Along the Ventura Boulevard street frontage, construction of tree wells and planting of street trees (Tulip Tree), in a planting pattern (one tree per tree well) in conformance with the Woodland Hills Streetscape Plan and Design Guidelines, to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance and the Planning Department.
5. **Sidewalk Treatment, Street Furniture and Equipment.** Along both the Ventura Boulevard street frontage, construction of enhanced sidewalk paving with pavers or bricks, installation of trash receptacle(s) and bicycle rack(s), in accordance with the specifications of the Woodland Hills Streetscape Plan and Design Guidelines.
6. **Traffic and Transportation.** Pay or guarantee to pay the Project Impact Assessment (PIA) Fee, pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, to DOT before the issuance of any building permit.
7. **Parking.** Preparation of a parking area and driveway plan to the satisfaction of the appropriate Valley District Office of the Bureau of Engineering and the Department of Transportation. A parking area and driveway plan shall be prepared for approval by the appropriate district office of the Bureau of Engineering and the Department of

Transportation. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.

8. **Site Access and Circulation.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation that incorporates design features that reduce accidents, and which incorporates maximum 30-foot wide driveways (for two-way driveways) with a 20-foot reservoir, to be required from the new property line to any gate or the first parking stall.
9. **Street Lights.** Installation of street lights to the satisfaction of the Bureau of Street Lighting, in accordance with the specifications of the Woodland Hills Streetscape Plan and Design Guidelines.
10. **Street Light Modifications.** Street lighting modifications may be required at an intersection if there are improvements by the Department of Transportation (also for off-site improvements).
11. **Fire Department.** Preparation of a plot plan to the satisfaction of the Fire Department.
12. **Cable Television Facilities.** Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05-N, to the satisfaction of the Department of Telecommunications.
13. **Police Department.** Preparation of a plot plan in conformance with the Design Out Crime Guideline Booklet and guidelines defined in the Crime Prevention Through Environmental Design (CPTED) handbook to mitigate impacts on police services. Police recommendations may include but are not limited to secured parking, security fencing, security lighting, information signs, building design and landscaping to reduce places of potential concealment. The plans shall be to the satisfaction of LAPD Crime Prevention Section Personnel.
14. **Notice.** Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.
15. **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.
16. **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.

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR THE SPECIFIC PLAN EXCEPTION (LAMC SECTION 11.5.7-F); PROJECT PERMIT COMPLIANCE (LAMC SECTION 11.5.7-C)

Specific Plan Exception – Ventura-Cahuenga Boulevard Corridor Specific Plan

1. **Height.** All structures shall have a height of 45 feet, except as follows:
 - a. As shown on plan sheet A6 dated May 8, 2013, only the elevator/stair well shaft shall have a height of 55 feet;
 - b. The Mechanical screen and equipment on the eastern edge of the north facing façade shall have a height of 49 feet, eight inches;
2. **Horizontal articulation.** As shown on sheet plan A6, dated May 8, 2013, the front facade shall be allowed a zero (0) foot setback for structures with a height of 25-40 feet and an eight (8) foot setback for structures above 40 feet in height.
3. **Landscaped buffer.** A varying zero (0) to 12 foot landscaped buffer shall be required around the proposed sales, service, parking and inventory storage building, as shown in sheet plan A2 dated May 8, 2013.
4. **Side yard.** As shown on sheet plan A2 dated May 8, 2013, there shall be a 28-foot wide fire access lane, inventory storage, and landscaping permitted in the required zero foot side yard.
5. **Signage.** The Lexus dealership shall be permitted an exceptions from Section 8.B.1.a.1 and 8.B.1.b.1 of the Ventura-Cahuenga Corridor Specific Plan, allowing more than one (1) wall sign per tenant on a building's street frontage and more than one (1) monument sign. In conformance with the submitted Sign Plan date stamped May 8, 2013, a maximum of four (4) wall signs, not to exceed a total of 469 square feet, and two (2) monument signs are permitted, as follows:
 - a. Three (3) wall signs shall be permitted on the building's south wall fronting Ventura Boulevard.
 1. One (1) Lexus wall sign with a logo, not to exceed 76 square feet on the south facing, west side of the facade;
 2. One (1) logo wall sign, reading Woodland Hills, not to exceed 71 square feet, on the south facing, east side of the facade;
 3. One (1) Lexus logo wall sign, not to exceed 107 square feet in the center of the south facing facade; and,
 - b. One (1) "Lexus of Woodland Hills" and logo wall sign, not to exceed 215 square feet facing north.
 - c. Two (2) monument signs shall be permitted on the building's Ventura Frontage.
 1. Each monument sign shall be no more than six (6) feet tall and 10 feet wide.
 2. Each monument sign shall be located in a landscaped area equal or great to the sign area
 - d. No wall signs shall be permitted on the building's east or west walls.
 - e. This grant does not permit any other deviation from Section 8 of the Ventura-Cahuenga Boulevard Corridor Specific (sign Regulations), or the LAMC, including prohibited signs, which include, but are not limited to:

1. Portable signs and sandwich signs;
2. Signs on free-standing walls, except directional signs for parking (or pedestrian access) and signs required pursuant to the Americans with Disabilities Act;
3. Off-site commercial signs (*i.e.*, Billboards);
4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, (provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday). Identified exceptions may not, in aggregate, occupy more than ten percent of any window in area;
5. Pole signs;
6. Windblown devices, such as pennants, flags, banners (that are not temporary signs) and balloons/inflatables;
7. Signs located in the public-right -of-way, except for signs contained on or within bus benches or bus shelters approved by the City Council and the Board of Public Works;
8. Stretchers;
9. Signs having flashing, mechanical, strobe or blinking lights or moving parts, and
10. Supergraphic displays.

Project Permit Compliance – Ventura-Cahuenga Boulevard Corridor Specific Plan

6. **Zone Code Compliance.** All area, height, and use regulations of the C4-1L zone classification of the subject property shall be complied with, except when conditions or regulations of the Specific Plan are specifically varied or required.
7. **Parking Lot Landscaping.**
 - a. The applicant shall submit a final landscape plan to the Planning Department for approval prior to issuance of a building permit which demonstrates a minimum of 15 percent of the total area of the surface parking lot is landscaped and one (1) tree per four (4) surface parking spaces and is in substantial conformance with the submitted project plans landscape plan sheet marked **L2**, date stamped May 8, 2013.
 - b. The applicant shall maintain the landscape in a good, healthy condition by performing daily maintenance, removing trash, and replacing any dead plant materials, broken irrigation sprinklers and watering devices.
8. **Front Yard Setback.** The project shall not be built within 18 inches of the front lot line. This 18-inch setback shall be landscaped in accordance with the submitted project plans landscape plan sheet marked **L2**, date stamped May 8, 2013.
9. **Lot Coverage.** The building shall cover no more than 75 percent of the lot area.
10. **Floor Area Ratio.** The building shall have a floor area ratio no greater than 1.25:1.
11. **Covenant and Agreement.** A Covenant and Agreement shall be recorded with the Los Angeles County Recorder acknowledging the contents and limitations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as well as the conditions of approval

established herein. The Covenant and Agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns and shall be submitted to the Department of City Planning for approval prior to being recorded. After recording, a copy bearing the County Recorder's number and date shall be provided to the Department of City Planning for attachment to the administrative file.

12. Walkability Checklist.

Sidewalks

- c. All sidewalks, both on-site and within the public right-of-way, shall be designed and constructed to be consistent with the Woodland Hills Streetscape Plan.
- d. All sidewalks that cross driveways shall be designed for pedestrian safety and comfort, incorporating such features as a stop-sign, distinct paving pattern (designed to be consistent with the sidewalk pattern), signage, and lighting so that pedestrians are visible to moving vehicles during the day and night.
- e. Street trees and street furnishings shall be constructed along Ventura Boulevard. Such furnishings may include benches, newspaper racks, trash receptacles, bicycle racks, and pedestrian lighting.
- f. All outdoor lighting fixtures shall be "dark sky" compliant.

FINDINGS

A. General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area, and within the Ventura/Cahuenga Boulevard Corridor Specific Plan area, an implementing tool of the General Plan. The Community Plan was most recently updated by the City Council on August 17, 1999. The Community Plan designates the subject property as Community Commercial, with corresponding zones of CR, C2, C4, RAS3 and RAS4. The proposed project and Specific Plan Exception request IS consistent with the land use designation on the plan map, and is in conformance with the goals, objectives and policies of the General Plan, as reflected in the adopted community plan, and stated below.
2. **General Plan Text.** The Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan text, under Commercial Land Use, includes the following relevant land use goal, objective and policies which, as conditioned and approved herein, the project is consistent with:

GOAL 2 AN ECONOMICALLY VITAL COMMERCIAL SECTOR OFFERING A DIVERSITY OF GOODS AND SERVICES TO MEET THE NEEDS OF THE COMMUNITY PLAN AREA. THIS MEANS THAT COMMERCIAL LAND USE POLICIES MUST SUPPORT MAXIMUM EFFICIENCY AND ACCESSIBILITY OF COMMERCIAL DEVELOPMENT WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1 Conserve and strengthen viable commercial development and encourage recycling of obsolete commercial development.

Policies

- 2-1.1 Locate new commercial development in areas currently designated for such development.

Objective 2-2 Enhance the appearance of commercial districts.

Policies

- 2-2.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Ventura/ Cahuenga Boulevard Corridor Specific Plan, and implement the applicable design standards identified in the Design Guidelines Chapter of the Community Plan.

- 2-2.2 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Program: The Community Plan and Specific Plans include Design guidelines which implement this policy.

- 2-2.3 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits, amends Plan designations and recommends corresponding zone changes to implement this policy.

Program: Chapter V of this Plan, Urban Design includes design guidelines for individual commercial projects.

2-2.4 Improve safety and aesthetics of parking areas in commercial areas.

Program: Implement design standard for parking areas established in the Ventura/Cahuenga Boulevard Corridor Specific Plan and within the Design Standards Chapter of this plan.

2-2.5 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

Program: The Design Guidelines in this Plan and the Ventura/Cahuenga Boulevard Corridor Specific Plan include sections which establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and right-of-way, including streetscape and landscaping.

Objective 2-3 Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.

Policies

2-3.1 Preserve existing Pedestrian Oriented Districts.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Specific Plan which designates specific areas as POD districts.

2-3.2 New development in Pedestrian Oriented Districts should add to and enhance existing pedestrian street activity.

Program: New commercial activity within these districts should be consistent with uses specified within Specific Plan regulations or, for areas outside Specific Plan boundaries, POD implementing ordinances.

2-3.3 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: Continue implementation of the Ventura/Cahuenga Boulevard Corridor Specific Plan Design Guidelines which address this policy for areas within the Specific Plan boundaries. Additionally, where appropriate establish Pedestrian Oriented Districts outside of the Specific Plan boundaries.

Objective 2-4 Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Policies

2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of Design Guidelines and the Ventura/Calheunga Boulevard Corridor Specific Plan.

2-4.3 Implement development standards that promote commercial development at a scale commensurate with their classification as Neighborhood, General, Community, or Regional Centers and that is compatible with adjacent, primarily residential uses.

3. **Ventura-Cahuenga Boulevard Corridor Specific Plan.** The Ventura-Cahuenga Boulevard Corridor Specific Plan became effective on February 16, 1991. It was created to ensure that land uses and development along the corridor occur in a manner that is compatible and compliments the surrounding community. The project's request would adhere to the intent of the purpose of the Specific Plan. The intent of the Specific Plan's height provision is to limit the bulk and mass of buildings, reduce shade/shadow impacts on adjacent residential properties, and encourage aesthetics. The project is carefully designed to promote attractive and harmonious commercial development, containing coordinated standards for signs, buffering, setbacks, lot coverage and good zoning practice. The intent of the Specific Plan is to encourage and regulate commercial intensification in the corridor while mitigating its impacts. Providing automobile sales and service at a site that has historically offered automotive uses to the community fulfills the intent of the Specific Plan by addressing the needs of the immediate area, surrounding communities and region.
4. **Transportation** Element of the General Plan. Pursuant to the Scenic Highways part of the Transportation Element, the proposed project will not impact upon a scenic highway because the conditions of approval provide for protection against impacts on the views along or visible from designated scenic highways.

B. Entitlement Findings

1. **Zone Change**

- a. That the proposed Zone Change is in conformity with public necessity, convenience, general welfare and good zoning practices.

The proposed Zone Change is in conformity with the public necessity, convenience, general welfare and good zoning. The Zone Change would result in a uniform zoning pattern consistent with the land use designations envisioned for the site. The Zone Change also permits the construction of a unified development which is compatible with its surroundings and consistent with multiple Federal, State and City planning goals. Without this approval, the property's multiple zoning designations will continue to restrict this sites ability to achieve numerous Planning goals

2. **Specific Plan Exception, L.A.M.C. Sec. 11.5.7 F:**

Strictly applying the Ventura-Cahuenga Boulevard Corridor Specific Plan's regulations relating to Pedestrian Oriented Areas, Height Limits, Building Articulation, Side Yard Setbacks, Parking Structure Landscape Buffers, Wall Signs and Monument Signs creates practical difficulties for development on this site that would comply with the purpose and intent of the Specific Plan. The project involves the demolition of an existing

auto dealership, which is located on the north side of Ventura Boulevard in Woodland Hills. The site is bounded by an auto dealership to the east, the Ventura Freeway to the north, a retirement facility to the west and low-intensity commercial buildings to the south. The current site is developed with an auto-oriented auto dealership and the proposed project includes a new auto dealership that meets the intent of the Specific Plan as it achieves the following noted purposes of the Specific Plan:

Purpose D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

Purpose E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

Purpose H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion

Purpose K. To promote a high level of pedestrian activity in the Pedestrian Oriented Areas by regulating the placement of buildings and structures To accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

Exception from Section 5.C.1(b) and Section 5.C.1(a): Auto Use in a Pedestrian Orientated Area

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

Section 5.C. 1 (b) of the Ventura/Cahuenga Boulevard Corridor Specific Plan does not permit motor sales or repair in a designated Pedestrian Oriented Area. The existing Lexus of Woodland Hills building located at 21701 Ventura Boulevard is an existing use with non-conforming rights. Section 11.5.7-G(1) of the LAMC allows a Specific Plan Exception for alteration or enlargement of an existing legal non-conforming use. The proposed 72,404 square-foot expansion (includes a covered display area, enclosed service areas and exterior and interior inventory storage) will provide the dealership with the size of showrooms, size and number of service bays, and the number and layout of sales and service offices as required by Lexus corporate. Corporate wants to modernize the dealership and bring most of the outdoor uses inside one (1) new structure containing inventory sales, storage, service bays and code required parking. The owner of the existing dealership cannot meet Lexus' new operating criteria within the boundaries of the existing building and strict adherence to the Specific Plan would cause unnecessary hardship upon the applicant and would be inconsistent with the following purposes of the Specific Plan:

Section 2.D, to assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area; and,

Section 2.E, to provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

Section 2.H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion

As a result, an Exception is needed for the new auto sales use.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The existing dealership site has been in operation as an auto dealership since 1971. The existing building was constructed prior to the adoption of the Specific Plan in 1991. Lexus has recently updated its dealership criteria, which established significant new requirements' concerning the size of showrooms at its dealerships, the size and number of service bays, the number and layout of sales and service offices, and the internal circulation between all these facilities. As the owner of the Lexus of Woodland Hills is unable to meet these new operating criteria in the existing dealership site, he is required to expand and upgrade his existing dealership. Therefore, the unique situation of the subject property would make the strict adherence to the Specific Plan unrealistic in this instance.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The project site includes an existing auto repair and sales facility that is part of Lexus sales and maintenance facilities. As noted above, Lexus has recently updated its dealership criteria, which established significant new requirements concerning the size of showrooms at its dealerships, the size and number of service bays, the number and layout of sales and service offices, and the internal circulation between all these facilities. As the owner of the Lexus of Woodland Hills is unable to meet these new operating criteria in the existing dealership site, he is required to expand and upgrade his existing dealership. Therefore, not granting the Specific Plan Exception to expand on this use would result in unnecessary hardships for the property owner because the limited store size would not meet Lexus' new dealership criteria.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

Granting the exceptions to the Specific Plan will not be detrimental to the area or adversely affect the streetscape character of the street. The project provides adequate setback and landscaping on all sides and thus will not have a negative impact.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

The Specific Plan establishes a variety of development and design requirements in order to enhance the visual character of the area and mitigates potential impacts that a development may have on the surrounding area. Notwithstanding the requested exceptions, the proposed project will adhere to the standards of the Specific Plan. The exceptions being requested will not contradict with the intent of the Specific Plan, and will help promote commercial investment in the area.

Exception from Section 7.E.1(e)-3: Building Height.

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The general purpose and intent of the height regulations contained in the Specific Plan is to protect adjacent residential uses from commercial uses along Ventura Boulevard. This project site, however, is relatively unique for Ventura Boulevard in that respect as there are no adjoining single family uses. In addition, the site does slope downward as it proceeds north thus affecting the overall height of the project as designed as one building, since the height is measured from the lowest point.

The Specific Plan has a height limit of 45 feet for the subject site. In addition, the Specific Plan specifically notes that rooftop structures are to be included in the overall height limit. The proposed project includes a request to permit an elevator and stair shaft to extend beyond this limit to 55 feet. The stair and elevator shaft enclosure in question is located deep within the interior of the site and will be set approximately 110 feet from the street frontage, approximately 105 feet from the western lot line, approximately 180 feet from the eastern lot line and approximately 287 feet from the rear lot line. These distances along with the location relative to the entire structure will minimize the visual impact from Ventura Boulevard so as not to be offensive.

Lexus has new operating criteria for its dealerships that includes the required distance between floors in buildings that house showrooms and service bays. The elevator is necessary for safe circulation in the new building for employees and customers going to and from the roof area during business hours. In addition, there is a five-foot grade drop from the showroom to the rear service bays, which contributes to the measurement of the height. Not permitting the building to reach a maximum of 55 feet would create an unnecessary hardship because the building would not be able to provide access (via stairs and an elevator) to the parking area located on the roof. It is important to note that the building, with the exception of the stairwells, elevator tower and the mechanical screen and equipment will not exceed the maximum 45 feet of the Specific Plan.

In addition, one of the goals of the Specific Plan is to reduce surface parking lots and to activate the street for pedestrians by bringing buildings to the front property line (Purpose H). The proposed project aims to do so by enclosing most service, sales, parking and storage areas within a three-story, 45-foot tall sales/service/parking garage/storage building at the front property line. If the project were to be designed with only a two-story building, and thus within the height limit, more cars would have to be parked in a surface lot and would be inconsistent with the purpose of the Specific Plan. As the project removes much of the inventory from surface lots, a fourth level is required to access the storage area. Unfortunately, the only way to access the fourth level of this building is by an elevator which requires the shaft to

extend above the roof line. Thus, strict application of the Specific Plan's height limit would limit the projects ability to construct a building that satisfies this purpose of the Specific Plan.

In addition the project includes a request to construct a mechanical screen on the northeast edge of the parking garage that will have a height of 49 feet, six inches to shield exhaust fans from view. As previously mention, a three-story sales/service/parking garage/storage building is required to meet Purpose H of the Specific Plan and the design of this structure requires that the exhaust fans be installed on the roof of the structure. As the Specific Plan requires that all roof top structures be screened from view, the project includes an architectural element to screen this equipment from view and needs additional height to do so. Furthermore, this mechanical screen contributes to the overall aesthetic of the building by creating an interesting architectural element to the north facing façade. Thus, strict application of the Specific Plan would actually render a project incompliant with the Specific Plan as the equipment would be visible.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The subject property is a deep and slightly sloping site that abuts the Ventura Freeway at its lowest point to the rear on the north. The property was zoned with C and P zoning in the pattern of the structures currently contained on the site. This renders any alteration or addition to the configuration of the commercial structures difficult if not impossible.

Another exceptional circumstance for the subject property is the fact that the datum point from which the heights of the building and its components are established is located at a low point on the site that renders all measurements from a point approximately four (4) feet below the back of the sidewalk at the street frontage.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property rights to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales and parking areas indoors. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also providing a beneficial service to the immediate community. An Exception is needed for additional height in order to accommodate Lexus corporate modernized design, to provide access to all levels of the building by elevator and stairs and to screen all mechanical equipment.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

The primary purpose of the height limits in the Specific Plan is to protect adjacent single-family residences and to minimize any "canyoning" effect along Ventura Boulevard. As there are no single-family homes in the immediate vicinity, granting an exception will not be detrimental to the public welfare. In addition, the exceptions for height are only for small portions of the building and would not have any effect on the pedestrian experience along Ventura Boulevard as the vast majority of the building is well below 45 feet in height.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

Granting the exception will be consistent with the principles, intent and goals of the specific plan and applicable elements of the General Plan. The Specific Plan establishes regulations and guidelines to address the physical appearance, the type of development, the relationship between land uses, and encourages the creation of a pedestrian friendly environment. Specifically, the Plan seeks to promote attractive and harmonious development and preserve and enhance the aesthetics of each community. In general, the project will create an architecturally appealing and interesting development that incorporates attractive landscaping and the design to enhance pedestrian activity. The project will not only preserve but will significantly enhance the aesthetic character of the area

Exception from Section 7.E.1(f): Building Articulation

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan has a requirement that:

"in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment, or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided."

In other words, any portion of the front façade over 25 feet has to be stepbacked 10 feet from the front façade, and any portion above 40 feet, would need to be stepbacked 20 feet from the front façade.

While the Specific Plan calls for horizontal articulation for the front facade, as designed, the front façade building has a varying height of primarily 34 to 41 feet, eight (8) inches and does not comply with the articulation provision. The portion of the façade above 25 feet is not stepbacked at all and the portion above 40 feet is only stepbacked eight (8) feet in lieu of the required 20 feet. While the intent of the stepback requirement was to create visual interest and to minimize a canyoning effect for pedestrians, the project, as designed, does satisfy those goals by creating vertical articulation and breaking up the massing of the building along the southern facing façade. The glass and canopy elements, as well as the angled roof lines, certainly break up the façade and do not create a looming feeling for pedestrians, and thus comply with the intent of the regulation.

