

# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT



### West Los Angeles Area Planning Commission

**Date:** September 21, 2016  
**Time:** After 4:30 p.m.  
**Place:** Henry Medina West Los Angeles  
Parking Enforcement Facility  
11214 W. Exposition Boulevard  
2<sup>nd</sup> Floor Roll Call Room  
Los Angeles, CA 90064

**Case No.:** APCW-2014-2494-VZC  
**CEQA No.:** ENV-2014-2496-MND  
**Related Case:** AA-2014-2495-PMLA-SL  
**Council No.:** 5 – Koretz  
**Plan Area:** West Los Angeles  
**Specific Plan:** West Los Angeles Transportation  
Improvement and Mitigation  
**Certified NC:** Westside Neighborhood Council  
**GPLU:** Medium Residential  
**Zone:** R1-1

**Public Hearing:** May 11, 2016  
**Appeal Status:** Zone Change appealable  
to City Council  
**Expiration Date:** September 26, 2016

**Applicant:** Behzad Toubian  
**Representative:** Robert B. Lamishaw, JPL Zoning  
Services

**PROJECT LOCATION:** 2957 S. Midvale Avenue; legally described as Tract: 12397, Block: None, Lot: 59

**PROPOSED PROJECT:** The proposed project involves the demolition of an existing one-story single-family home and the construction of four (4) small lot homes. The proposed buildings will be two stories, 35 feet in height, with a third-floor roof deck and stair to provide access. The total floor area for the four residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces, two per dwelling unit, will be provided in a below-grade parking level. The proposed project includes a Vesting Zone Change from R1-1 to (T)[Q]R3-1. A Preliminary Parcel Map for a Small Lot Subdivision of an existing parcel to four parcels was approved under AA-2014-2495-PMLA-SL on August 10, 2016.

**REQUESTED ACTIONS:**


1. Pursuant to the California Environmental Quality Act, **Find** that this project was assessed in the Mitigated Negative Declaration (ENV-2014-2494-MND) and Mitigation Monitoring Program (MMP) adopted on August 10, 2016 by the Deputy Advisory Agency. **Find**, in the independent judgment of the decision maker that pursuant to CEQA Guidelines Section 15162, based on the whole of the administrative record, that the Mitigated Negative Declaration and Mitigation Monitoring Program are adequate.
2. Pursuant to LAMC Section 12.32 Q, a **Vesting Zone Change** from R1-1 to (T)[Q]R3-1.

**RECOMMENDED ACTIONS:**

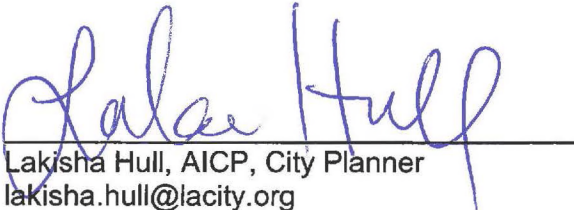
1. Pursuant to the California Environmental Quality Act, **Find** that this project was assessed in the Mitigated Negative Declaration (ENV-2014-2494-MND) and Mitigation Monitoring Program (MMP) adopted on August 10, 2016 by the Deputy Advisory Agency. **Find**, in the independent judgment of the decision maker that pursuant to CEQA Guidelines Section 15162, based on the whole of the administrative record, that the Mitigated Negative Declaration and Mitigation Monitoring Program are adequate.

2. **Approve and Recommend** that the City Council **Adopt** the **Vesting Zone Change** to change the zone from R1-1 to (T)[Q]R3-1.
3. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning

  
Faisal Roble, Principal City Planner

  
Debbie Lawrence, AICP, Senior City Planner

  
Lakisha Hull, AICP, City Planner  
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**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, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. [213-978-1300](tel:213-978-1300)). While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American 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 its 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 no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at [\(213\) 978-1300](tel:213-978-1300).



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## **PROJECT ANALYSIS**

### **BACKGROUND**

On July 11, 2014, the Applicant submitted an application for multiple approvals to redevelop the Project site located at 2957 Midvale Avenue. The proposed project includes a request for a Vesting Zone Change from R1-1 to (T)[Q]R3-1 in order to allow a Preliminary Parcel Map for converting one lot into four lots under the Small Lot Subdivision Ordinance. The requested Vesting Zone Change will correspond to the current General Plan land use designation for the Project site, which is Medium Residential. The Project site has had a General Plan land use designation of Medium Residential, similar to adjacent properties to the west of the site, since March 21, 1974 (per the land use map in the West Los Angeles District Plan). In 1974, the adjacent properties had a corresponding R3 zoning and the Project site had a non-corresponding zoning of R1.

On May 11, 2016, the Deputy Advisory Agency conducted a joint-public hearing to receive public comment on the proposed project's multiple approvals: Preliminary Parcel Map, Small Lot Subdivision and Vesting Zone Change. Subsequent to the public hearing, the applicant met with community members and neighborhood groups to discuss concerns raised at the public hearing. On August 10, 2016, the Deputy Advisory Agency issued a letter of determination with conditions of approval for the Preliminary Parcel Map and Small Lot Subdivision. The Deputy Advisory Agency also adopted the Mitigated Negative Declaration (ENV-2014-2496-MND) and the Mitigation Monitoring Program for the project. The approvals of the MND, MMP, and the Preliminary Parcel Map are contingent upon the approval of the Vesting Zone Change.