As noted earlier, Lexus has new operating criteria for its dealerships that includes the required configuration of sales and administrative spaces in a two-story space for the front portion of the building. This configuration requires vertical expanse of more than 25 feet, and thus the horizontal stepback would not be able to be incorporated into this model. Strict adherence to the Specific Plan's articulation regulations would require the construction of another building on the site to house these administrative services. By doing so, the lot coverage of the project would exceed the allowed 75% and would also impact any on-site circulation. While the aim of the horizontal articulation was to break up the façade, the proposed design meets the general intent of the regulation and an Exception shall be granted. Thus, not permitting the building to have limited horizontal stepback would create an unnecessary hardship because the project would not comply with the lot coverage requirement and the building would not be able to provide the ideal space configuration for the corporate model.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

In maintaining this site as a new car dealership in keeping with Lexus Corporate design regulations, a single building design is required to house the sales, servicing, administrative, parking and inventory storage. In addition, as the site is more than 300 feet deep, the Fire Department requires that there be a 28-foot wide access way for each of the proposed driveways. These two driveways occupy a significant amount of the site area for fire access and limits where any other structure can be sited. In order to continue to balance the goals of the Specific Plan and the requirements of Lexus Corporate, deviation from the horizontal articulation requirements of the Specific Plan are needed to minimize lot coverage and to activate the pedestrian realm by including a second story for administrative services at the front of the building.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus and to comply with the lot coverage limits, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also providing a beneficial service to the immediate community. An Exception is needed for limited horizontal façade articulation in order to accommodate two levels at the south façade and to maintain constant property rights.

- d. That the granting of the exception will not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

The aim of the horizontal articulation provision is to activate the pedestrian realm and to reduce any canyoning effect. Any deviation from this regulation will not be detrimental to the public welfare or injurious to the property or surrounding area as the proposed project satisfies the aim by providing material and vertical architectural articulation and provides a benefit to the pedestrian experience.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

The aim of the horizontal articulation provision is to activate the pedestrian realm and to reduce any canyoning effect. The granting of the exception from this regulation will be consistent with the intent of the Specific Plan as the proposed project satisfies the aim by providing material and vertical architectural articulation and provides a benefit to the pedestrian experience.

Exception from Section 7.A.2(b): Side Yard

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan requires that:

"No side yard side yard shall be permitted at the Ground Floor, except that an access way, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the access way may be provided for vehicular access to parking and pedestrian access to the building."

As proposed, the project includes a 28-foot wide fire lane as well as inventory storage and landscaping, in both side yards and does not comply with the Specific Plan side yard provision. However, there are some development restrictions that require some deviation from this regulation. As the site is more than 300 feet deep, the Fire Department requires that the Fire Lane be 28 feet in lieu of the usually required, and Specific Plan allowed, 20-feet. In order to comply with the Fire Department a 28-foot wide driveway is required and strict application of the Specific Plan would impact the safety of those on site. In addition, it has been the intent of the Specific Plan to design a project so as to prevent parking to be in front of a building and the proposed location of the parking and inventory storage (or what appears to be parked cars) would satisfy the intent of the Specific Plan and strict application of the side yard limitations would require the cars to be stored elsewhere and could impact any required circulation for the Fire Department. In addition, the Specific Plan did not intend to prohibit the parking of cars in sideyards.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

As noted above, the Fire Department requires a 28-foot wide driveway for both of the driveways and thus an Exception is required to accommodate this driveway. The fact that the Fire Department requires two, 28-foot wide driveways, a significant portion of the site is required to be developed solely for circulation purposes and this thus limits

alternative site configurations. Thus, there are exception circumstances to the subject property that do not apply generally to other properties in the Specific Plan area.

- c. **That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. In order to provide access to the site, two, 28-foot wide fire access ways are required and in order to accommodate the required circulation, an Exception is needed. In addition, as noted earlier, the aim of the project is to design a commercial space that activates the pedestrian realm, while also serving a beneficial service to the immediate community. An Exception is needed to allow for additional inventory storage and a wider driveway in the side yard setback.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

By granting an exception for the proposed side yard deviation, the general welfare will actually be improved as the required 28-foot wide fire access way will be provided. In addition, by providing a larger side yard, there would be a greater distance between the retirement home to the west and the subject site, creating more space for landscaping to improve their view.

- e. **That the granting of the exception will be consistent with the principles, intent and goals of the geographically specifics plan and any applicable element of the General Plan.**

The widening of the side yard will improve the relationship between the retirement home to the west and the subject site by creating a greater setback as well as additional landscaping. In addition, by locating the inventory storage and customer parking in the side yards, the building serves to activate the pedestrian realm by being built to the required front yard setback.

Exception from Section 7.D.2(b): Landscape Buffer

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan requires a 10-foot landscape buffer around any parking garage. While the intent of the buffer was to provide screening of a parking garage, as well as to reduce any glare from headlights, the installation of the landscape buffer in this

case is not needed. The building itself is not solely a parking garage, but rather a building that holds sales space, servicing areas, parking, and car storage. The building won't be used as a traditional parking garage and thus does not need to be mitigated as such. Furthermore, in order to improve the visual character of the building, there is a trellis with creeping vines to be installed on the west facing side next to the retirement home. In addition there will be trees planted along the east, west and north property lines to provide a pleasing green screen for the site. As a result of the unique aspects of the building, strict application of the Specific Plan's regulations would create a hardship on the site design as the 10 foot landscaped area would impinge upon the required 28-foot wide fire access lane and other landscaping along the perimeter of the site.

- b. That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

In order to continue the use of the site as a new car dealership, which is desired by the City and the immediate area, the site is proposed to be developed as Lexus corporate sees fit to modernize the site. In order to do so, Lexus proposes to include the vast majority of all services offered on-site (sales, administrative, repair, storage and parking) in one building. As the building is not a traditional parking garage, the typical mitigation measures are not required. Furthermore, there will be a landscape buffer along much of the perimeter of the property and will include 35 trees and additional shrubbery to screen the site from the east, west, and north. Thus, there are exceptional circumstances to the subject property that generally do not apply to other property in the specific plan area.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. As all these uses are contained within a single building, the parking garage landscape provision does not really apply as the building is not only used for parking and an Exception is needed to allow a reduced landscaped buffer around a building which contains some parking.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

As noted previously, the provision does not fully apply to the subject design as the building is not solely used as a parking garage. In addition, there will be a landscape buffer installed along the west, east and north property lines to screen the proposed building from view and thus will not be detrimental to the public.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

One of the aims of the Specific Plan was to create harmonious commercial design and as proposed, the project will be compatible with the surrounding uses as well as be screened from view from the north, east and west by a landscaped buffer.

Exception from Section 8.B.1(a)-1: Wall Sign

- a. That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The applicant seeks an exception from Section 8B1a(1) of the Ventura-Cahuenga Boulevard Corridor Specific Plan, which states that:

“A maximum of one wall sign per tenant is permitted on a building’s street frontage. In addition to the above, a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage, or facing a parking lot.”

In addition, the area of the signs is capped at twice the lot frontage, and in this case with a lot frontage of 316 feet, the area of all wall signs cannot exceed 632 square feet. As designed and proposed, the applicant proposes three (3) wall signs along Ventura Boulevard and one (1) wall sign facing the Ventura Freeway, with a total area of 469 square feet, and is requesting a specific plan Exception for the three (3) wall signs facing Ventura.

The purpose and intent of the Specific Plan’s sign regulations is, in part:

- To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development. (Specific Plan, Section 2, C.)
- To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping. (Specific Plan, Section 2, F.)

The requested Specific Plan exception will not result in an inconsistency with the general purpose and intent of the Specific Plan, as the sign regulations are generally not intended to apply to a development of this size and use(s). The project frontage along Ventura Boulevard is 316 feet and the site spans over three acres in area. In order to provide adequate signage for the large site, more than one (1) wall sign is needed on the Ventura Façade to provide identification for vehicles traveling both east and west. In addition, retail buildings along Ventura Boulevard typically consist of small commercial businesses that have street frontages of 40 or 50 feet, representing a mere fraction of the size of the commercial business to be located at the subject property. If individual businesses with the typical street frontage of 40 or 50 feet were developed on this block, a total of six (6) wall signs would be permitted; therefore, the requested three (3) signs facing Ventura Boulevard, is warranted and is not excessive. In addition as the total area of all the wall signs, 469 square feet is

less than the allowed 632 square feet of wall sign area, the impact will be less than significant.

Therefore, strict application of the wall sign regulations in the Specific Plan would result in unnecessary hardships inconsistent with the general purpose and intent of the Specific Plan in that it would limit the project's visibility, as well as the visibility of the accessory uses, instead of permitting signage that has been designed to preserve and enhance community aesthetics through the integration into the design of the building architecture.

- b. There are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

The subject property is distinctive in that it is dissimilar generally from other commercial properties in the Specific Plan. The Specific Plan, in designing its sign regulations, did not contemplate the type and size of project proposed on the subject property which occupies a street frontage on Ventura Boulevard six (6) times the length of the predominantly smaller retail businesses in the neighborhood located on the same street. The subject property includes an approximately 316-foot long frontage along Ventura Boulevard, which is designated a major Highway - Class II. Most properties along Ventura Boulevard have one (1) street frontage on a 40 to 50 foot wide lot. Therefore, there are exceptional circumstances applicable to the subject property that do not apply generally to other properties in the Specific Plan area which would permit the granting of the Exception to approve the wall signs as proposed.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

The subject site was developed as a new car auto dealership in 1971 and since then has been allowed to have multiple wall signs as well as three (3) pole signs. As a result, the business has become accustomed to additional signage for advertising purposes. While the project does not request the same intensity of signage as existed previously, the amount requested is not excessive and would not be offensive.

In addition, the Specific Plan, in designing its sign regulations, did not contemplate the type and size of project proposed on the subject property which occupies a street frontage on Ventura Boulevard 6 times the length of the predominantly smaller retail businesses in the neighborhood located on the same street. The subject property includes an approximately 316-foot long frontage along Ventura Boulevard, which is designated a major Highway - Class II. Most properties along Ventura Boulevard have one (1) street frontage on a 40 to 50 foot wide lot. Therefore, there are exceptional circumstances applicable to the subject property to further enjoy substantial property rights that do not apply generally to other properties in the Specific Plan area which would permit the granting of the Exception to approve the wall signs as proposed. As the requested sign area (469 square feet) is below the allowed 632 square foot limit for a site of its size an Exception should be granted to meet the intent of the Specific Plan.

- d. **That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

As shown in the environmental review for the project, the proposed wall signs would not result in any significant adverse environmental impacts as it relates to light and glare on the surrounding properties. Therefore, the granting of an exception to allow the requested signs would not be detrimental to the public welfare or injurious to the property or improvements adjacent to, or in the vicinity of, the subject property.

- e. **That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

See discussion under Finding a above as it relates to strict application of the regulations of the specific plan.

Exception from Section 8.B.1(b): Monument Sign

- a. **That the strict application of the policies, standards and regulations of the geographically specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of such specific plan.**

The Specific Plan allows for a site to have one (1) 60 square-foot monument sign per 200 feet of street frontage. As proposed, the Project includes two (2) 60 square-foot monument signs and is requesting an Exception from the Specific Plan to do so. The site has a frontage of 316 feet and will have two (2) driveway entrances. The property to the west is developed with a 35-foot tall retirement home which has a driveway cut at its eastern property line. In addition, to the east is another auto dealership with a surface parking lot extending to its western property line. In order to create visual distinction from the adjacent uses and driveway cuts, monument signs are needed for identification purposes. Strict application of the Specific Plan would result in practical hardships for visibility and safety purposes. In addition, the existing site has three (3) legal, non-conforming pole signs and as a result of the project, will be removed. In order to maintain an approximate amount of business advertising as the existing Lexus Dealership currently has, a second monument sign is needed and would be an improvement to the site (instead of the three (3) prohibited pole signs).

- b. **That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area.**

As noted above, in order to differentiate from the properties to the east and west, signage is required to mark the driveways. By allowing a monument sign by each driveway, there will be a clear marker of which driveway belongs to Lexus as opposed to Ford or the retirement home. In addition, it should be noted that this provision in the Specific Plan would allow for any site, even one with less than 200 feet of lot frontage to have a monument sign. As much of the Specific Plan is broken up with lots with frontage of 40-50 feet, the provision did not take into account large lots, such as, this and special accommodation should be given to larger lots which require more than one access point.

- c. That the exception from the geographically specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

This site has been used as an auto dealership since 1971 and retains substantial property right to continue to do so in the future in order to maintain benefits provided to the immediate community and the City at large. In order to continue to use the site as a new car auto dealership, and to meet the demands of corporate Lexus, a new single-building facility needs to be constructed to house the vast majority of the service, storage, sales, administrative and parking areas indoors. As all these uses are contained within a single building in the middle of the lot, two (2) access points are required, and as a result two (2) business identification signs are needed to mark the entrance point for the dealership in order to maintain substantial property rights.

- d. That the granting of the exception will not be detrimental to the public welfare of injurious to the property or improvements adjacent to or in the same vicinity of the subject property.**

As shown in the environmental review for the project, the proposed monument signs would not result in any significant adverse environmental impacts as it relates to light and glare on the surrounding properties. In fact, the additional monument sign will aid in site identification and increase vehicular safety in the surrounding area. Therefore, the granting of an exception to allow the requested signs would not be detrimental to the public welfare or injurious to the property or improvements adjacent to, or in the vicinity of, the subject property.

- e. That the granting of the exception will be consistent with the principles, intent and goals of the geographically specific plan and any applicable element of the General Plan.**

See discussion under Finding a above as it relates to strict application of the regulations of the specific plan.

a. Project Permit Compliance, L.A.M.C. Sec. 11.5.7,C.2:

- i. Does the project substantially comply with the applicable regulations, findings, standards and provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan?**

a. Uses.

See Findings for allowing an auto use in a Pedestrian Oriented Area above.

b. FAR.

The project is located within the Community Commercial plan designation and is limited to a FAR development right not to exceed 1.25:1. The proposed project would construct a 72,404 gross square-foot building. The proposed project would lead to a total FAR of .55 for the entire site, which is below the maximum permitted and complies with the Specific Plan.

c. Height.

See Findings for Height and Building Articulation Exceptions above.

d. Yards.

The Project complies with the yard requirements by providing an 18-inch front yard setback. See above for Findings for a Specific Plan Exception for side yard requirements above.

e. Lot Coverage.

The project is located within the Community Commercial plan designation and is limited to a lot coverage of 75%. The proposed project would construct a 72,404 square-foot building. The proposed project would lead to a total lot coverage of 50% for the entire site, which is below the maximum permitted and complies with the Specific Plan.

f. Driveways.

There will be two (2) driveways to the site, and complies with the Specific Plan.

g. Landscaping.

As conditioned herein, 15% of the surface parking lot (not including inventory storage areas) will be landscaped.

h. Parking.

The construction of a 72,404 square-foot dealership is located within a State Enterprise Zone and requires only one (1) parking space per 500 square feet of floor area. However, the proposed project exceeds this requirement by providing parking at the Specific Plan's rate of one space per 250 square feet, and results in 294 parking spaces, and thus complies with the Specific Plan.

i. Signs.

See Findings for Wall and Monument Sign Exceptions above.

ii. **Does the project incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible?**

See Finding C. below.

B. CEQA Finding

Environmental. A Mitigated Negative Declaration (ENV-2012-2577-MND) was prepared for the proposed project, and it reflects the lead agency's independent judgment and analysis. The Department of City Planning published the Mitigated Negative Declaration with the 20-day comment period ending on April 3, 2013. With the mitigation measure described in the

MND and listed as Environmental Conditions in this report, there is no substantial evidence that the proposed project will have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held at the Marvin Braude Constituent Service Center on Monday, April 22, 2013. Only the Hearing Officer, Steve Catalano, Jay Romero, who both represented the project, and Doug Mensman, with Council Office 3, attended the hearing.

The project's representative described the project and Lexus' new corporate model. He explained that in order to comply with their new modernized automobile sales facility, the noted Specific Plan Exceptions are needed. Then Doug Mensman spoke on behalf of Council District 3 and expressed full support of the project, the Zone Change, and all Specific Plan Exceptions. Staff then read the letter of support from the Woodland Hills – Warner Center Neighborhood Council.

COMMUNICATIONS RECEIVED

One letter from the Woodland Hills – Warner Center Neighborhood Council was received, dated April 19, 2013, and expressed full support of the project and all the entitlements, with the condition that a no left turn sign be installed on-site.

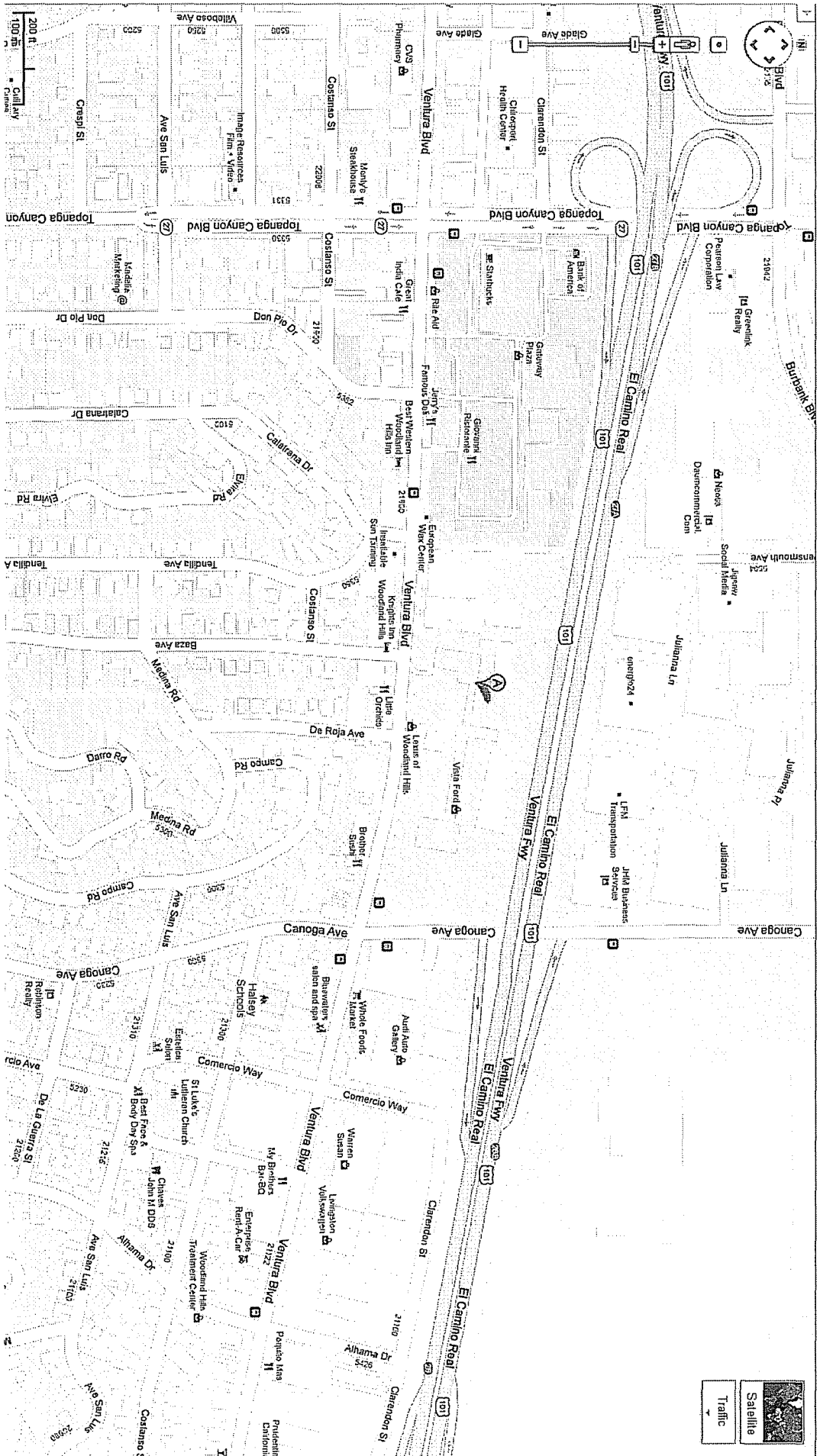
Two emails were received from surrounding residential neighbors. The concerns that were raised were the following:

- 1) Noise from on-site paging system;
- 2) As Caltrans removed the landscaping along the freeway, there would be little screening of the new auto dealership; and,
- 3) Potential increase in the use of nearby off-site parking areas in residential neighborhoods by customers if there was insufficient parking on-site.

CPC-2012-2576-ZC-SPE-SPP
21701 W. Ventura Boulevard

E-1

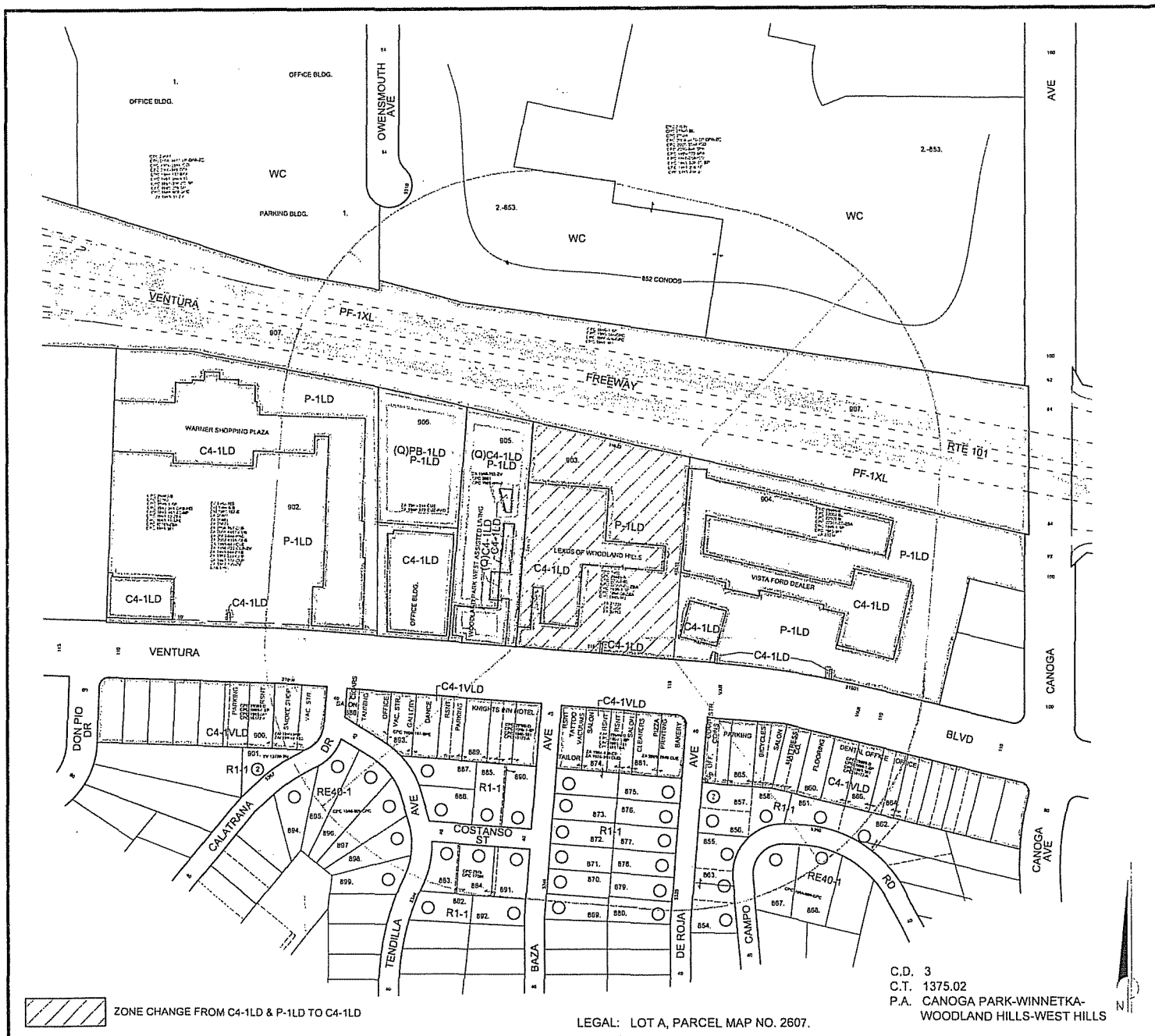
**EXHIBIT E-1
VICINITY MAP**



CPC-2012-2576-ZC-SPE-SPP
21701 W. Ventura Boulevard

E-2

**EXHIBIT E-2
RADIUS MAP**



GC MAPPING SERVICE, INC.

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

ZONE CHANGE SPECIFIC PLAN EXCEPTION SPECIFIC PLAN PROJECT PERMIT COMPLIANCE ZONE VARIANCE

3.08 NET AC.

CASE NO.
DATE: 08-21-2012
SCALE: 1" = 100'
USES FIELD
D.M. 171 B 105,
174 B 105
T.B. PAGE: 560 GRID: A-2

EXHIBIT E-3
ZIMAS INFORMATION



City of Los Angeles Department of City Planning

5/10/2013

PARCEL PROFILE REPORT

PROPERTY ADDRESSES

21701 W VENTURA BLVD

ZIP CODES

91367

RECENT ACTIVITY

None

CASE NUMBERS

CPC-7692

CPC-29989-B

CPC-22002-BL

CPC-22001-ZC-ZBA

CPC-2012-2576-ZC-SPE-SPP

CPC-1999-1-SP

CPC-1994-59-ZBA

CPC-1985-381

ORD-59574

ORD-174052

ORD-171240

ORD-159619

ORD-159468

ORD-138574

ORD-138573

DIR-2009-1657-SPP

ZA-21234

ZA-20358

ZA-20352

PMV-1431

ENV-2012-2577-EAF

ENV-2009-1658-CE

ENV-2005-8253-ND

OB-14061

CFG-2000

Address/Legal Information

PIN Number	174B105 62
Lot/Parcel Area (Calculated)	133,996.0 (sq ft)
Thomas Brothers Grid	PAGE 560 - GRID A2
Assessor Parcel No. (APN)	2168027030
Tract	P M 2607
Map Reference	BK 48-67
Block	None
Lot	A
Arb (Lot Cut Reference)	None
Map Sheet	171B105
	174B105

Jurisdictional Information

Community Plan Area	Canoga Park - Winnetka - Woodland Hills - West Hills
Area Planning Commission	South Valley
Neighborhood Council	Woodland Hills - Warner Center
Council District	CD 3 - Dennis P. Zine
Census Tract #	1375.02
LADBS District Office	Van Nuys

Planning and Zoning Information

Special Notes	None
Zoning	C4-1LD
	P-1LD
Zoning Information (ZI)	ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE
	ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
General Plan Land Use	Community Commercial
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	Ventura / Cahuenga Boulevard Corridor
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	Woodland Hills
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	0.3
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	13
Rupture Top	0
Rupture Bottom	13
Dip Angle (degrees)	75
Maximum Magnitude	6.7
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None

Public Safety

Police Information

Bureau	Valley
Division / Station	Topanga
Reporting District	2187

Fire Information

Division	3
Batallion	17
District / Fire Station	84
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-29989-B
Required Action(s):	B-PRIVATE STREET MODIFICATIONS (2ND REQUEST)
Project Descriptions(s):	Data Not Available
Case Number:	CPC-22002-BL
Required Action(s):	BL-BUILDING LINE
Project Descriptions(s):	Data Not Available
Case Number:	CPC-22001-ZC-ZBA
Required Action(s):	ZC-ZONE CHANGE ZBA-ZONE BOUNDARY ADJUSTMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2012-2576-ZC-SPE-SPP
Required Action(s):	SPE-SPECIFIC PLAN EXCEPTION SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE PURSUANT TO SECTION 12.32B FROM C4-1LD AND P-1LD TO C4-1LD; SPECIFIC PLAN EXCEPTION PURSUANT TO SECTION 11.5.7.F FROM THE VENTURA-CAHUENGA CORRIDOR SP; AND PROJECT PERMIT COMPLIANCE WITH THE VENTURA-CAHUENGA SP PER SECTION 11.5.7.C.
Case Number:	CPC-1999-1-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	AMENDMENTS TO THE VENTURA/CAHUENGA BLVD CORRIDOR SPEC PLAN FROM CORRIDOR PROPERTY EXTENDING FROM VALLEY CIRCLE BLVD ON THE WEST TO WOODROW WILSON DRIVE ON THE EAST.
Case Number:	CPC-1994-59-ZBA
Required Action(s):	ZBA-ZONE BOUNDARY ADJUSTMENT
Project Descriptions(s):	ZONE BOUNDARY ADJUSTMENT FROM P-1L-D TO C4-1L-D TO ADD ADDITIONAL SERVICE SHOP TO EXISTING SERVICE BUILDING ESTABLISHMENT.
Case Number:	CPC-1985-381
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	DIR-2009-1657-SPP
Required Action(s):	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE
Project Descriptions(s):	PROJECT PERMIT COMPLIANCE TO VENTURA SPECIFIC PLAN TO ALLOW TENANT IMPROVEMENT NEW FACADE ADDITIONAL 57 SQ FT OF OFFICE USE ON THE SECOND FLOOR WITHIN THE INTERIOR BUILDING
Case Number:	ENV-2012-2577-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	Data Not Available
Case Number:	ENV-2009-1658-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PROJECT PERMIT COMPLIANCE TO VENTURA SPECIFIC PLAN TO ALLOW TENANT IMPROVEMENT NEW FACADE ADDITIONAL 57 SQ FT OF OFFICE USE ON THE SECOND FLOOR WITHIN THE INTERIOR BUILDING
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.

DATA NOT AVAILABLE

CPC-7692
ORD-59574
ORD-174052
ORD-171240
ORD-159619
ORD-159468
ORD-138574
ORD-138573
ZA-21234
ZA-20358

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

CPC-2012-2576-ZC-SPE-SPP
21701 W. Ventura Boulevard

E-4

EXHIBIT E-4
PHOTOS



Address: 21701 W VENTURA BLVD

APN: 2168027030

PIN #: 174B105 62

Tract: P M 2607

Block: None

Lot: A

Arb: None

Zoning: C4-1LD, P-1LD

General Plan: Community Commercial





Views of subject site from Ventura Boulevard looking west to east



View of subject site from Ventura Boulevard



View of Ventura Boulevard, looking east



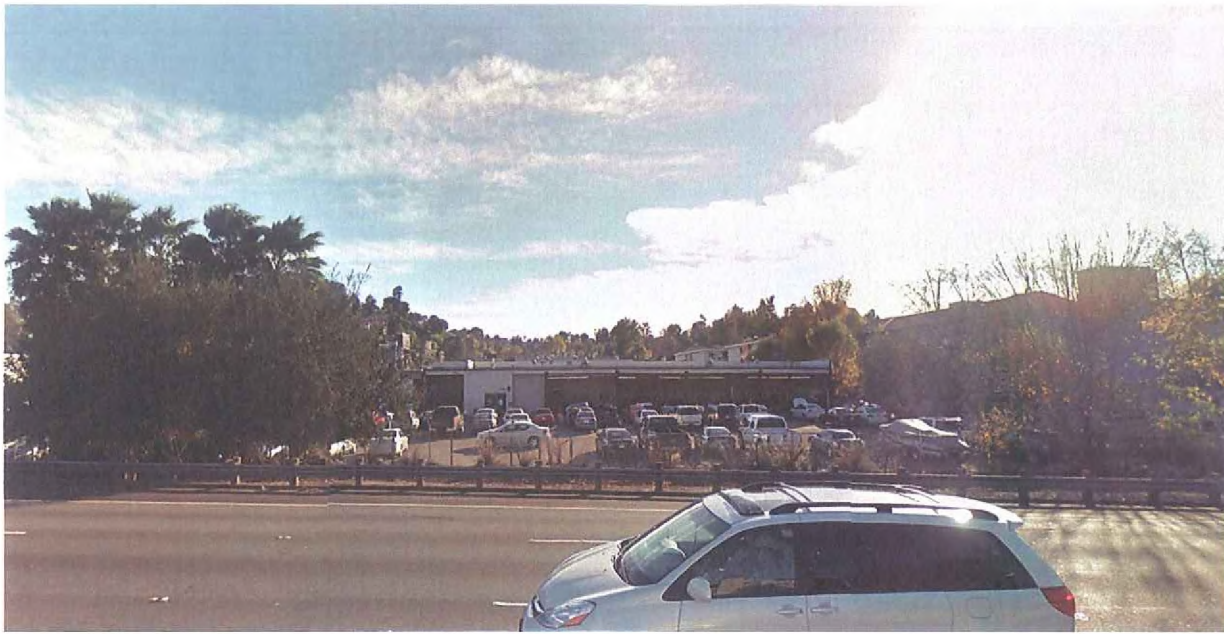
View of strip mall directly to the south of the subject site.



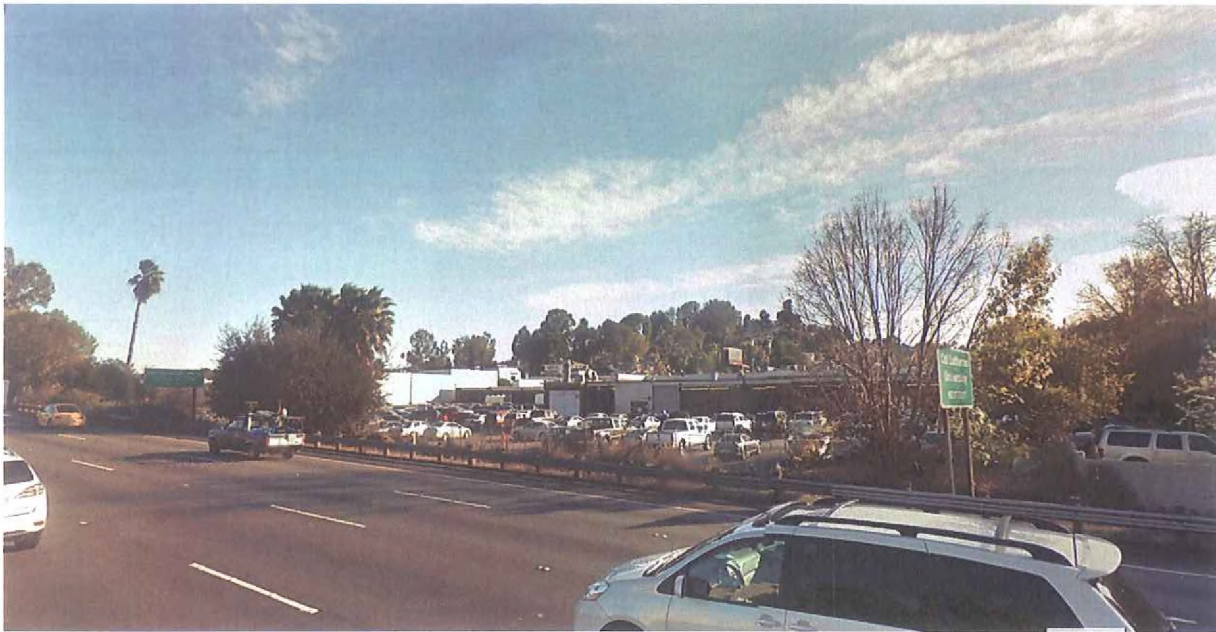
View of Ventura Boulevard to the southeast.



View of the subject site as seen from the Ventura Freeway.



View of the
subject site as
seen from the
Ventura
Freeway.



View of the
subject site as
seen from the
Ventura
Freeway.



View of the
multi-family
development to
the north.

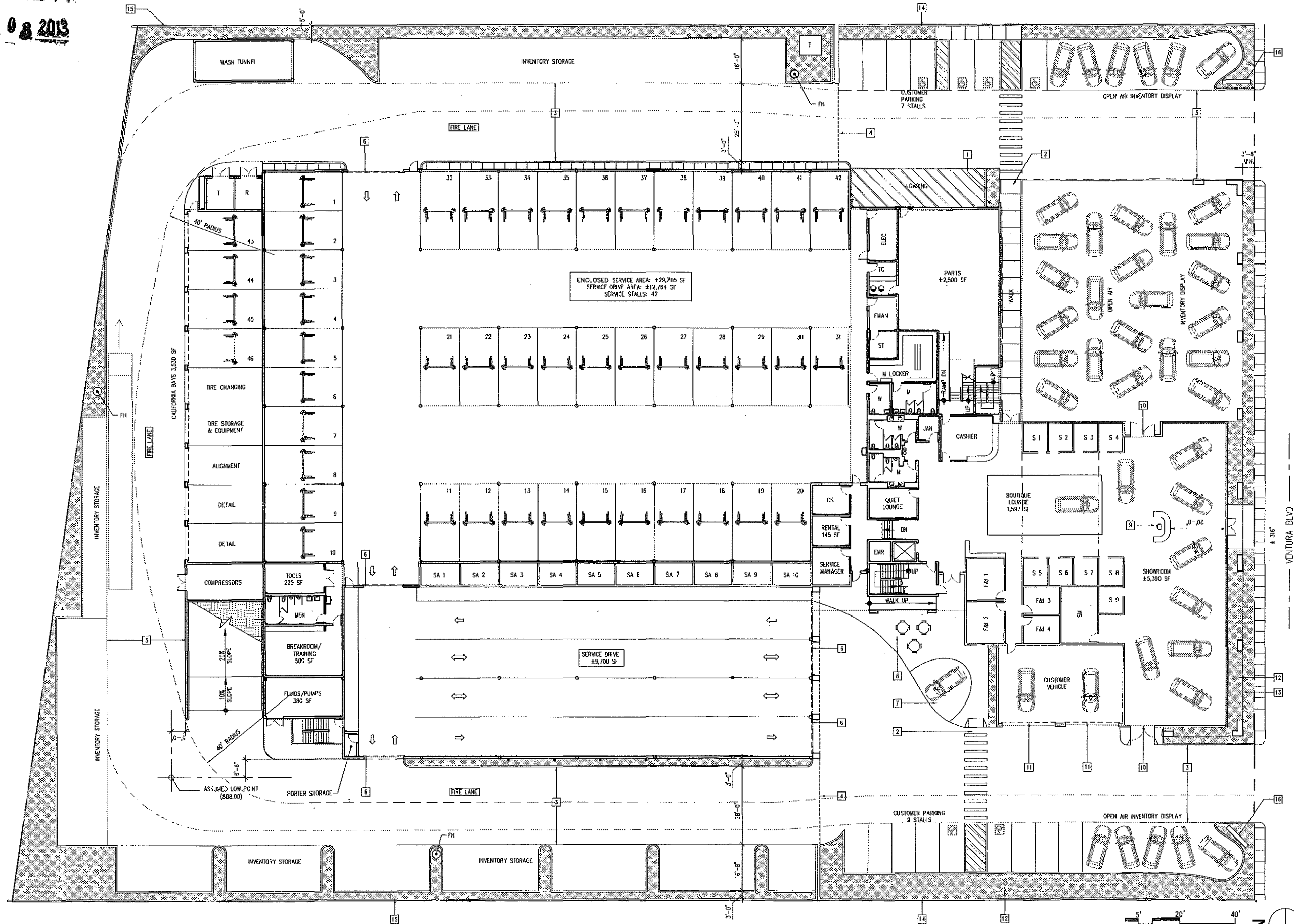
CPC-2012-2576-ZC-SPE-SPP
21701 W. Ventura Boulevard

E-5

**EXHIBIT E-5
PROJECT PLANS**

EXHIBIT

MAY 08 2013



AHT
ARCHITECTS INC.
2130 Wilshire
Suite 200
Santa Monica
California 90403
310.450.4401

LEXUS
WOODLAND HILLS

FACILITY CONCEPTS
200 VENTURA BLVD.
WOODLAND HILLS, CA

BUILDING SUMMARY

NORMAL CAR SALES INSIDE AREA: 154,709 SF
NORMAL CAR SALES OUTSIDE AREA: 116,472 SF
TOTAL: 271,181 SF

BAYS: 45

PARKING: 16 STALLS

LEGEND

LANDSCAPE

KEYNOTES

- 1 8 FT HIGH GARDEN SCREEN WALL
- 2 CURB RAMP UP
- 3 28 FT WIDE FIRE LANE
- 4 SLIDING SECURITY GATE
- 5 ROLL-UP SECURITY GRILLE
- 6 ROLL-UP MTL SERVICE DOOR
- 7 SPECIAL DISPLAY
- 8 OUTDOOR SEATING
- 9 RECEPTION DESK
- 10 9 FT WIDE CAR DOOR W/ 3 FT MAIN DOOR
- 11 GLASS SECTIONAL DOOR
- 12 10 FT LANDSCAPE
- 13 BLOG LINE ABOVE
- 14 6 FT HIGH GARDEN WALL
- 15 8 FT HIGH SECURITY WALL
- 16 MONUMENT SIGN

REVISED PLANNING SUBMITTAL
PACKAGE 10/15/12
REVISED 10/22/12

PRELIMINARY -
SUBJECT TO CHANGE case #

SHEET TITLE

GROUND
FLOOR PLAN

DATE: 12/18/12

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

DRAWN BY: AHT

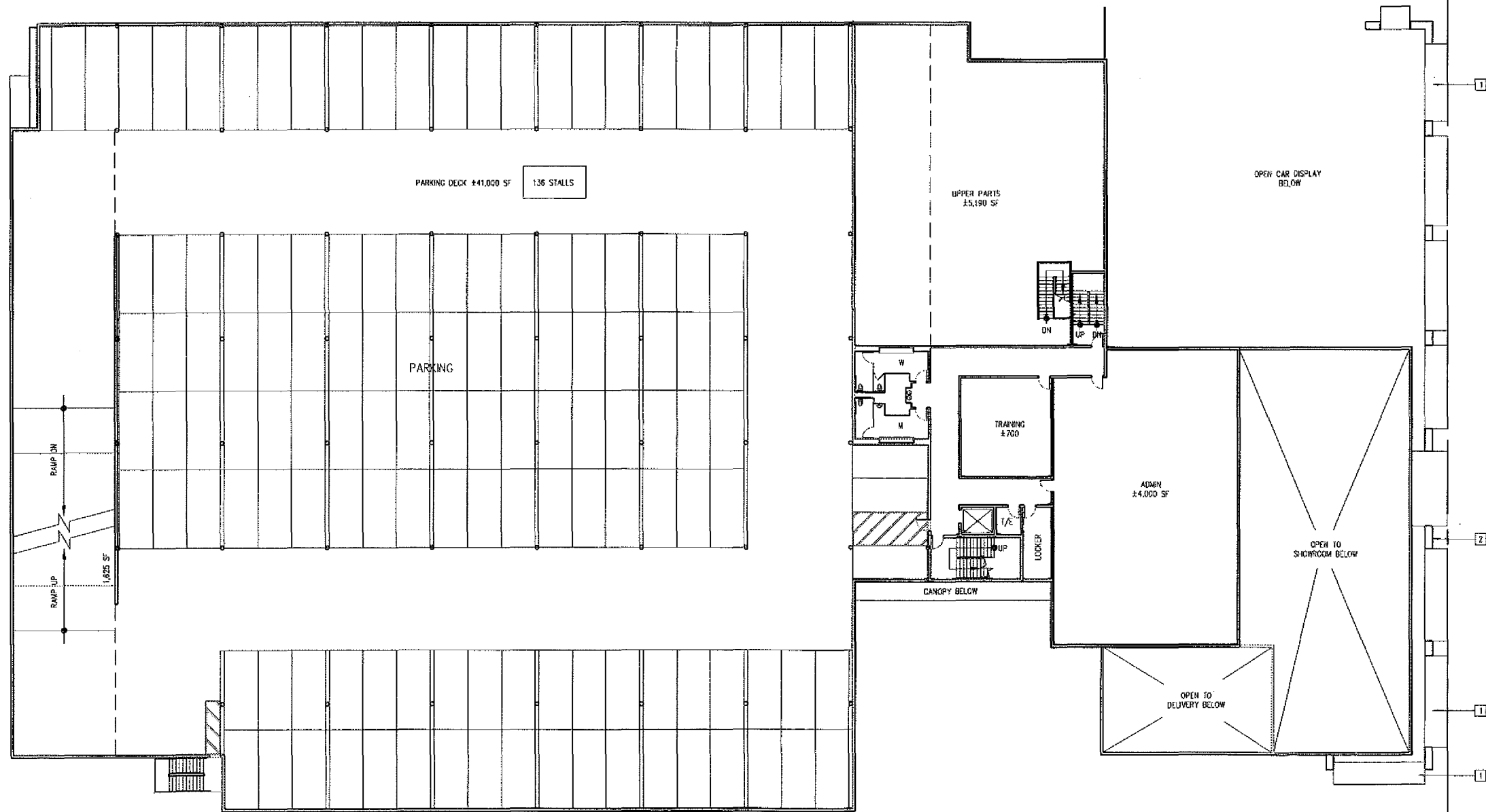
PROJECT NUMBER

11080.00

A2

NOTAL SIZE OF THIS SHEET IS 24" X 36"

EXHIBIT
MAY 08 2013



AHT
ARCHITECTS INC.
2120 Wilshire
Boulevard
Suite 200
Santa Monica
California 90403
310.455.4431

LEXUS

WOODLAND HILLS

FACILITY CONCEPTS

3101 VENTURA BLVD.
WOODLAND HILLS, CA

FLOOR SUMMARY

PARKING: 134

KEYNOTES

- 1 BRISE SOLID
- 2 ARCADE

REVISED PLANNING SUBMITTAL

PACKAGE 10/15/12

REVISED 10/22/12

PRELIMINARY -

SUBJECT TO CHANGE case #

SHEET TITLE

SECOND
FLOOR PLAN

DATE: 12/18/12

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

DRAWN BY: AHT

PROJECT NUMBER

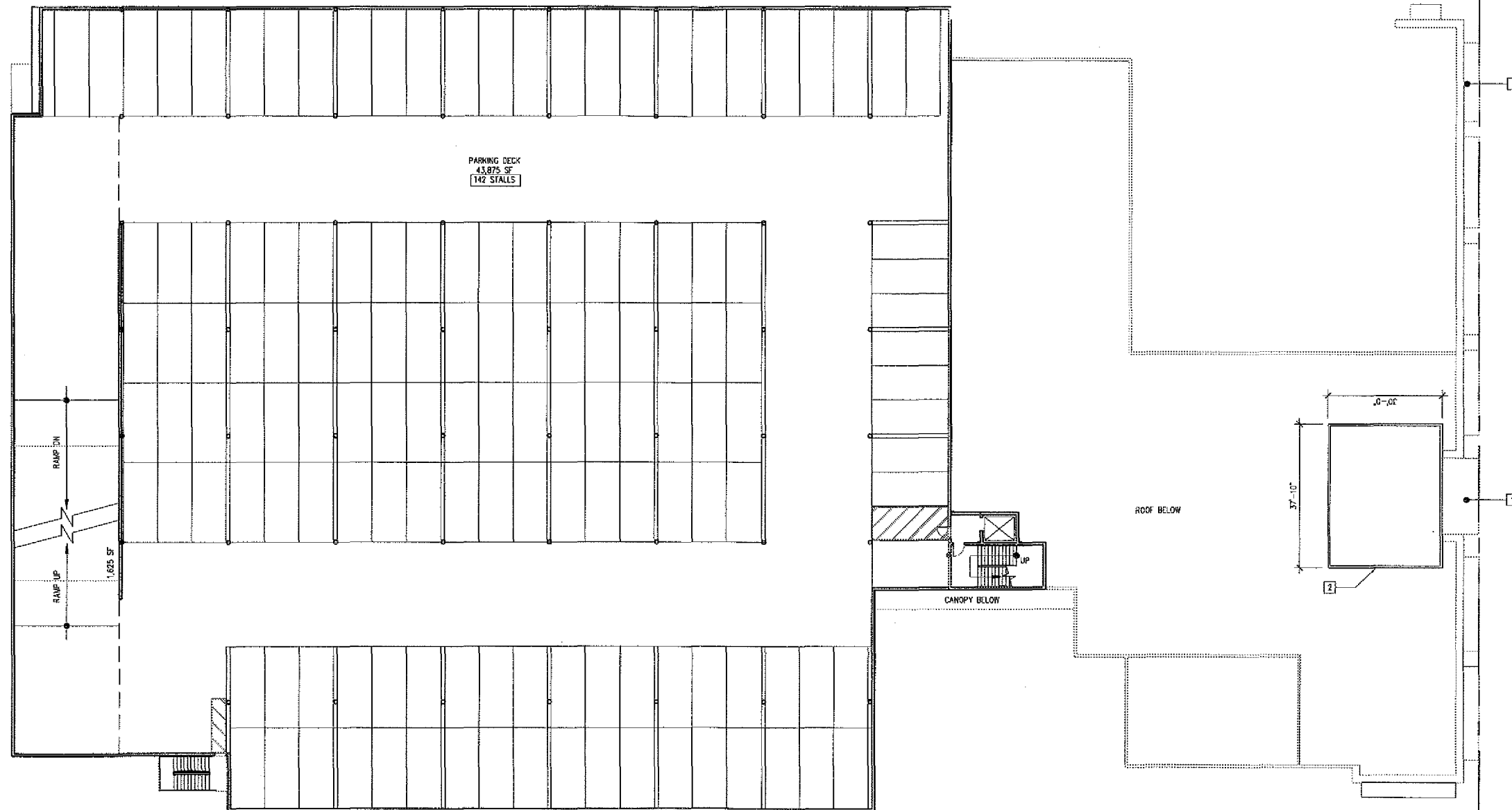
11080.00

A3

ACTUAL SIZE OF THIS SHEET IS 24" X 36"

EXHIBIT

MAY 08 2013



AHT
ARCHITECTS INC.
2120 Wilshire
Boulevard
Suite 200
Santa Monica
California 90404
310.453.4431

LEXUS

WOODLAND HILLS

FACILITY CONCEPTS
2770 VENTURA BLVD.
WOODLAND HILLS CA

FLOOR SUMMARY

PARKING: 140

KEYNOTES

- 1 CANOPY BELOW
- 2 MECH EQUIPMENT SCREEN

REVISED PLANNING SUBMITTAL

PACKAGE 10/15/12

REVISED 10/22/12

PRELIMINARY -
SUBJECT TO CHANGE

case #

SHEET TITLE

THIRD
FLOOR PLAN

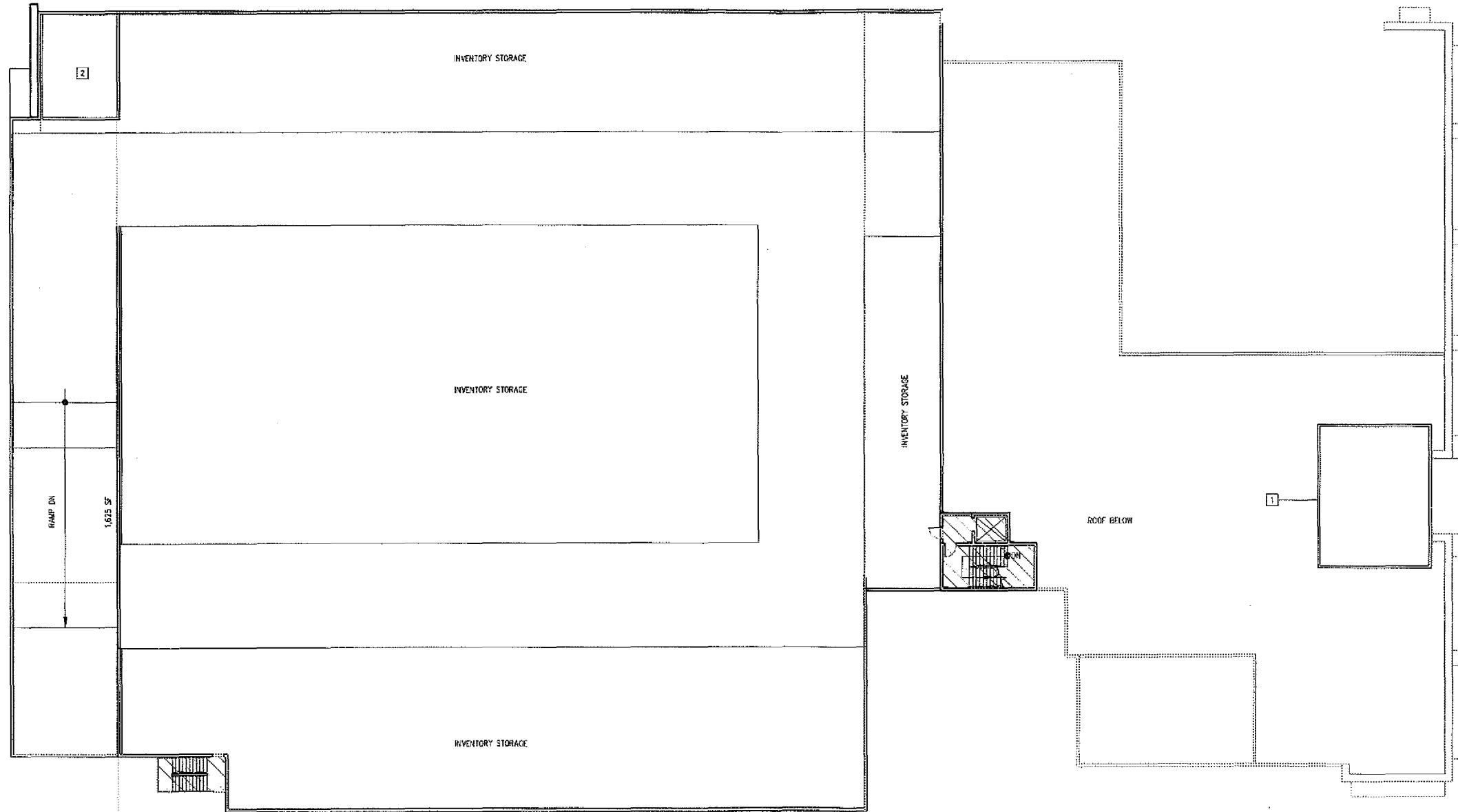
DATE: 12/18/12
SCALE: 1/16"=1'-0"
DRAWN BY: AHT
PROJECT NUMBER

A4

11080.00 ACTUAL SIZE OF THIS SHEET IS 24" X 36"

EXHIBIT

MAY 08 2013



AHT
ARCHITECTS INC.
2120 WILSHIRE
SUITE 200
BELLINGHAM, WA 98201
PHONE: 360.433.4431
FAX: 360.433.4432

LEXUS

WOODLAND HILLS

FACILITY CONCEPTS

3100 VENTURA BLVD.
WOODLAND HILLS, CA

KEYNOTES

- 1 MECH. EQUIPMENT SCREEN
- 2 EXHAUST FANS/MECH. EQUIPMENT

REVISED PLANNING SUBMITTAL

PACKAGE 10/15/12

REVISED 10/22/12

PRELIMINARY -

SUBJECT TO CHANGE

case #

SHEET TITLE

ROOF
PLAN

DATE: 12/18/12

SCALE: 1/8"=10'

DRAWN BY: AHT

PROJECT NUMBER

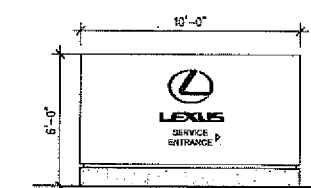
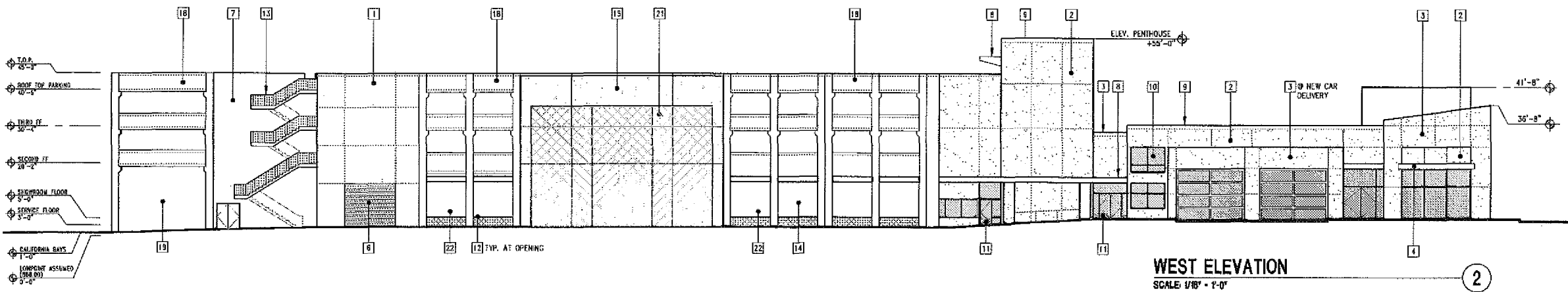
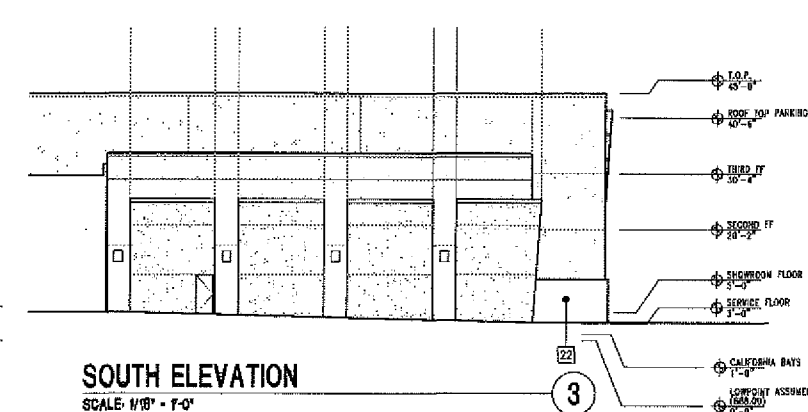
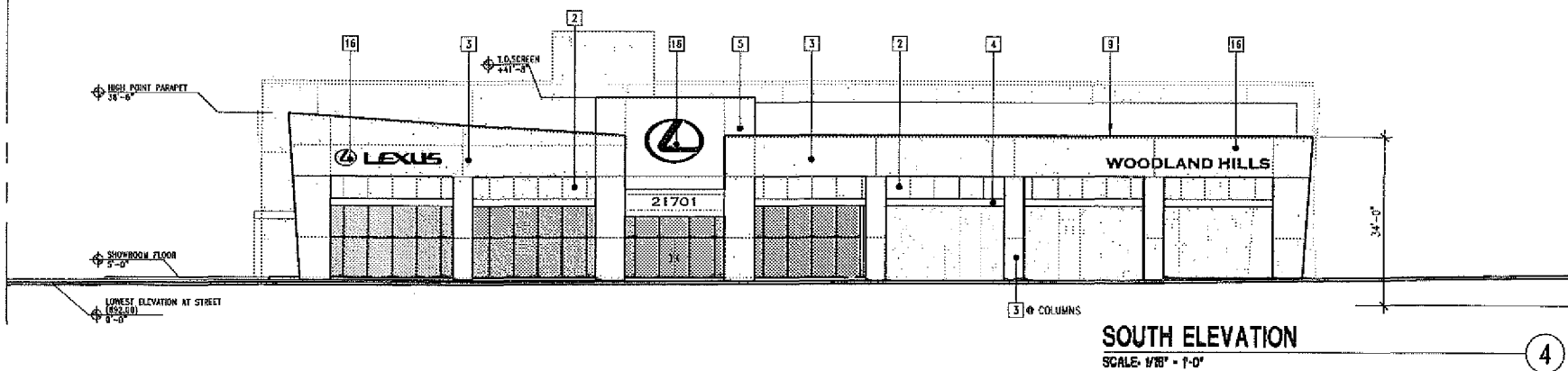
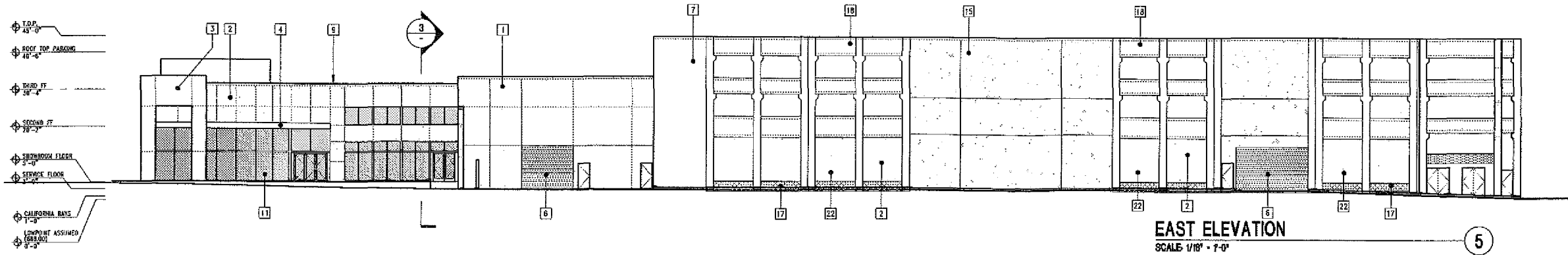
11080.00

A5

ACTUAL SIZE OF THIS SHEET IS 24" X 36"

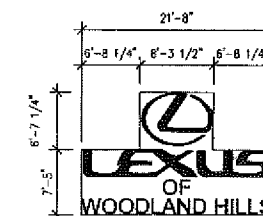
KEYNOTES

- 1 ECP OVER CMU
- 2 ECP COLOR A
- 3 ECP COLOR B
- 4 BRASS SOLEIL - SILVER METALLIC PAINT
- 5 ACM
- 6 12"X10" ROLL DOWN SERVICE DOOR
- 7 SANDBLASTED CMU
- 8 PAINTED METAL CANOPY
- 9 METAL COPING
- 10 PAINTED ALUMINUM WINDOW W/ CLEAR IGU
- 11 PAINTED ALUM. STOREFRONT W/ CLEAR IGU
- 12 2" CONC. CAP.
- 13 PAINTED METAL STAIR
- 14 OPEN TO SERVICE DRIVE
- 15 SHEAR WALL, PAINTED CONC.
- 16 RAISED CHANNEL INDIVIDUAL LETTER OR LOGO - EXTRUDED MIL - BACKLIT UNO
- 17 PAINTED CMU CRASH WALL
- 18 PAINTED P/C CONCRETE
- 19 RAMP TO 2ND LEVEL
- 20 -
- 21 TRELLIS FOR VINE
- 22 LANDSCAPE SCREEN



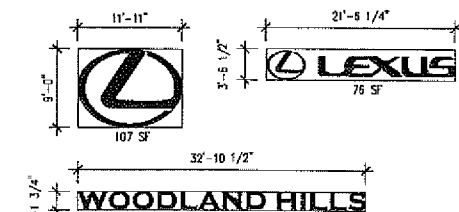
MONUMENT SIGNS

2 LOCATIONS MAX SIGN AREA 60 SF



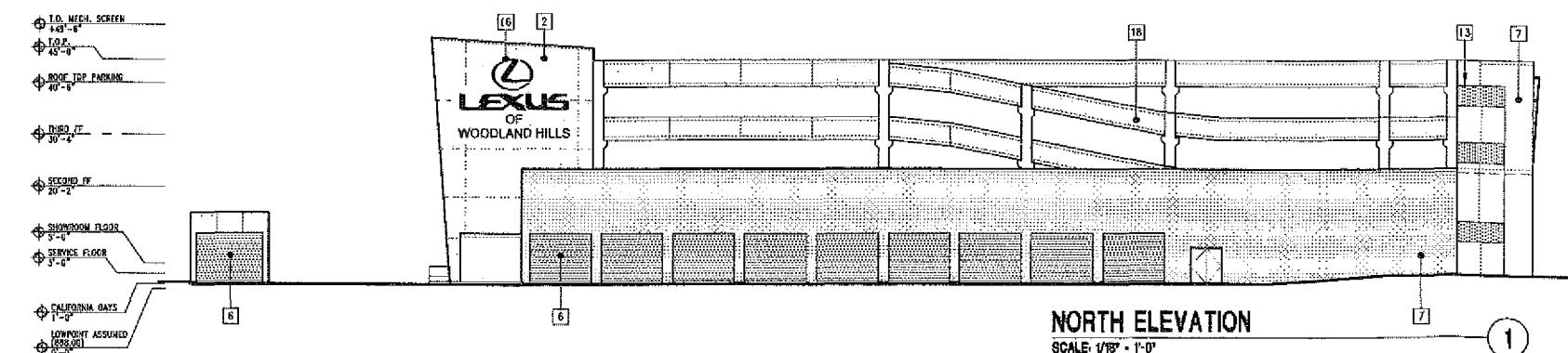
PROPOSED SF	215 SF
FACADE AREA ALLOWABLE	±4,360 SF
	±218 SF

WALL SIGN AT VENTURA BLVD. FREEWAY



PROPOSED SF	4316 SF
FACADE AREA ALLOWABLE	±4,316 SF
	±218 SF

WALL SIGN AT VENTURA BLVD.



REVISED PLANNING SUBMITTAL

PACKAGE 10/15/12

REVISED 10/22/12

PRELIMINARY -
SUBJECT TO CHANGE

SHEET TITLE

ELEVATIONS

DATE: 12/18/12

SCALE: 1/16\"/>

DRAWN BY: AHT

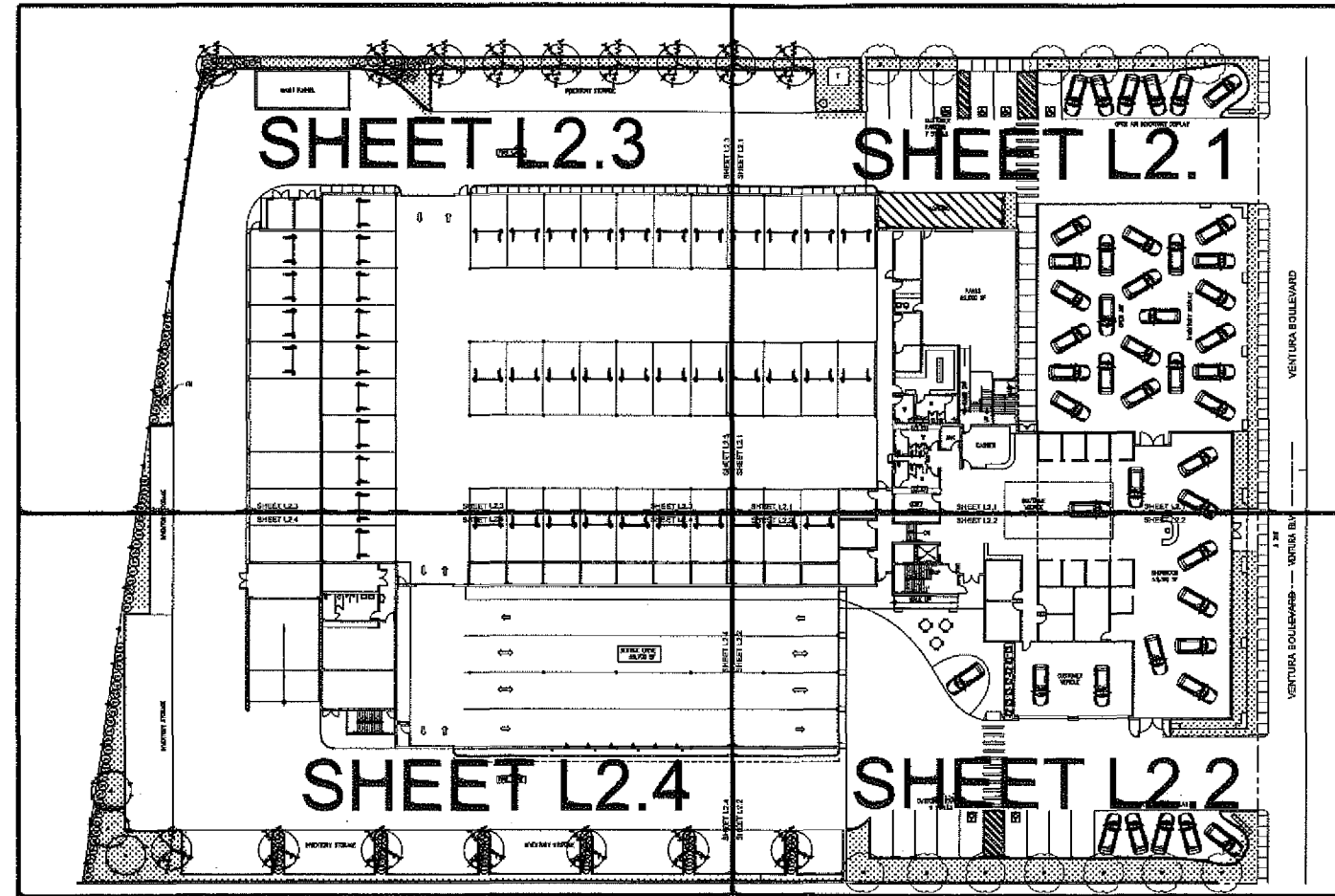
PROJECT NUMBER

A6

11080.00 ACTUAL SIZE OF THIS SHEET IS 24\"/>

EXHIBIT

MAY 08 2013



KEY MAP



AHT
ARCHITECTS INC.
2120 Wilshire
Boulevard
Suite 200
Santa Monica
California 90405
310.469.4431

LEXUS
WOODLAND HILLS
FACILITY CONCEPTS
4121 VENTURA BLVD.
WOODLAND HILLS CA

Troller Mayer Associates, Inc.
Landscape Architecture Planning Urban Design
1403 Kenneth Road, Suite B
Glendale, California 91201-1421
Ph: (818) 555-6101 Fax: (818) 555-0120



LEXUS CONCEPT
SUBMITTAL 7/26/12

PRELIMINARY -
SUBJECT TO CHANGE

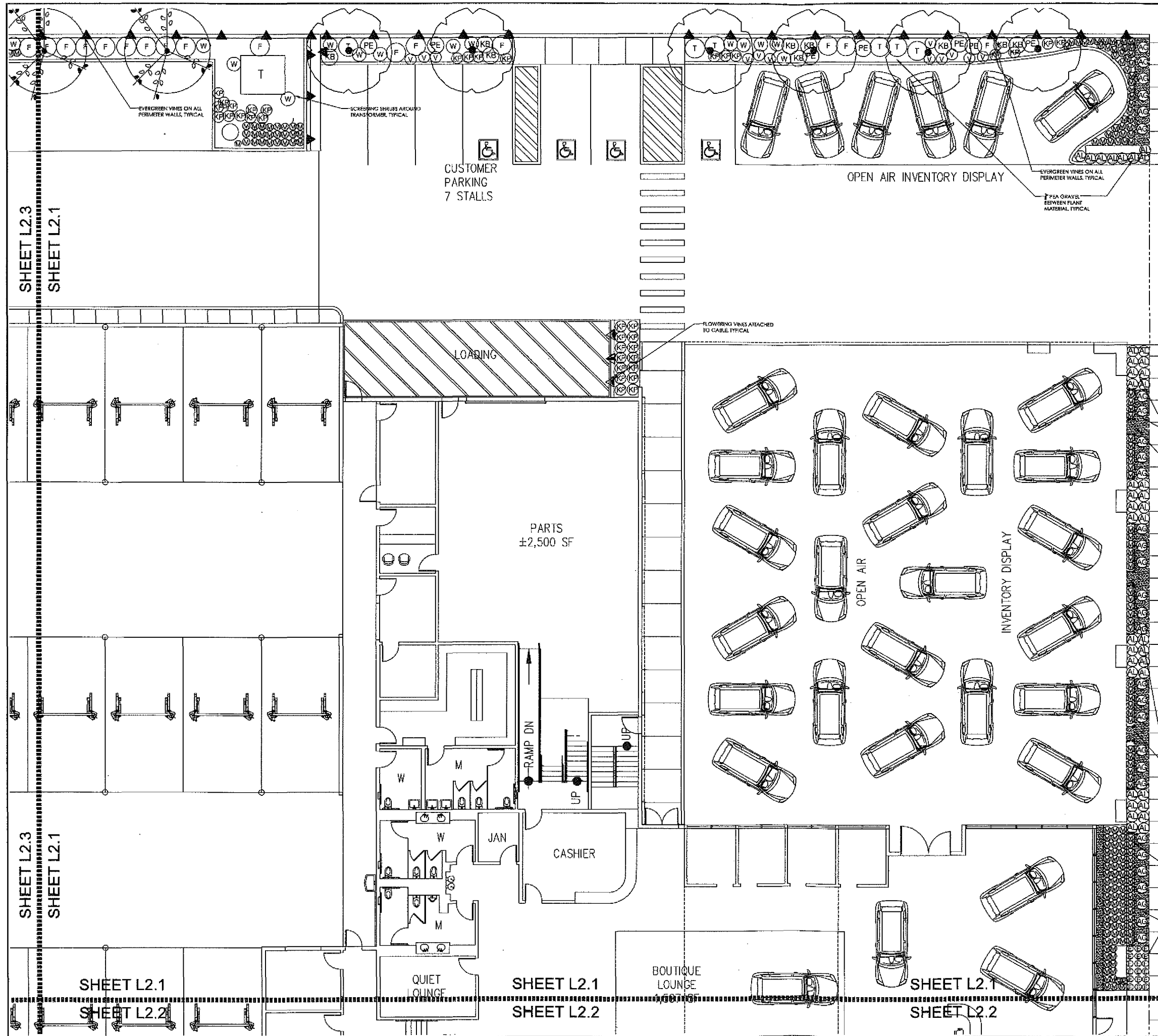
SHEET TITLE

PRELIMINARY LANDSCAPE
PLAN - KEY MAP

DATE: 12.18.12
SCALE: AS SHOWN
DRAWN BY: AC/RM
PROJECT NUMBER

L2.0

11080.00 ACTUAL SIZE OF SHEET IS 24" X 36"



AHT
ARCHITECTS INC.
2120 Wilshire
Boulevard
Suite 200
Beverly Hills
California 90210
Tel: 310.455.4441

LEXUS
WOODLAND HILLS
FACILITY CONCEPTS
2384 VENTURA BLVD.
WOODLAND HILLS, CA

Troller Mayer Associates, Inc.
Landscape Architecture Planning Urban Design
1403 Kenneth Road, Suite B
Glendale, California 91201-1421
Ph: (818) 958-8101 Fax: (818) 958-0120

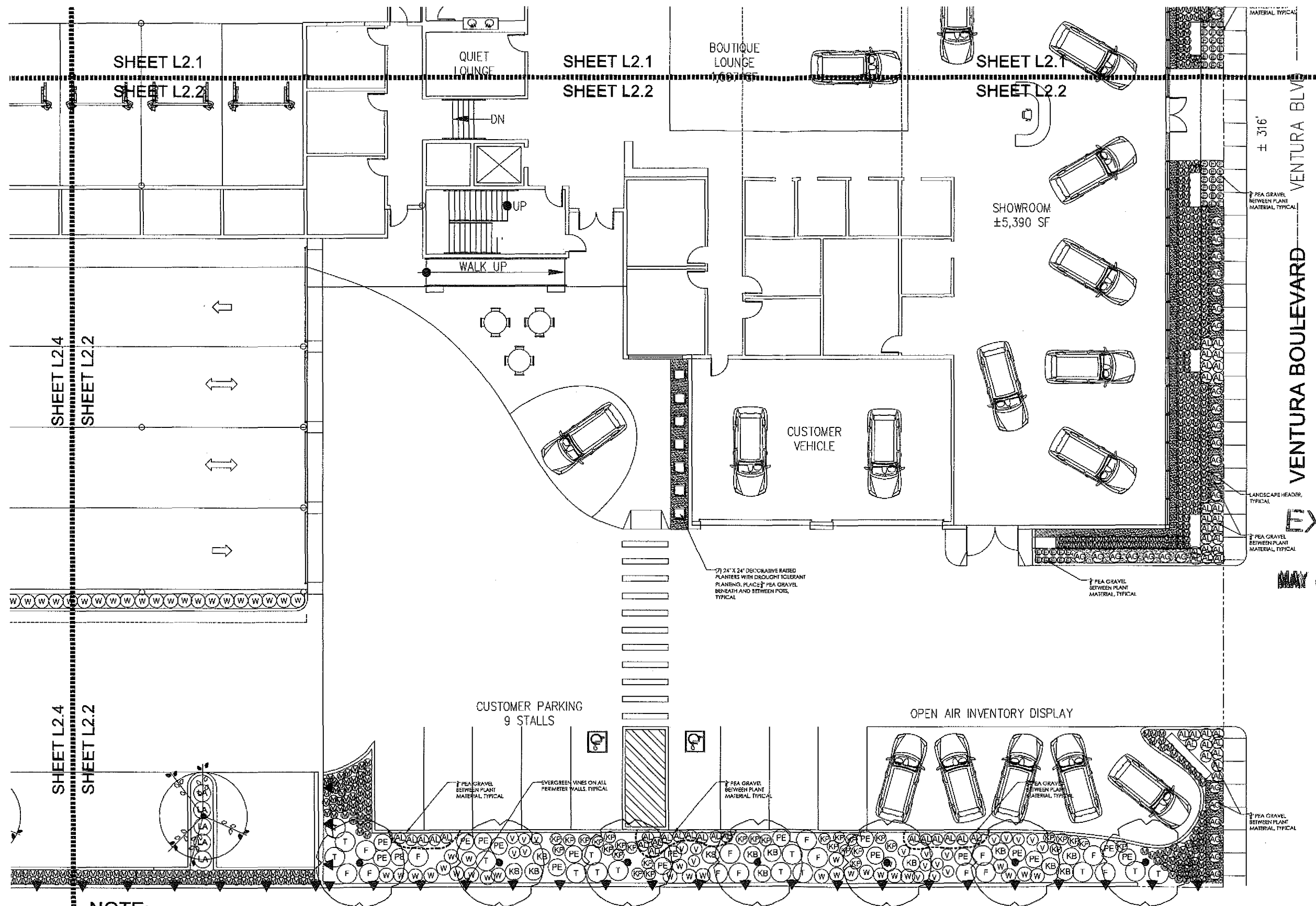


LEXUS CONCEPT
SUBMITTAL 7/26/12
PRELIMINARY -
SUBJECT TO CHANGE

SHEET TITLE

TREE, SHRUB, GROUND COVER AND VINE PLAN

L2.1



EXHIBIT

MAY 08 2012

AHT
ARCHITECTS INC.
2120 Wilshire
Boulevard
Suite 200
Beverly Hills, CA 90210
Tel: (310) 443-4400

LEXUS
WOODLAND HILLS
FACILITY CONCEPTS
3100 VENTURA BLVD
WOODLAND HILLS, CA

Troller Mayer Associates, Inc.
Landscape Architecture Planning Urban Design
1403 Kenneth Road, Suite B
Glendale, California 91201-1421
Ph: (818) 956-8101 Fax: (818) 956-0120

LEXUS CONCEPT
SUBMITTAL 7/26/12
PRELIMINARY -
SUBJECT TO CHANGE

SHEET TITLE
TREE, SHRUB, GROUND COVER AND VINE PLAN

DATE: 12.18.12
SCALE: AS SHOWN
DRAWN BY: AC/RM
PROJECT NUMBER: 11093.00

L2.2

ACTUAL SIZE OF THIS SHEET IS 24" X 36"

EXHIBIT

MAY 08 2013

AHT
ARCHITECTS INC.
1120 WILSHIRE
SUITE 1000
LOS ANGELES, CA 90024
TEL: (310) 459-4431
FAX: (310) 459-4431

LEXUS
WOODLAND HILLS
FACILITY CONCEPTS
21081 VENTURA BLVD.
WOODLAND HILLS, CA

Troller Mayer Associates, Inc.
Landscape Architecture Planning Urban Design
1403 Kenneth Road, Suite B
Glendale, California 91201-1421
Ph: (818) 958-5101 Fax: (818) 958-0120



NOTE:
For removal of existing trees,
see the Architect's Demolition
Plan. For all legends, tree mitigation,
and water conservation statement,
see Sheet L2.5.

FIRE LANE

SHEET L2.3
SHEET L2.1

LEXUS CONCEPT
SUBMITTAL 7/26/12

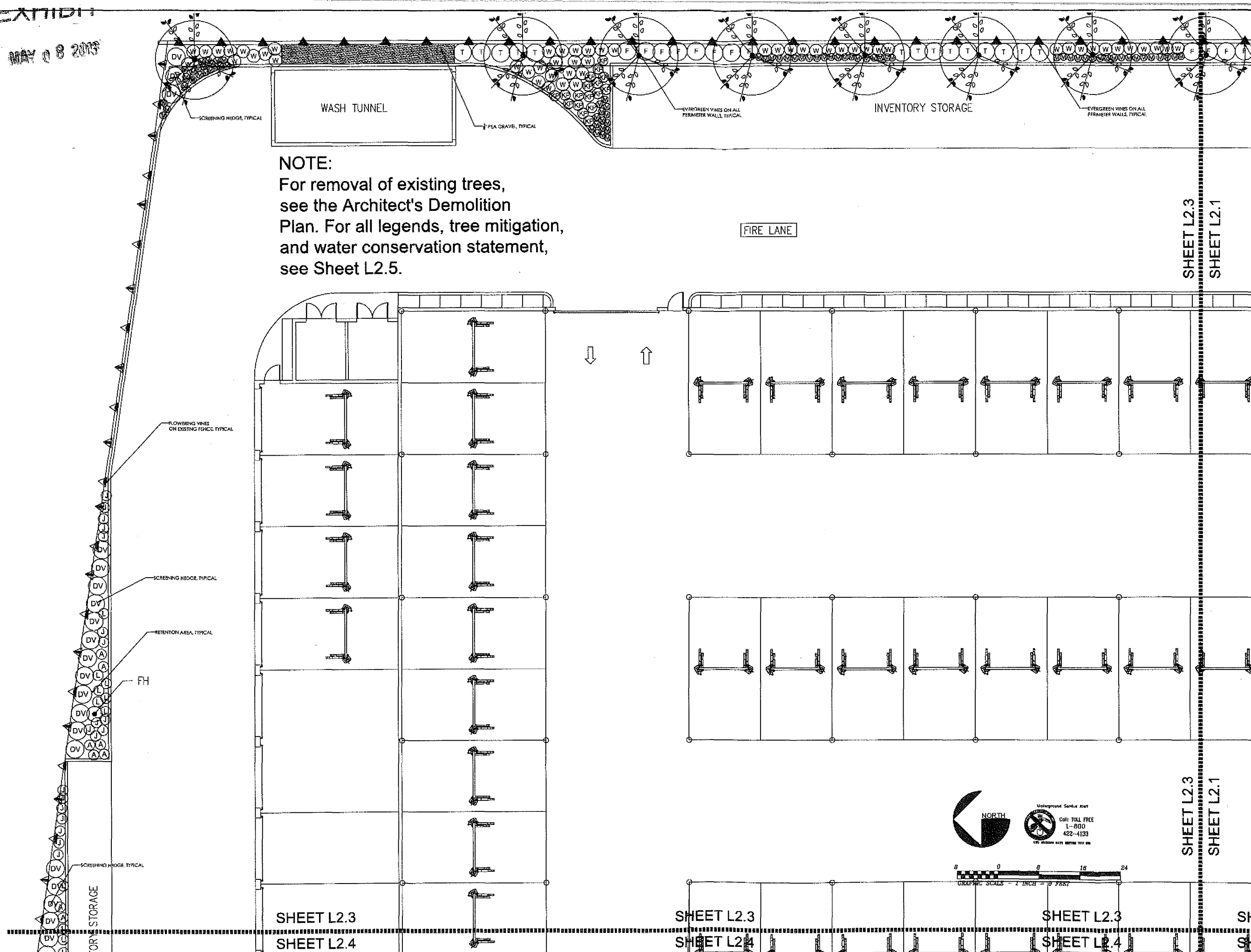
PRELIMINARY -
SUBJECT TO CHANGE

SHEET TITLE
TREE, SHRUB, GROUND
COVER AND VINE PLAN

DATE: 12.18.12
SCALE: AS SHOWN
DRAWN BY: AC/RM
PROJECT NUMBER

L2.3

11080.00 ACTUAL SIZE OF THIS SHEET IS 24" X 36"





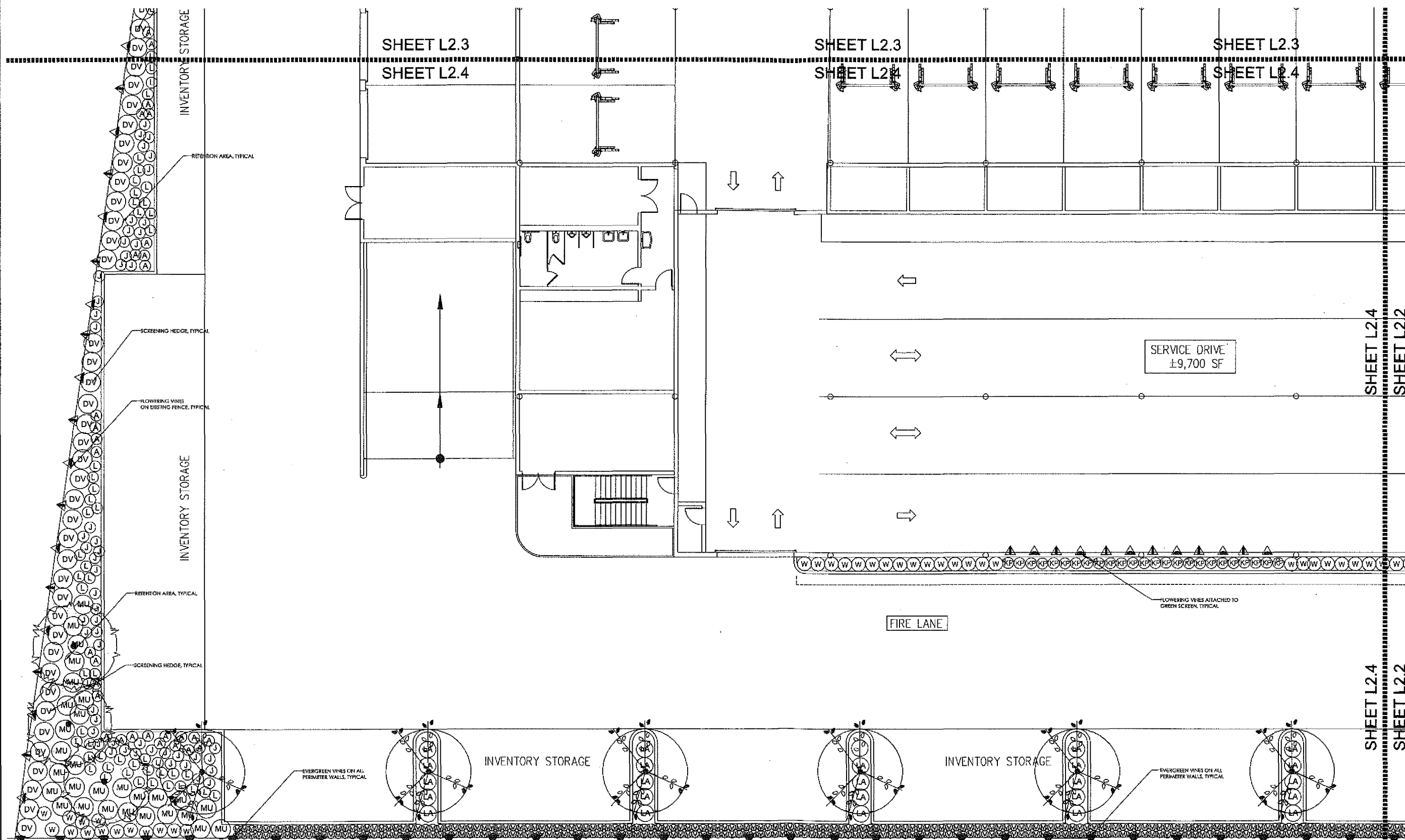
EXHIBIT

7/26/12

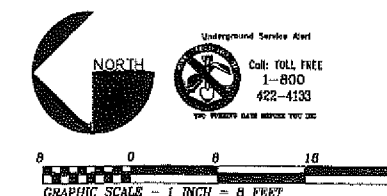
**LEXUS CONCEPT
SUBMITTAL 7/26/12
PRELIMINARY -
SUBJECT TO CHANGE**

SHEET TITLE
**TREE, SHRUB, GROUND
COVER AND VINE PLAN**

DATE: 12.18.12
SCALE: AS SHOWN
DRAWN BY: AC/RH
PROJECT NUMBER
L2.4
11080.00 ACRAL SIZE OF SHEET IS 24" X 36"

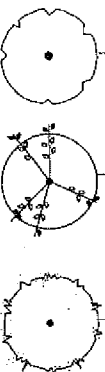


NOTE:
For removal of existing trees,
see the Architect's Demolition
Plan. For all legends, tree mitigation,
and water conservation statement,
see Sheet L2.5.



Underground Service Area
Call: TOLL FREE
1-800
422-4133
NO PROPERTY LINE BEHIND THIS LINE

TREE LEGEND



Genus Species Name	Common Name	Box/Container Size	Height and Width at Planting	Height and Width at Maturity	Time to Maturity	Quantity
Cercidium x 'Desert Museum'	Desert Museum Palo Verde	48" Box Single Trunk	12-14' High X 8-10' Wide	20-25' High X 20-25' Wide	10-12 Years	13
Gelera parviflora	Australian Willow	36" Box Single Trunk	10-13' High X 5-6' Wide	25-30' High x 20-25' Wide	15-20 Years	16
Populus nigra 'Italica'	Lombardy Poplar	24" Box Single Trunk	10-12' High X 3-4' Wide	50-80' High X 15-25' Wide	15 Years	3

TREE REMOVAL LEGEND AND MITIGATION REQUIREMENTS

TYPE	GENUS AND SPECIES	COMMON NAME	REMOVED	NEW TREES INSTALLED
Ornamentals				
ORN	SIGNIFICANT TREE (PLATANUS ACERIFOLIA)	LONDON PLANE TREE (NON-NATIVE SPECIES)	3	24
NOTE: 1. THERE ARE NO PROTECTED (NATIVE) TREES ON SITE. NO MITIGATION FOR NATIVE TREES IS REQUIRED. 2. NON-NATIVE SIGNIFICANT ORNAMENTAL TREES SHALL BE MITIGATED AT A 1:1 REPLACEMENT VALUE (3 TREES REMOVED X 1 = 3 NEW TREES @ 24" BOX SIZE OR LARGER) 3. REFER TO THE DEMOLITION PLAN FOR REMOVAL OF ALL NON-NATIVE (SIGNIFICANT ORNAMENTAL) TREES. NON-NATIVE (SIGNIFICANT ORNAMENTAL) TREES THAT MEASURE 12" OR MORE IN CUMULATIVE DIAMETER, FOUR AND ONE HALF FEET ABOVE GROUND LEVEL AT THE BASE OF THE TREE ARE CONSIDERED "SIGNIFICANT" TREES AND ARE TO BE MITIGATED AT A 1:1 RATE (3 TREES REMOVED X 1 = 3 NEW TREES).			3	24
TOTAL NEW TREES TO MITIGATE TREE REMOVALS				24
TOTAL NEW TREES TO BE INSTALLED ON SITE				24

WATER CONSERVATION AND IRRIGATION CONCEPT STATEMENT:

The irrigation system shall be designed according to water conservation principles and AB 1881. An electric 'smart' irrigation controller with an automatic shut-off rain sensor will control the system to shut off during wet weather. Irrigation valves will separate trees from the rest of the system. This allows the trees to be watered with a low precipitation deep well bubbler and in times of prolonged drought, the trees can be irrigated while the rest of the system is shut off. All irrigation valves will be designed to control specific plant hydrozones.

The plant palette selected for the site include drought tolerant and California native trees, drought tolerant shrubs, ornamental grasses, succulents, cacti and groundcovers as well as other plants associated with a Mediterranean plant community. All plant material selected for the site is drought tolerant. All landscape areas will be irrigated with low precipitation spray and bubbler heads. After the landscape areas have matured, the irrigation schedule may be adjusted and throttled down.

SHRUB, GROUND COVER, AND VINE LEGEND

Symbol	Genus Species Name	Common Name	Container Size	Height and Width at Planting	Height and Width at Maturity	Time to Maturity	Spacing	Notes
(A)	Achillea millefolium 'Appleblossom' and 'Coronation gold'	50% Yarrow Appleblossom and 50% Coronation Gold	1 Gallon	1-2' High X 1-2' Wide	2-3' Wide x 2' wide	1 Year	Plant as shown	
(AG)	Agave 'Blue Glow'	Blue Glow Agave	5 Gallon	1-2' High X 1-2' Wide	2-3' High X 8-10' Wide	1-3 Years	Plant as shown	Place 3" pea gravel beneath, between and in front of Agave - final color/variety to be determined. See Plan for location of gravel.
(T)	Agave tequilana	Tequila Agave	15 Gallon	2-3' High X 2' Wide	4-5' High X 4-5' Wide	1-3 Years	Plant as shown	
(KP)	Anigozanthus 'Bush Dawn'	Bush Dawn Kangaroo Paw	5 Gallon	1-2' High X 1-2' Wide	2-3' High X 2-3' Wide	1 Year	Plant as shown	
(AL)	Aloe striata	Coral Aloe	5 Gallon	1-2' High X 1-2' Wide	1-2' High X 2-3' Wide	1-3 Years	Plant as shown	Place 3" pea gravel beneath, between and in front of Aloe - final color/variety to be determined. See Plan for location of gravel.
(▲)	Discolia buccinatoria	Blood Red Trumpet Vine	15 Gallon	4-5' High X 18" Wide	25-30' High X 10-15' Wide	2-3 Years	Plant as shown	
(▲)	Discolia 'Rivers'	Royal Trumpet Vine	15 Gallon	4-5' High X 18" Wide	25-30' High X 10-15' Wide	2-3 Years	Plant as shown	
(DV)	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	15 Gallon	5-6' High X 24" Wide	14-18' High X 5-6' Wide	2-3 Years	Plant as shown	
(E)	Echeveria 'Afterglow'	Afterglow Echeveria	1 Gallon	8-12" High X 6" Wide	18" High X 14" Wide	1 Year	Plant as shown	Underplant beneath and between with mixed variety of Sedums (varieties to be determined)
(▲)	Ficus pumila	Creeping Fig	5 Gallon	4-5' High X 12" Wide	50' High X 50' Wide (uncontrolled size)	2-3 Years	Plant as shown	
(F)	Furcraea foetida 'Mediopicta'	Variegated Hemp	5 Gallon	2-3' High X 2-3' Wide	4-5' High X 4-5' Wide	2-3 Years	Plant as shown	
(J)	Juncus patens 'Elk's Blue'	Elk's Blue California Gray Rush	1 Gallon	12" High X 8" Wide	18-24" High X 12-18" Wide	6 Months - 1 Year	Plant as shown	
(KB)	Kalanchoe behavensis	Felt Plant	15 Gallon	3-4' X 1-2'	5-6' High X 3-4' Wide	3-4 Years	Plant as shown	
(L)	Miscanthus sinensis 'Little Kitten'	Little Kitten Maiden Grass	1 Gallon	1-2' High X 1-2' Wide	2-3' High X 2-3' Wide	6 Months - 1 Year	Plant as shown	
(MU)	Muhlenbergia capillaris 'Lancel'	Regal Mist Pink Muhly Grass	5 Gallon	1-2' High X 1-2' Wide	3-4' High X 3-4' Wide	1 Year	Plant as shown	
(M)	Nassella tenuissima	Mexican Feather Grass	1 Gallon	8" High X 6" Wide	16-20" High X 12-18" Wide	6 months - 1 Year	16" o.c.	
(PE)	Pennisetum setaceum 'Rubrum'	Purple Fountain Grass	5 Gallon	1-2' High X 1-2' Wide	3-4' High X 3-4' Wide	1 Year	Plant as shown	
(V)	Verbena bonariensis	Tall Verbena	1 Gallon	1-2' High X 1' Wide	2-3' High X 2-3' Wide	1 Year	Plant as shown	
(W)	Westringia 'Wynabbie Highlight'	Wynabbie Highlight Coast Rosemary	5 Gallon	1-3' High X 1-3' Wide	3-4' High X 3-4' Wide	6 months - 1 Year	Plant as shown	

IRRIGATION MAINLINE AND RELATED EQUIPMENT:

Backflow Preventer	Febco 825Y N Pattern
Controller	Rainbird ESP MC
Rain Sensor	Hunter Mini Klik
Remote Control Valves	Superior
Hose Bibs	Champion 401-B
Isolation Valves	Spears True Union Ball Valves
Piping	Schedule 40 PVC

SPRINKLER IRRIGATION EQUIPMENT:

Sprinkler Heads	Rainbird 1800 Series
Rotor Heads	5000 Plus Series
Deep Well Irrigation Bubbler	Rainbird RWS
Irrigation Piping	Class 40 PVC Pipe

EXHIBIT

MAY 08 2013



LEXUS
WOODLAND HILLS
FACILITY CONCEPTS
2001 VENTURA BLVD.
WOODLAND HILLS, CA

Troller Mayer Associates, Inc.
Landscape Architecture Planning Urban Design
1401 Kenneth Road, Suite B
Grassdale, California 91201-1421
Ph: (618) 958-8101 Fax: (618) 356-0120



LEXUS CONCEPT
SUBMITTAL 7/26/12
PRELIMINARY -
SUBJECT TO CHANGE

SHEET TITLE
LEGENDS, TREE MITIGATION
AND WATER CONSERVATION
STATEMENT

DATE: 12.18.12
SCALE: AS SHOWN
DRAWN BY: AC/RM
PROJECT NUMBER
11080.00
ACTUAL SIZE OF THIS SHEET IS 24" X 36"

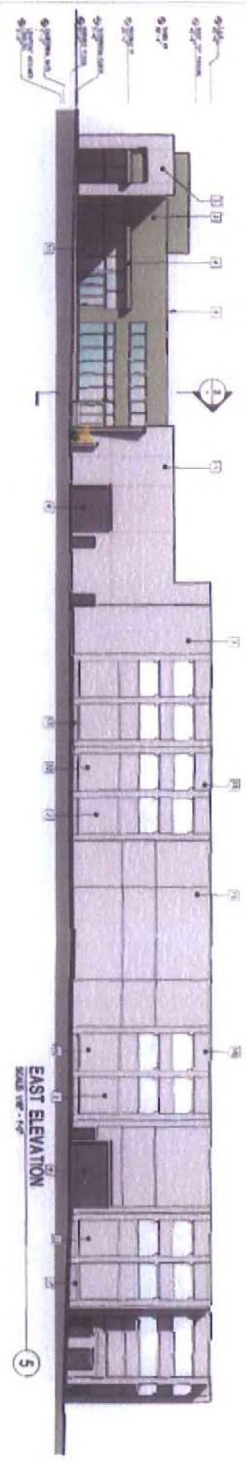
L2.5

EXHIBIT

MAY 05 2004

AHT
ARCHITECTS INC.
1000 10TH AVENUE
SUITE 1000
DENVER, CO 80202

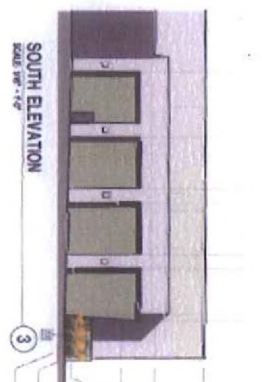
LEXUS
WOODLAND HILLS
1000 10TH AVENUE
SUITE 1000
DENVER, CO 80202



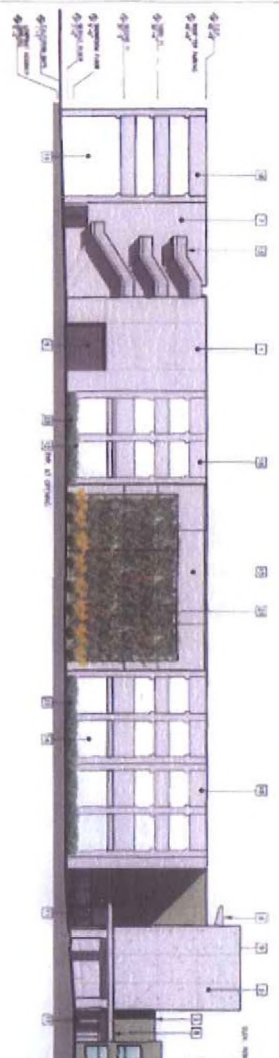
EAST ELEVATION
SCALE: 1/8" = 1'-0"



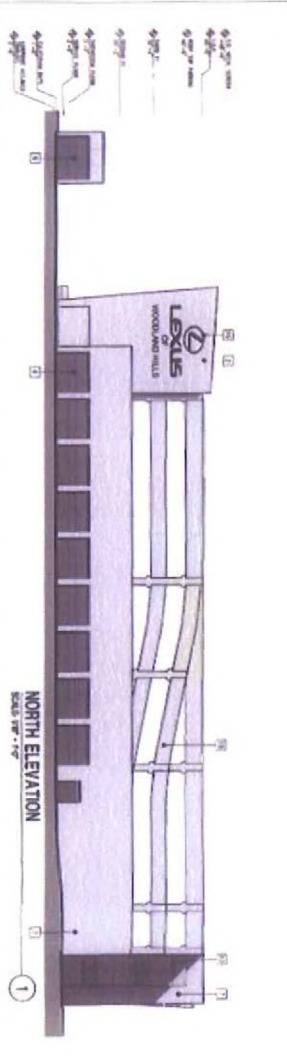
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WALL SIGN AT WALL SIGN AT VENTURA BLVD.
SCALE: 1/8" = 1'-0"



MONUMENT SIGNS
SCALE: 1/8" = 1'-0"

REVISED PLANNING SUBMITTAL
PACKAGE 10/15/12
REVISED 10/22/12

**PRELIMINARY -
SUBJECT TO CHANGE**

case #

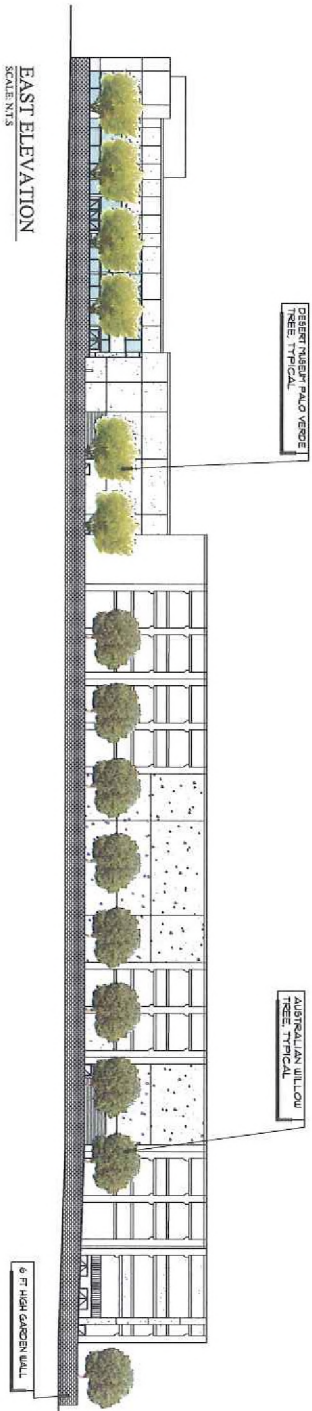
SHEET TITLE	
ELEVATIONS	A6
DATE	10/15/12
SCALE	1/8" = 1'-0"
DESIGNED BY	AD
CHECKED BY	AD
APPROVED BY	AD



Lexus Dealer Preliminary East Elevation

City of Woodland Hills

Troller Mayer Associates, Inc
Landscape Architecture Planning Urban Design
1403 Kenneth Road, Suite B
Glendale, California 91201-1421
Ph: (818) 956-8101 Fx: (818) 956-0120





AHT Architects

LEXUS of WOODLAND HILLS

Oremor of Woodland Hills, LLC



AHT Architects

LEXUS of WOODLAND HILLS

Oremor of Woodland Hills, LLC



AHT Architects

LEXUS of WOODLAND HILLS

Oremor of Woodland Hills, LLC

CPC-2012-2576-ZC-SPE-SPP
21701 W. Ventura Boulevard

E-6

EXHIBIT E-6
ENV 2012-2576-MND

**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
3

PROJECT TITLE
ENV-2012-2577-MND

CASE NO.
CPC-2012-2576-ZC-SPE-SPP

PROJECT LOCATION
21701 W VENTURA BLVD

PROJECT DESCRIPTION

The existing Lincoln Mercury auto dealership, located at 17101 Ventura Boulevard is requesting to demolish an existing, approximately 28,733 square-foot auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles and to permit the construction of a new, approximately 72,404 square-foot (43,671 net square feet) new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles. The project will be three-stories, 55 feet tall and will include 294 parking spaces on a 133,996 square-foot site.

The proposed project is requesting the following:

1. Pursuant to Section 12.32 of the Municipal Code, a Zone Change from C4-1LD and P-1LD to C4-1LD; and,
2. Pursuant to section 11.5.7.F of the Municipal Code, Exceptions from the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No.174,052) as follows:
 - a. Section 5.C.1(b) and Section 5.C.1(a) to permit an expansion to an existing auto dealership in a Pedestrian Oriented Area, which is a use that is otherwise not permitted;
 - b. Section 7.A.2(b) to permit two (2) 28-foot wide access/fire lanes, inventory storage, inventory display, and customer parking in the side yard in lieu of the permitted maximum 20-foot wide driveway with a four-foot walkway and/or a five-foot landscape strip;
 - c. Section 7.D.2(b) to eliminate a ten-foot landscape buffer around three sides of the parking structure;
 - d. Section 7.E.1(f) to permit the southern façade, which has a variable height of 34 to 38 feet, to not observe the required building setback of ten (10) feet from the edge of the roof when the building is more than 25 feet in height, in lieu of the required ten (10) feet; and to permit a 25-foot by 30-foot elevator and stair shaft enclosure, which has a height of 55 feet, to have a setback of eight (8) feet from the edge of the roof in lieu of the required ten (10) feet for the first 15-foot increment above 25 feet and to not observe a setback of 20 feet for the second 15-foot increment above 40 feet;
 - e. Section 7.E.1(e)-3 to permit an approximately 25-foot by 30-foot elevator and stair shaft enclosure to exceed the 45-foot height limit by approximately eight (8) feet to a maximum height of approximately 55 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately five (5) feet to a maximum height of approximately 50 feet;
 - f. Section 8.B.1(a)-1 to permit three (3) wall signs on the building's street frontage in lieu of one (1) sign per tenant;
 - g. Section 8.B.1(b) to permit two (2) monument signs with a maximum area of 60 square feet each and a maximum height of six (6) feet for a lot frontage of approximately 316 feet in lieu of the one (1); and,
3. Pursuant to Section 11.5.7 of the Municipal Code, a Project Permit Compliance application to permit a new auto dealership within the Ventura/Cahuenga Corridor Specific Plan.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Steve Catalano
550 S. Hope Street, Suite 530
Los Angeles, CA 90071

FINDING:

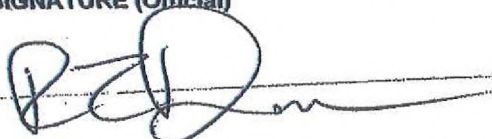
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
JENNIFER DRIVER	Planning Assistant	(818) 374-9916
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE APRIL 3, 2013

I 0. Pedestrian Oriented Facade

-
- The ground floor frontage shall be designed with pedestrian orientation along Ventura Boulevard.

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.

I-150. Aesthetics

- The project will result in aesthetic impacts. However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- Provide a structural and/or vegetative screen on the western facing side of the parking garage when abutting the adjacent property's outdoor recreational area so that vehicle headlights from within the garage structure cannot be seen from adjacent residential properties.

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

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

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80. Tree Removal (Locally Protected Species)

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
- All protected tree removals require approval from the Board of Public Works.

MITIGATED NEGATIVE DECLARATION
ENV-2012-2577-MND

- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
 - a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

IV-90. Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

V-20. Cultural Resources (Archaeological)

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30. Cultural Resources (Paleontological)

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

MITIGATED NEGATIVE DECLARATION
ENV-2012-2577-MND

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40. Cultural Resources (Human Remains)

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

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.

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

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

VIII-110. Hazardous Substances

- Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

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

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- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- 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.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar 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.
- 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.

X 0. Land Use

-
- The proposed project may not conform to the requirements of the Ventura/Cahuenga Corridor Specific Plan. However, the impact will be mitigated to less than significant level by complying with the recommendations of the Woodland Hills Neighborhood Council.

XII-10. Increased Noise Levels (Landscape Buffer)

- Environmental impacts to the adjacent residential properties may result due to the project. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

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

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

XII-40. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-70. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- Environmental impacts to adjacent properties may result from project implementation due to the installation and testing of _____. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XII-80. Increased Noise Levels (Auto-Repair Garage)

- Environmental impacts to adjacent residential properties may result from project implementation due to mobile noise from the auto-repair garage. However, these impacts will be mitigated to a less than significant level by the following measure:
- No openings shall be permitted on any building facade which abuts a residential use or zone.

XII-90. Increased Noise Levels (Public Address and Paging System)

- Environmental impacts to the adjacent residential properties may result due to outdoor public address or paging systems on the site. However, these impacts will be mitigated to a less than significant level by the following measures:
- Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- Distance between speakers shall not exceed 40 feet.
- Amplified signals shall be inaudible beyond the boundaries of the subject property.

XII-100. Increased Noise Levels (Speaker Boxes/Ordering Systems)

- Environmental impacts of the adjacent residential properties may result due to outdoor public address or paging systems on the site. However, these impacts will be mitigated to a less than significant level by the following measures:
- Noise from the speaker box shall be inaudible beyond the property line.
- A bus-stop like shelter shall be constructed along the driveway line, approximately 20-feet in length to act as a barrier to sound from the outside ordering system drifting into the nearby residential areas. The design of the shelter shall be to the satisfaction of the decision maker.

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-70. Public Services (Street Improvements Not Required By DOT)

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

XVI 0. Traffic Assessment

-
- Comply with conditions in the Traffic Assessment from the Department of Transportation, dated October 11, 2012.

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

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- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

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

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

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

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

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

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

XVII-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)

-

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- 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 3 - DENNIS P. ZINE	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2012-2577-MND	RELATED CASES: CPC-2012-2576-ZC-SPE-SPP	
PREVIOUS ACTIONS CASE NO.: DIR-2009-1657-SPP	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: DEMOLITION OF AN EXISTING 28,733 SF. AUTO DEALERSHIP AND CONSTRUCTION OF A NEW 72,404 SF. DEALERSHIP WITH ANCILLARY USES, WHICH RESULTS IN NET PROJECT AREA OF 43, 671 SF.		
ENV PROJECT DESCRIPTION: The existing Lincoln Mercury auto dealership, located at 17101 Ventura Boulevard is requesting to demolish an existing, approximately 28,733 square-foot auto dealership and related ancillary uses, including but not limited to storage, display, sales, service and washing of automobiles and to permit the construction of a new, approximately 72,404 square-foot (43,671 net square feet) new car dealership with ancillary uses including, but not limited to, storage, display, sales, service and washing of automobiles. The project will be three-stories, 55 feet tall and will include 294 parking spaces on a 133,996 square-foot site.		
The proposed project is requesting the following:		
1. Pursuant to Section 12.32 of the Municipal Code, a Zone Change from C4-1LD and P-1LD to C4-1LD; and,		
2. Pursuant to section 11.5.7.F of the Municipal Code, Exceptions from the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No.174,052) as follows:		
a. Section 5.C.1(b) and Section 5.C.1(a) to permit an expansion to an existing auto dealership in a Pedestrian Oriented Area, which is a use that is otherwise not permitted;		
b. Section 7.A.2(b) to permit two (2) 28-foot wide access/fire lanes, inventory storage, inventory display, and customer parking in the side yard in lieu of the permitted maximum 20-foot wide driveway with a four-foot walkway and/or a five-foot landscape strip;		
c. Section 7.D.2(b) to eliminate a ten-foot landscape buffer around three sides of the parking structure;		
d. Section 7.E.1(f) to permit the southern façade, which has a variable height of 34 to 38 feet, to not observe the required building setback of ten (10) feet from the edge of the roof when the building is more than 25 feet in height, in lieu of the required ten (10) feet; and to permit a 25-foot by 30-foot elevator and stair shaft enclosure, which has a height of 55 feet, to have a setback of eight (8) feet from the edge of the roof in lieu of the required ten (10) feet for the first 15-foot increment above 25 feet and to not observe a setback of 20 feet for the second 15-foot increment above 40 feet;		
e. Section 7.E.1(e)-3 to permit an approximately 25-foot by 30-foot elevator and stair shaft enclosure to exceed the 45-foot height limit by approximately eight (8) feet to a maximum height of approximately 55 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately five (5) feet to a maximum height of approximately 50 feet;		
f. Section 8.B.1(a)-1 to permit three (3) wall signs on the building's street frontage in lieu of one (1) sign per tenant;		
g. Section 8.B.1(b) to permit two (2) monument signs with a maximum area of 60 square feet each and a maximum height of six (6)		

feet for a lot frontage of approximately 316 feet in lieu of the one (1); and,

3. Pursuant to Section 11.5.7 of the Municipal Code, a Project Permit Compliance application to permit a new auto dealership within the Ventura/Cahuenga Corridor Specific Plan.

ENVIRONMENTAL SETTINGS:

The project site is located on the north side of Ventura Boulevard between Canoga Avenue and Topanga Canyon Boulevard. The site is located in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan and in the Ventura/Cahuenga Boulevard Corridor Specific Plan area. The subject lot is approximately 133,996 square feet with approximately 316 feet of frontage on Ventura Boulevard and has a varying depth of 405 feet to 435 feet. The site is currently developed with three (3) buildings totaling 24,411 square feet in floor area.

The subject lot is zoned C4-1LD and P-1LD and is designated for Community Commercial. Surrounding properties on Ventura Boulevard to the east and west are also zoned C4-1LD and P-1LD and developed as auto dealerships. To the north is the 101-Freeway and is zoned PF-1XL. To the south, properties are developed as C4-1VLD and P-1VLD and developed with commercial buildings.

The subject property is within a designated State Enterprise Zone, a Liquefaction area and is approximately 11.7 km from the nearest earthquake fault.

PROJECT LOCATION:

21701 W VENTURA BLVD

COMMUNITY PLAN AREA: CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: WOODLAND HILLS - WARNER CENTER
EXISTING ZONING: C4-1LD/P-1LD	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: na	
GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: na	LA River Adjacent: NO
	PROPOSED PROJECT DENSITY: na	

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.



Signature

Planning Assistant

Title

(818) 374-9916

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input checked="" 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 type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input checked="" type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC
<input checked="" 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:

Steve Catalano

PHONE NUMBER:

(213) 688-1550

APPLICANT ADDRESS:

550 S. Hope Street, Suite 530
Los Angeles, CA 90071

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

09/20/2012

PROPOSAL NAME (if Applicable):

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?		✓	

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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?		✓		

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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓	
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?		✓		
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

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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-2012-2577-MND and the associated case(s), CPC-2012-2576-ZC-SPE-SPP CPC-2012-2576-ZC-SPE-SPP. 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:	TITLE:	TELEPHONE NO.:	DATE:
JENNIFER DRIVER	Planning Assistant	(818) 374-9916	03/06/2013

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

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	While the subject site is on a designated Scenic Highway which has views of the Santa Monica Mountains to the south, the subject site is on the north side of the Boulevard and therefore won't block any view of the mountains.
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur only if scenic resources would be damaged or removed by a project. The Project Site is located in a developed area of Los Angeles that is dominated by commercial and auto uses. The Project Site is surrounded by low-to mid-rise structures. No rock outcroppings or other geologic formations exist on the Project Site or within the general Project locale. The only trees that exist on the Project Site are ornamental street trees, and are generally located along the sidewalks of Ventura Boulevard. In addition, while the subject site is on a designated Scenic Highway, which has views of the Santa Monica Mountains to the south, the subject site is on the north side of the Boulevard and therefore won't block any views of the mountains.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The expansion of the auto dealership will need to provide additional landscaping to mitigate the increased size of the proposed project, and incorporate building and site design that is pedestrian oriented. After implementation of the mitigation measures, the impact will be less than significant.</p> <p>I 0, I-150 The proposed mitigation measures will reduce the potential impact to less than significant.</p>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The proposed project, which includes new lighting fixtures, has the potential to create a new source of light and glare to the adjacent properties.</p> <p>I-120, I-130 The proposed mitigation measures will reduce the potential impact to less than significant.</p>
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	A significant impact may occur if a project were to result in the conversion of State designated agricultural land from agricultural use to another non-agricultural use. The Project Site is located in the heavily developed area of Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur.

Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use. The Project Site is not currently zoned for agricultural use nor would the Proposed Project involve the conversion of agricultural land to another use. Therefore, the Proposed Project would have no impact associated with land zoned for agricultural use.	
c.	NO IMPACT	A significant impact may occur if a project were to result in the conversion of land zoned for forest or timberland use to another non-agricultural use. The Project Site is not currently zoned for timberland use nor would the Proposed Project involve the conversion of forest to another use. Therefore, the Proposed Project would have no impact associated with land zoned for timberland use.	
d.	NO IMPACT	A significant impact may occur if a project were to result in the conversion of land zoned for forest or timberland use to another non-agricultural use. The Project Site is not currently zoned for timberland use nor would the Proposed Project involve the conversion of forest to another use. Therefore, the Proposed Project would have no impact associated with land zoned for timberland use.	
e.	NO IMPACT	A significant impact may occur if a project were to result in the conversion of State designated agricultural land from agricultural use to another non-agricultural use. The Project Site is located in the heavily developed area of Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The development of the project should not conflict with or obstruct the implementation of either plan.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	This project proposes to build a 72,733 square-foot auto dealership and is below the threshold for potentially significant air quality impacts as established by the SCAQMD. However, fugitive dust and construction vehicle emissions will be generated during the period of construction. With the incorporation of the following	III-10 Due to the non-attainment status of the South Coast Air Basin (SCAB) for airborne particulate matter, Best Available Control Measures (BACMs) shall be used where feasible, and an aggressive dust control program will be required to control fugitive dust.

Impact?	Explanation	Mitigation Measures
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		mitigation measures the impact is expected to be less-than-significant.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	This project proposes to build a 72,733 square foot auto dealership and is below the threshold for potentially significant air quality impacts as established by the SCAQMD. However, fugitive dust and construction vehicle emissions will be generated during the period of construction. With the incorporation of the following mitigation measures the impact is expected to be less-than-significant.	III-10 The proposed mitigation measures will reduce the potential impact to less than significant.
d.	LESS THAN SIGNIFICANT IMPACT	There are no sensitive receptors within 500 feet of the project.	
e.	LESS THAN SIGNIFICANT IMPACT	No objectionable odors are anticipated to result from this project.	

IV. BIOLOGICAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	The project area is not identified as a biological resource area.	
b.	LESS THAN SIGNIFICANT IMPACT	The project area is not identified as a biological resource area.	
c.	LESS THAN SIGNIFICANT IMPACT	The site is already developed and located in a highly urbanized area; no impacts to wetlands are anticipated.	
d.	LESS THAN SIGNIFICANT IMPACT	The site is already developed and located in a highly urbanized area; no impacts to applicable species are anticipated.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project requires the removal of street trees.	IV-70, IV-80, IV-90 The proposed mitigation measures will reduce the potential impact to less than significant.
f.	NO IMPACT	The project will not conflict with the provisions of any known adopted habitat conservation plan, natural community conservation plan or other approved local, regional, or state habitat conservation plan.	

V. CULTURAL RESOURCES

a.	NO IMPACT	The site has not been identified as a historical resource.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Although this site has not been identified as a cultural resource, grading and site preparation activities may uncover archaeological resources.	V-20 Any potential impacts due to the discovery of unrecorded archaeological resources will be reduced to a less-than-significant level by the implementation of the cultural resource mitigation measures.

Impact?	Explanation	Mitigation Measures
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c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Although this site has not been identified as a cultural resource, grading and site preparation activities may uncover paleontological resources or a unique geologic feature.	V-30, V-40 Any potential impacts due to the discovery of unrecorded paleontological resources will be reduced to a less-than-significant level by the implementation of the paleontological resource mitigation measures.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Although this site has not been identified as a burial site, grading and site preparation activities may uncover human remains.	V-40 Any potential impacts due to the discovery of unrecorded human remains will be reduced to a less-than-significant level by the implementation of the attached mitigation measures.

VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	According to ZIMAS, the project site is not located in an Alquist-Priolo Fault Zone. However, the proposed building structure and future occupants may be subject to strong seismic shaking because the project site is located in a seismic active area. That being said, the impact will be mitigated to a less than significant level because the project will be subject to the Uniform Building Code seismic standards as approved by the City's Department of Building and Safety.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located 11.7 km from the Hollywood Fault which is considered an active fault, but it is not located in an Alquist-Priolo Fault Zone. New development is required to comply with the seismic safety requirements of the California Building Code.	VI-10 The proposed seismic mitigation measures are expected to reduce potential impacts to a less-than-significant level.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located within a known Liquefaction Area according to ZIMAS.	VI-70 The proposed mitigation measures will reduce the impact to less than significant.
d.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in a landslide zone (ZIMAS). Therefore, the impacts due to potential landslide would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	Although the proposed project will not include substantial grading to the site, any soil erosion or loss of topsoil from grading activities will have a less than significant impact with the incorporation of the Department of Building and Safety's construction and hauling requirements.	
f.	LESS THAN SIGNIFICANT IMPACT	The property is stable and is not anticipated to become unstable due to the construction of the project.	

Impact?	Explanation	Mitigation Measures
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g.	LESS THAN SIGNIFICANT IMPACT	The project site is not anticipated to have expansive soils and the proposed project only includes a limited amount of grading. Nevertheless, the Department of Building and Safety requires that any building foundation be designed for expansive soil conditions unless a soil report is provided and approved by the LADBS Grading Division to exempt this requirement.	
h.	LESS THAN SIGNIFICANT IMPACT	This project does not propose the use of septic tanks and will be serviced by the City's sewer system.	

VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	A new auto dealership falls below the screening threshold established by SCAQMD for operational GHG impacts.	
b.	LESS THAN SIGNIFICANT IMPACT	A new auto dealership falls below the screening threshold established by SCAQMD for operational GHG impacts.	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	As the proposed project includes auto repair, hazardous materials may be routinely transported, used or disposed of as part of the project. However, the incorporated mitigation measures will ensure that the impact is less than significant.	VIII-110 The proposed mitigation measure will reduce the potential impacts to less than significant.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	As the project includes demolishing a building built in 1971, the building may contain asbestos containing materials (ACM). An ACM survey and removal of any ACM must be completed prior to the issuance of the demolition permit to mitigate the impact to a less than significant level.	VIII-10 The proposed mitigation measures will reduce the potential impacts to less than significant.
c.	LESS THAN SIGNIFICANT IMPACT	This project is not located within a quarter mile of a school.	
d.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site which is included on the list of hazardous materials sites.	
e.	LESS THAN SIGNIFICANT IMPACT	The subject site is not located within an airport hazard area.	
f.	LESS THAN SIGNIFICANT IMPACT	The subject site is not located within an airport hazard area.	
g.	LESS THAN SIGNIFICANT IMPACT	The project would not interfere with any emergency response program or application.	
h.	LESS THAN SIGNIFICANT IMPACT	The project is not located in a Very High Fire Severity Zone as designated by the Los Angeles Fire Department. The site is located in a highly developed and urbanized region and therefore would not expose people and/or structures to a	

Impact?	Explanation	Mitigation Measures
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significant loss, injury, or death involving wildland fires.

IX. HYDROLOGY AND WATER QUALITY

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project does not propose any long-term activities that would discharge into surface water bodies. Some pollutants common to urban areas, especially those related to automobiles, are contained in stormwater runoff and may be carried into storm drains and discharged into the storm water runoff control. There will be an increased potential for violation of water quality standards during the grading and construction period, however with the following mitigation measures requiring compliance with the LID section of the Development Best Management Practices (BMP) Handbook, impacts will be mitigated to a less-than-significant level.	IX-20 The potential impacts of erosion carrying sediments into the stormwater system during the construction phase will be mitigated to a less-than-significant level by incorporating the proposed stormwater pollution control measures.
b.	LESS THAN SIGNIFICANT IMPACT	The project involves very little grading and therefore, the discovery of ground water is unlikely.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project does not contain any natural and/or significant drainage features, such as streams or rivers. Water runoff will be carried into existing storm drains and discharged into the stormwater runoff control. The project is not expected to cause substantial erosion or siltation, however any potential impacts will be mitigated to a level of insignificance by incorporating the following stormwater pollution control mitigation measures.	IX-20, IX-40 Environmental impacts may result from the development of the project site. However, potential impacts will be mitigated to a less-than-significant level by incorporating the proposed stormwater control measures.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is currently occupied by an auto dealership and the project is not proposing any water wells and/or pump stations that may be used to tap into existing groundwater supplies or interfere with groundwater recharge. However, with the following mitigation measures requiring compliance with the LID BMP Handbook, any potential impacts will be mitigated to a less-than-significant level.	IX-20, IX-40 Environmental impacts may result from the development of the project site. However, potential impacts will be mitigated to a less-than-significant level by incorporating the proposed stormwater control measures.
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project will be developing a site that was completely covered in impervious surface. The resulting project would not increase the amount of runoff.	

Impact?	Explanation	Mitigation Measures
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project does not propose any long-term activities that would discharge into surface water bodies. However, there will be an increased potential to degrade water quality standards during the grading and construction period. However, with the following mitigation measures requiring compliance with the LID section of the Development BMP Handbook, impacts would be mitigated to a less-than-significant level.	IX-20, IX-40 Environmental impacts may result during the construction phase and long-term use of the project 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 the proposed stormwater control measures.
g.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not in a 100-year flood plain or in a flood hazard zone (ZIMAS, NavigateLA). No impacts are anticipated.	
h.	NO IMPACT	The proposed project is not in a 100-year flood plain or in a flood hazard zone (ZIMAS, NavigateLA). No impacts are anticipated.	
i.	NO IMPACT	The proposed project is not located within a flood control basin or a potential inundation area (Environmental and Public Facilities Maps, 1996). No impacts are anticipated.	
j.	LESS THAN SIGNIFICANT IMPACT	The project is not located in an area susceptible to seiches or mudflow and is not in a tsunami zone, flood control basin, potential inundation area, landslide zone or liquefaction zone. There are a number of active and potentially active faults off the coast in a regional proximity that have the capacity of generating a tsunami, however the possibility of the site or surrounding properties being inundated and/or damaged as a direct result of a tsunami is unlikely.	

X. LAND USE AND PLANNING

a.	LESS THAN SIGNIFICANT IMPACT	The development is on a lot in a developed neighborhood and would not consist of the placement of a new roadway or other physical barrier, which could physically divide an established community.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Per the Ventura/Cahuenga Blvd. Corridor Specific Plan, the project site is located in a Pedestrian-Oriented Area (POA), which prohibits auto sales, including motor and/or recreational vehicle sales and/or rentals, maintenance, repair and accessory installation. As the proposed project is an expansion of the previously approved auto dealership, the applicant is requesting	X 0 Note to the decision maker: the applicant shall design the project to create more pedestrian orientation in terms of building design and proposed streetscape improvements. The project should include features such as decorative features, outdoor seating, and landscaping in order to enhance visual interest and pedestrian vitality.

Impact?	Explanation	Mitigation Measures
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		a Specific Plan Exception to be able to expand on the auto-related use in a designated POA. Additionally the applicant is requesting an Exception to exceed the height limits of the plan, have larger sideyards and landscape setbacks, and to install more signs than permitted by the Plan.	
c.	LESS THAN SIGNIFICANT IMPACT	The project does not conflict with any known habitat conservation or natural community conservation plan.	

XI. MINERAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	No known mineral resource of value to the station or region, or a locally important mineral resource recovery site, exists on the subject property. Additionally, the Environmental and Public Facilities Maps (1996) do not designate the site as a known area of mineral resources. Therefore, no impacts are anticipated.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not located within a Surface Mining District or an MRZ-2 Area. The proposed project would not involve any mineral or oil extraction activities. Therefore, no impacts associated with the loss of availability of a known locally-important mineral resource are anticipated.	

XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed mixed-use building is unlikely to result in new sources of noise which would exceed levels established in the General Plan or Municipal Code. A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. The construction activities are expected to be short term and the applicant will be required to comply with the City's Noise Ordinance and the attached construction mitigation measures, which will reduce the impact to a less-than-significant level.	XII-20 The following noise mitigation measures will reduce potential impacts from temporary increases in noise levels during the construction phase to a less-than-significant level.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project construction will be like other construction projects in the area and is not anticipated to result in excessive groundborn vibration or noise levels. However, the project is subject to the City's Noise Ordinance for construction.	XII-10, XII-20, XII-40, XII-70, XII-80, XII-90, XII-100 The proposed mitigation measures will reduce the potential impacts to less than significant.

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	The proposed project will likely result in a permanent, but minimal increase in ambient noise levels.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project may create a substantial temporary increase in ambient noise levels in the nearby project vicinity because of demolition and construction on the property. Additionally, the proposed auto repair, which will be part of the auto dealership, also has the potential to create additional noise. However, required mitigation measures will ensure that the impact be less than significant.	XII-40, XII-80, XII-90, XII-100 The proposed mitigation measures will reduce the potential impacts to less than significant.
e.	LESS THAN SIGNIFICANT IMPACT	The project is not located within an airport hazard area.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not located near an airstrip.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not cause a substantial increase in population.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not displace any current housing.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not displace a significant number of people.	

XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located approximately 0.9 miles from the Los Angeles Fire Department Station No. 84, which serves the project area. This is below the maximum response distance for engine companies for neighborhood land uses identified in the LA CEQA Thresholds Guide. However, by increasing the size of the dealership, the project may result in an increased demand for fire protection. The project will be required to meet all fire safety requirements of the Department of Building and Safety and the Los Angeles Fire Department as part of the approval/ entitlement process and a review of the project by the Fire Department is proposed to ensure the impacts will be mitigated to a less-than-significant level.	XIV-10 A review of the proposed project by the Los Angeles Fire Department will ensure that the proposed project will be mitigated to a less-than-significant level
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located approximately 4.4 miles from the Topanga Police Station, which serves the project area. By increasing the size of the auto dealership, the project may result in an increased demand for police protection. Any potential impacts will be mitigated to a	XIV-20, XIV-30 A review of the proposed project by the Los Angeles Police Department, and the recommended mitigation measures will ensure that the proposed project will be mitigated to a less-than-significant level.

Impact?	Explanation	Mitigation Measures
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		less-than-significant with the implementation of the recommended mitigation measures.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not adding any residents and won't affect the school system.	
d.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not adding any residents and won't affect the demand for parks.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Street dedications are required on Ventura Boulevard in conformance with Highway Standards and as required by the Specific Plan. After mitigation, the impact will be less than significant.	XIV-70 The proposed mitigation measures will reduce the potential impacts to less than significant.

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not result in significant impacts on parks.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not have a significant impact on recreational facilities.	

XVI. TRANSPORTATION/TRAFFIC

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The Department of Transportation determined that the proposed project will generate 694 daily new trips with 48 new trips in the a.m. peak hour and 61 new trips in the p.m. peak hour. While the proposed project is not anticipated to generate traffic that is substantial in relation to the existing traffic load, DOT requires Dedication and Improvements, and the payment of Project Impact Assessment (PIA) fees that go towards pedestrian, roadway and traffic improvements along Ventura Boulevard.	XVI 0 The proposed mitigation measures will reduce the potential impacts to less than significant.
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not result in an increase in the Level of Service on Local Streets. The Department of Transportation completed a Traffic Assessment for the project (letter dated October 11, 2012). According to DOT, the proposed project would generate a total of 694 net daily trips, which they determined, would not have a significant impact on adjacent intersections.	
c.	LESS THAN SIGNIFICANT IMPACT	There will be no change in air traffic patterns as a result of the proposed expansion of the existing auto dealership.	
d.	LESS THAN SIGNIFICANT IMPACT	The project does not include any hazardous design features. There would not be a significant impact.	

Impact?	Explanation	Mitigation Measures
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e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Both LA DOT and LA Fire Department will review the project's emergency access to ensure that any potential impacts are mitigated to a less than significant level.	XVI-50 The proposed mitigation measures will reduce the potential impacts to less than significant.
f.	LESS THAN SIGNIFICANT IMPACT	The project site is either not in an area that has adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or would not impede their implementation and will therefore not have an impact on any existing alternative transportation policies, plans or programs.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	Project as proposed is not anticipated to have an effect on the wastewater treatment requirements of the applicable Regional Water Quality Control Board as it is not in a known area of constrained sewer capacity.	
b.	LESS THAN SIGNIFICANT IMPACT	Project as proposed is not anticipated to have an effect on the wastewater treatment facilities as it is not in a known area of constrained sewer capacity.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to result in a significant increased demand on the City's stormwater drainage facilities. The proposed project will be subject to compliance with the LID section of the Development BMP Handbook and mitigation measures proposed in Section IX of this document should further reduce the potential for impact.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed expanded auto dealership is expected to create a new demand for water. The construction, use and maintenance of the building and multiple landscaped areas are expected to have the potential to make a cumulatively considerable contribution to impacts on existing water supplies for the area. However, the incorporation of the proposed mitigation measures is expected to reduce the potential impacts to a level that is less than significant.	XVII-10, XVII-20, XVII-30, XVII-40 The incorporation of the water conservation measures attached will reduce the water demand and reduce impacts to the water supply to less-than-significant levels.
e.	LESS THAN SIGNIFICANT IMPACT	The project will result in increased wastewater generation; however, the impact does not meet or exceed guideline thresholds of significance for adverse impact.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in solid waste generation through routine construction practices.	XVII-90, XVII-100 The mitigation measures will reduce impacts to the landfill capacity to less-than-significant levels.

Impact?	Explanation	Mitigation Measures
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g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The following mitigation measures will reduce the impact to landfills and ensure compliance with local solid waste regulations.	XVII-90, XVII-100 The mitigation measures will ensure full and adequate compliance with federal, state, and local statutes and regulations related to solid waste.
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	The construction of an expanded auto dealership as proposed would not substantially degrade the environment, or reduce the habitat of fish and wildlife, or harm a historic resource. Therefore, impacts are anticipated to be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project may result in environmental impacts, however each impact can be mitigated to a less-than-significant level with the incorporation of the attached mitigation measures.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed cumulatively. The project site is located in an urban setting of auto and commercial buildings. Therefore, the possibility of resulting cumulative impacts in the vicinity is not likely. Any development activity which may occur is most likely to comply with all applicable federal, state and City regulations that would preclude significant cumulative impacts with regard to geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. Compliance with City regulations would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Furthermore, an increase in area populations resulting from the proposed project and other development activity in the area are anticipated to be within City and SCAG forecasts; therefore, less than significant impacts to population and housing are anticipated. Similarly, the demands on public services such as fire and police protection, schools, parks, recreation, and solid waste generation resulting from the proposed project and other development	

Impact?	Explanation	Mitigation Measures
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	<p>activity in the area are anticipated to be less than significant or no impact with the application of the standard mitigation measures proposed in this document. As service providers conduct ongoing evaluations to ensure that facilities are adequate to service the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant.</p>	
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EXHIBIT E-7
Woodland Hills – Warner Center Neighborhood Council Recommendation Report



April 19, 2013

Los Angeles City Planning Department – Valley Office
6262 Van Nuys Boulevard – Room 351
Van Nuys, CA 91401

Sent Via Fax (818) 374-5070

Attn: Jennifer Driver (email: jennifer.driver@lacity.org)

RE: DIR-2012-2576 (ZC) (SPE) (SPP)

Project Address: 21701 Ventura Boulevard, Woodland Hills, CA 91364

Applicant: Michael Koss

Dear Jennifer:

On January 9, 2013, the Woodland Hills - Warner Center Neighborhood Council (WHWCNC) approved a motion by its Planning, Land Use and Mobility Committee regarding the above referenced project. The following is the committee's formal recommendation as approved by the WHWCNC Board:

In regard to DIR-2012-2576 (ZC) (SPE) (SPP) requesting a Zone Change from C4-1LD and P-1LD to C4-1LD; Specific Plan Exceptions from the Ventura-Cahuenga Boulevard Corridor Specific Plan; and Project Permit Compliance for same plan, the Planning, Land Use and Mobility Committee recommends that the Woodland Hills-Warner Center Neighborhood Council support the project as presented per the exhibits of December 20, 2012 with the stipulation for recommending that the Department of Transportation install "No Left Turn" signs in the public right-of-way and the applicant to install the same.

Included in the support are the following requested specific plan exceptions for the following components of the VCCSP:

- a) To allow an "auto-related use" in the VCCSP as otherwise prohibited by Section 5.C.1.b.*
- b) VCCSP Specific Plan Project Compliance / Project Permit.*
- c) To allow a use other than a "Pedestrian Serving Use" (auto dealership showroom and sales) along the street frontage of the site (Section 5.C.1.a).*
- d) To allow two (2) 28-foot wide access/fire lanes in lieu of the maximum 20-foot wide driveways allowed by Section 7.A.2.b, with 4-foot walkways for each, a 5-foot landscape strip adjacent to the eastern drive lane and a 10-foot landscape strip adjacent to the westerly drive lane, with inventory storage and display, and customer parking at the side areas of the lot.*
- e) To eliminate a 10 foot landscape buffer around three sides of the Parking Structure as required by Section 7.D.2.b.*
- f) To allow a variable height building frontage of 34 feet to 38 feet at the southwest portion of the showroom to exceed 25 feet without setting back 10 feet; and to permit an approximately 38'x30' mechanical equipment enclosure at the street frontage to exceed 25 feet by approximately 17 feet while providing an approximately 8-foot setback in lieu of 20 feet as required by Section 7.E.1.f.*

WOODLAND HILLS - WARNER CENTER NEIGHBORHOOD COUNCIL

20929 Ventura Boulevard Suite 47-535, Woodland Hills, CA 91364
Toll Free 888. 680.7770 | Local & Fax 818. 484.3270 | www.whcouncil.org



Woodland Hills
Warner Center
Neighborhood Council



- g) To allow an approximately 25'x30' elevator and stair shaft enclosure to exceed the 45 foot height limit as described in Section 7.E.1.e.3 by approximately 8 feet to a maximum height of approximately 53 feet; and a portion of a parapet at the northeast corner of the building used to screen rooftop mechanical equipment to exceed 45 feet by approximately 5 feet to a maximum height of approximately 50 feet.*
- h) To allow three (3) wall signs on the building's street frontage in lieu of one sign pertinent as limited by Section 8.B.1.a.1.i) To allow two (2) monument signs with a maximum area of 60 sq. ft. each and a maximum height of 6 feet for a lot frontage of approximately 316 feet in lieu of the one (1) allowed per Section 8.B.1.b..*

The applicant appeared before and made a presentation to the Planning, Land use and Mobility Committee on two occasions and was responsive to their requests.

Please provide a copy of the decision letter to this Neighborhood Council at the address below.

Very truly yours,

Woodland Hills-Warner Center Neighborhood Council

Scott Silverstein, Chair

Cc: Steve Catalano, Applicant's Representative
Brad Rosenheim, Applicant's Representative
Joyce Fletcher, WHWCNC Board Secretary
August Steurer, PLUM Chair
Doug Mensman, Council District 3 Planning Deputy

(scatalano@kindelgagan.com)
(brad@raa-inc.com)
(j.fletcher@whcouncil.org)
(augustinca@me.com)
(doug.mensman@lacity.org)

WOODLAND HILLS - WARNER CENTER NEIGHBORHOOD COUNCIL

20929 Ventura Boulevard Suite 47-535, Woodland Hills, CA 91364

Toll Free 888. 680.7770 | Local & Fax 818. 484.3270 | www.whcouncil.org

DETERMINATION LETTER
CPC-2012-2576-ZC-SPE-SPP
MAILING DATE: 07/09/13

Diego WH LLC
21701 Ventura Blvd.
Woodland Hills, CA 91364

Oremor of Woodland Hills LLC
Attn: RJ Romero
1377 Kettering Loop
Ontario, CA 91761

Kindel Gagan Inc.
Attn: Steve Catalano
550 S. Hope Street, Suite 530
Los Angeles, CA 90071

Woodland Hills Warner Center
Neighborhood Council
20929 Ventura Blvd., Ste 47-535
Woodland Hills, CA 91364

Troller Mayer Associates
Attn: Richard Mayer
1403 W. Kenneth Rd., Ste. B
Glendale, CA 91201

Don Trelman
2120 Wilshire
Santa Monica, CA 90403

Jennifer Driver
Planning Assistant
6262 Van Nuys Blvd., 351
Mail Stop #366

GIS/Fae Tsukamoto
City Hall, Room 825
Mail Stop #395

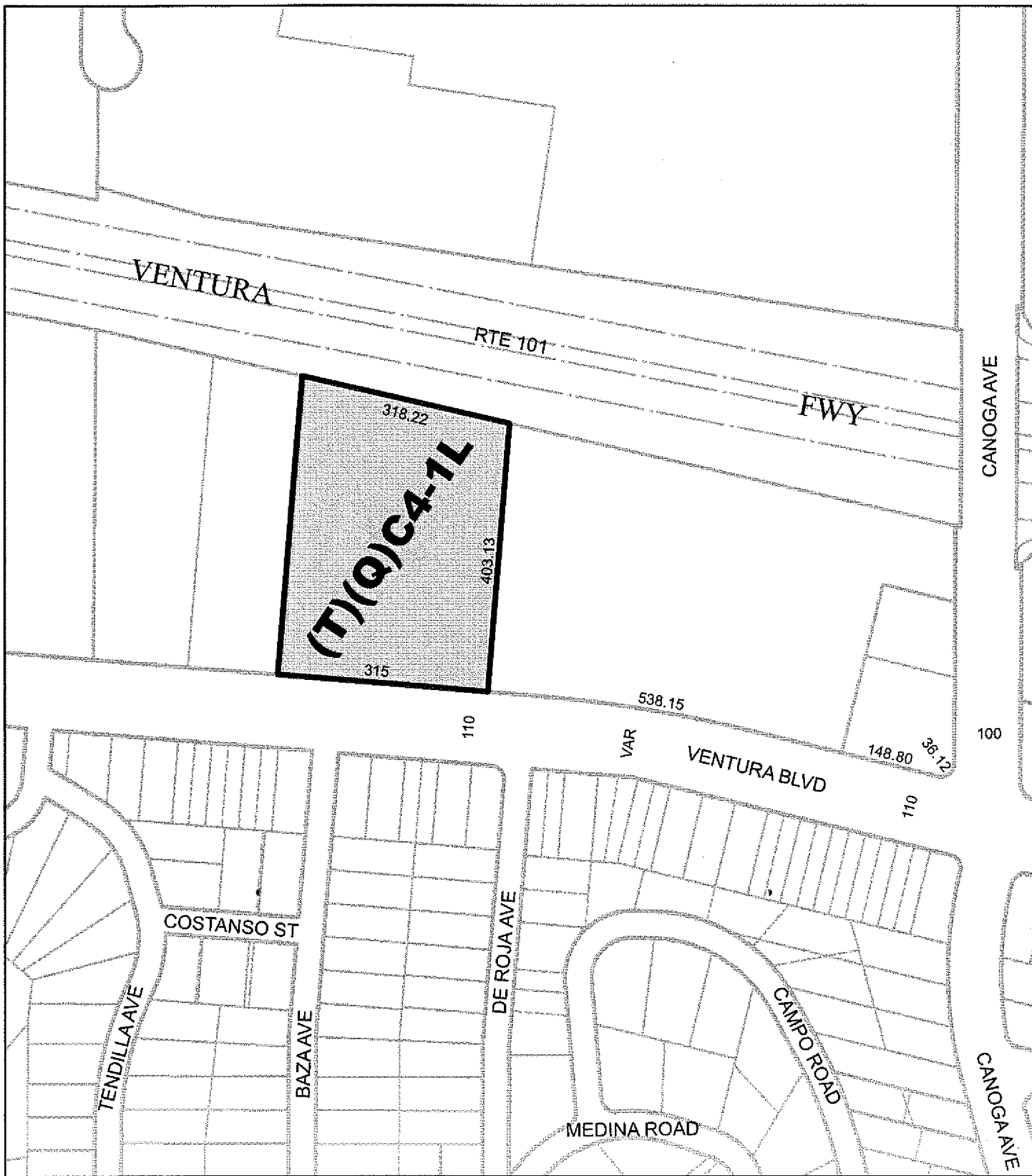
Councilmember Dennis Zine
Third Council District
City Hall, Room 415
Mail Stop #204

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.

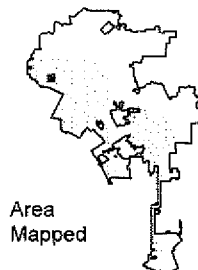


AAI/C

C.M. 174 B 105

CPC-2012-2576-ZC-SPE-SPP

070213



(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Use.** The property shall be limited to the construction of a 72,404 gross square-foot new car auto dealership, with 294 parking spaces on a three (3) acre site, as granted by the Specific Plan Exception herein.
2. **Plan.** The use and development of the property shall be in substantial conformance with the submitted project plan sheets labeled **A1 – A6 and L2.0-L2.5**, date stamped May 8, 2013, with the exception of any revised plans prepared in conformance with the requirements of the conditions of this grant and of the LAMC, to the satisfaction of the Department of City Planning.
3. **Height.** The building shall be permitted a maximum building height of 55 feet, as defined in Section 7.E.1 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, and as granted by the Project Permit Exceptions herein, as shown on sheet plan labeled as **A6**, date stamped May 8, 2013. Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view.
4. **Floor Area.** The project site shall be limited to the maximum floor area of 72,404 square feet, as shown on the floor plan sheets labeled **A2-A4**, date stamped May 8, 2013.
5. **Landscape Plan.**
 - a. As shown on project plan sheet A6, a portion of the west facing façade of the parking structure shall be screened with a trellis and vines.
 - b. A trellis with creeping vines or, another architectural feature subject to approval by the Director of Planning, shall be installed on the north facing side of the building.
 - c. At least three (3) additional mature Australian Willow trees (total of three (3) Lombardy Poplar trees and five (5) Australian Willow trees) shall be planted in the rear landscaped area to screen the parking structure to the north.
 - d. The landscape plan shall include landscaped islands on the east and west sides of the property in between the inventory storage area and shall be planted with trees at a rate of one (1) tree per four (4) vehicles stored.
6. **Signs.** For the entire site any exterior signs, temporary banners, window signs, and signs used for advertising products, merchandise and services which are not shown on plan sheet labeled A6 are not permitted by the LAMC and shall be removed from the site.
7. **Parking.** Parking for the proposed building addition shall be provided pursuant to the requirements of LAMC Section 12.21.A,4 and the State Enterprise Zone. Employee parking shall be provided on-site. Employees shall not park on adjacent residential streets during the hours they are working at the subject facility.
8. **Circulation.** Subject to Department of Transportation approval, a "no-left" turn sign shall be installed on-site.
9. **Wall.** An opaque barrier, such as a concrete block wall or similar, eight (8) feet high, and finished to match the building architecture, shall be installed along the rear property line, as required by the Woodland Hills Streetscape Plan. On the east and west property lines, an eight (8) foot wall shall be installed, except, that for the southernmost 155 feet

of the property line, a six-foot wall shall be installed, to the satisfaction of the Department of City Planning Department.

10. Pedestrian Oriented Area Design.

- a. All businesses in a Pedestrian Oriented Area fronting a street shall maintain direct pedestrian access to the sidewalk.
- b. All businesses shall maintain at least 50% of their wall frontage as window space, display case, or public art. Non-reflective glass shall be used to allow maximum visibility from sidewalk into the interior of buildings. Window displays shall conform with sign requirements of the Specific Plan and LAMC

11. Trash. Trash/recycling receptacles, compactors, cardboard baling machinery and other trash/recycling related devices shall be shielded from the adjacent properties and located at least 50 feet from the property line of adjacent residential uses, to the satisfaction of the Department of City Planning.

12. Safety Hazards. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

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

14. Security.

- a. The property owner shall be responsible for discouraging loitering in and around the subject property.
- b. Security lighting shall be installed on the exterior of the building and shall be designed to minimize illumination at adjacent residential uses.

15. Paging. The paging system shall be fully contained within the building and only audible outside from the courtyard.

16. Urban Design (Community Plan Guidelines)

- a. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:
 - i. Locating surface parking to the rear of structures.
 - ii. Minimizing the number of driveways providing sole access to the rear of commercial lots.
 - iii. Providing front pedestrian entrances for businesses fronting on main commercial streets.
 - iv. Providing landscaping strips between driveways and walkways accessing the rear of properties.
 - v. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
 - vi. Providing where feasible, the under grounding of new utility service.

- b. The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood and creates a stable environment with a pleasant and desirable character.
 - i. Maximize the area devoted to transparent building elements, for front facades and facades facing rear parking.
 - ii. Require use of articulation, recesses, surface perforations, porticoes to break up long, flat building facades.
 - iii. Use accenting, complementary building materials for building facades.
 - iv. Maximize application of architectural features or articulation of building facades.
 - v. Designate architecturally untreated facades for signage.
 - vi. Screen of mechanical and electrical equipment from public view.
 - vii. Screen all rooftop equipment and building appurtenances from public
 - viii. Require the enclosure of trash areas for all projects.
 - c. Parking structures shall be integrated with the design of the buildings they serve through:
 - i. Design of parking structure exteriors to match the style, materials and color of the main building.
 - ii. Use landscaping to screen parking structures not architecturally integrated with the main building.
 - iii. Buffer adjacent residential uses from parking structures with landscaping and decorative walls.
17. **Exterior Lighting.** All exterior light fixtures shall be shielded to minimize the illumination of adjacent properties and to reduce glare. Floodlighting of buildings and parking lot areas shall be prohibited.
18. **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.

B. Environmental Conditions

1. Aesthetics - Pedestrian Oriented Facade

- a. The ground floor frontage shall be designed with pedestrian orientation along Ventura Boulevard.

2. Aesthetics (Light)

- a. 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.

3. Aesthetics (Glare)

- a. 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.

4. Aesthetics

- a. Provide a structural and/or vegetative screen on the western facing side of the parking garage when abutting the adjacent property's outdoor recreational area so that vehicle headlights from within the garage structure cannot be seen from adjacent residential properties.

5. 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 current hauling activity shall not idle but be turned off.

6. Tree Removal(Non-Protected Trees)

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

7. Tree Removal(Locally Protected Species)

- d. Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
 - i. All protected tree removals require approval from the Board of Public Works.
 - ii. A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
 - iii. A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
 - iv. The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- e. Bonding (Tree Survival):
 - i. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - ii. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to

exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

8. Tree Removal(Public Right-of-Way)

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible.
- d. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- e. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

9. Cultural Resources (Archaeological)

- a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- b. The services of an archaeologist shall then be secured by contacting the South Central Coastal information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- c. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- d. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- e. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- f. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- g. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

10. Cultural Resources (Paleontological)

- a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - i. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology- USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum- who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

11. Cultural Resources (Human Remains)

- a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- g. Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.

12. Seismic

- a. 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.

13. Liquefaction Area

- 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 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.
- b. 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.

14. Explosion/Release (Existing Toxic/Hazardous Construction Materials)

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

15. Hazardous Substances

- a. Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

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

- a. 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.
- b. 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.
- c. 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.
- d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

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

- a. 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/rwqcb41>):
 - i. 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.
 - ii. 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.

- iii. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- iv. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- v. 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.
- vi. Preserve riparian areas and wetlands.
- vii. Promote natural vegetation by using parking lot islands and other landscaped areas.
- viii. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- ix. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, benns, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- x. 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.
- xi. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- xii. Legibility of stencils and signs must be maintained.
- xiii. 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.
- xiv. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- xv. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- xvi. 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.

- xvii. 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.
- xviii. 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.
- xix. 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.
- xx. 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.
- xxi. 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.

18. Land Use

- a. The proposed project may not conform to the ALL requirements of the Ventura/Cahuenga Corridor Specific Plan. However, the impact will be mitigated to less than significant level by the proposed mitigation measures.

19. Increased Noise Levels (Landscape Buffer)

- a. A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

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

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

21. Increased Noise Levels (Parking Structure Ramps)

- a. Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
 - i. Concrete, not metal, shall be used for construction of parking ramps.
 - ii. The interior ramps shall be textured to prevent tire squeal at turning areas.
 - iii. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

22. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- a. The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

23. Increased Noise Levels (Auto-Repair Garage)

- a. No openings shall be permitted on any building facade which abuts a residential use or zone.

24. Increased Noise Levels (Public Address and Paging System)

- a. Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- b. Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- c. Distance between speakers shall not exceed 40 feet.
- d. Amplified signals shall be inaudible beyond the boundaries of the subject property.

25. Increased Noise Levels (Speaker Boxes/Ordering Systems)

- a. Noise from the speaker box shall be inaudible beyond the property line.
- b. A bus-stop like shelter shall be constructed along the driveway line, approximately 20-feet in length to act as a barrier to sound from the outside ordering system drifting into the nearby residential areas. The design of the shelter shall be to the satisfaction of the decision maker.

26. Public Services (Fire)

- a. 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:
 - i. 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.

27. Public Services (Police- Demolition/Construction Sites)

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

28. Public Services (Police)

- a. 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.

29. Public Services (Street Improvements Not Required By DOT)

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

30. Traffic Assessment

- a. Comply with conditions in the Traffic Assessment from the Department of Transportation, dated October 11, 2012.

31. Inadequate Emergency Access

- a. 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.

32. 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:
- c. Weather-based irrigation controller with rain shutoff

- d. Matched precipitation (flow) rates for sprinkler heads
- e. Drip/microspray/subsurface irrigation where appropriate
- f. Minimum irrigation system distribution uniformity of 75 percent
- g. Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
- h. Use of landscape contouring to minimize precipitation runoff
- i. 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.

33. Utilities (Local Water Supplies- All New Construction)

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

34. Utilities (Local Water Supplies - New Commercial or Industrial)

- a. All restroom faucets shall be of a self-closing design.

35. Utilities (Solid Waste Recycling)

- a. (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.
- b. (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.

- c. (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.

36. Utilities (Solid Waste Disposal)

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

C. Administrative Conditions

1. **Grant.** The entitlements granted herein shall be effectuated as prescribed by the Los Angeles Municipal Code.
2. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
3. **Code Compliance.** Area, height and use regulations of the (T)(Q)C2-1L zone classification of the subject property shall be complied with, except where conditions herein are more restrictive.
4. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the 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.
5. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
6. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
7. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
8. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the

City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

9. **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.
10. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.
11. **Utilization of Concurrent Entitlement.** The subject Zone Change, Specific Plan Exception, and Project Permit Compliance requires completion of all applicable conditions of approval herein to the satisfaction of the Department of City Planning, and the effective date of the Zone Change, Specific Plan Exception, and Project Permit Compliance shall coincide with that of the associated Zone Change on the property involved. The applicant/owner shall have a period of six years from the effective date of the subject Zone Change to effectuate the terms of the remaining entitlement(s) by either securing a building permit or a Certificate of Occupancy for the authorized use.

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 May 23, 2013,
recommended this ordinance be adopted by the City Council.



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

File No. _____