### **PROJECT SUMMARY**

The proposed project will demolish an existing 1,246 square foot one-story single-family home and construct four (4) small lot units in accordance with the Small Lot Subdivision Ordinance No. 176,354. The proposed project is on a 7,113 square foot lot zoned R1-1. Each building will be two stories, 35 feet in height, with a third floor roof deck and stair to provide access. The total floor area for the 4 residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces (two per dwelling unit) will be provided in a below-grade parking level.

### **PROJECT SETTING**

The Project site is located within the West Los Angeles Community Plan area, has a Medium Residential land use designation and is zoned R1-1. The Project site is located on the northwest corner of Midvale Avenue and National Boulevard. The site is within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan, a Transit Priority Area (TPA), the Freeway Adjacent Advisory Area for Sensitive Uses and in the Neighborhood Conservation ICO - Lower Council District 5. The State of California defines a TPA as an area within one-half mile of a major transit stop, or a rail station, in this case the Exposition Line Westwood/Exposition station.

### **Existing Uses**

The Project site consists of a rectangular shaped corner parcel encompassing 7,113 square feet prior to required dedication. The parcel lies on the westerly corner of the intersection of National Boulevard and Midvale Avenue. National Boulevard is a designated Avenue I dedicated to variable widths of 80 to 90 feet, and Midvale Avenue is a designated Local Street dedicated to a width of 54 feet. The site is currently developed with a vacant 1,246 square foot single-family dwelling built in 1945 with a detached garage.



## **Surrounding Uses**

The Project site is located in an urbanized area along a major roadway corridor, which allows access for public transit, including light rail transit, and easy access to walking and bicycling. The surrounding and abutting properties are developed with a mix of commercial, multi-family residential and single-family residential uses. Immediately to the west and abutting the Project site is a two-story multi-family dwelling unit with a land use designation of Medium Residential and R3-1 zoning. Located to the south of the Project site, along National Boulevard, are two- and three- story multi-family residential dwelling units, with a land use designation of Medium Residential and R3-1 zoning. Immediately to the north and abutting the Project site is a one-story single-family residential building with a Medium Residential land use designation and a R1-1 zoning. The property to the east, across Midvale Avenue, has a land use designation of Low Residential, with R1-1 zoning. Further east on National Boulevard are C2-1VL zoned properties, with commercial buildings of one and two stories.

## **ENTITLEMENTS**

### **Related Entitlements**

AA-2014-2495-PMLA-SL. On August 10, 2016, the Advisory Agency approved a parcel map in conjunction with a small lot subdivision for 2957 Midvale Avenue. Conditions of approval were provided by city agencies including requiring a 3 foot dedication on National Boulevard and a 5 foot dedication on Midvale Avenue.

### **Requested Entitlements**

#### **Vesting Zone Change**

The current zoning for the site is R1-1. Pursuant to LAMC Section 12.32 Q Vesting Applications, the project requests a Vesting Zone Change from R1-1 to (T)[Q]R3-1. This zone change corresponds with the Medium Residential land use designation for 2957 Midvale Avenue.

#### **Parcel Map Small Lot Subdivision Ordinance Compliance**

On August 10, 2016, the Deputy Advisory Agency granted the approval of a Preliminary Parcel Map for a one-lot subdivision into four small lots to allow for the development of four single-family dwellings with eight parking spaces, pursuant to LAMC Section 17.50. The proposed project is required to comply with the conditions of approval provided for the small lot subdivision from one to four lots under Case No. AA-2014-2495-PMLA-SL.

#### **Mitigated Negative Declaration**

Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, a Mitigated Negative Declaration, No. ENV-2014-2496-MND and Mitigation Monitoring and Reporting Program (MMP), for the above referenced project was prepared and circulated for public review on January 28, 2016. The comment period ended on February 17, 2016. The MND found that the proposed project would result in potential impacts to Aesthetics (landscape plan), Air Quality (construction, operational) and Biology Resources (tree removal). The potential environmental impacts can be mitigated to a less than significant level with standard mitigation measures and through compliance with regulatory control measures. The Deputy Advisory Agency approved ENV-2014-2496-MND and the Mitigation Monitoring Program on August 10, 2016 with the approval of Case No. AA-2014-2495-PMLA-SL.

## **DISCUSSION AND ISSUES**

### **Density**

For over forty years, the Project site has had R1-1 zoning, which is inconsistent with its General Plan land use designation of Medium Residential. The Project site is surrounded by properties with Low and Medium Residential land use designations. The immediate neighborhood includes a variety of building types and various scaled residential dwellings, including multi-family and single-family dwelling units that range in size and massing. Along Midvale Avenue, one-story single family dwelling units are the predominant housing type, similar to other local streets such as Kelton Avenue and Veteran Avenue. However, along National Boulevard, designated as Avenue I (up to 100' wide public right-of-way) in the Mobility Plan, there are a variety of sizes of residential buildings, ranging from one- to four- stories.

The General Plan sets the density for the Community Plan and requires that the land use designation has a corresponding zoning. In the Los Angeles Municipal Code, Low Residential land use designated properties with corresponding R1-1 zones allow for one dwelling unit at 33 feet in height. However, Medium Residential land use designated properties with a corresponding R3-1 zoning are permitted to have a density of lot area/800 sf per unit, or in the case of the subject property, 8 dwelling units and a maximum building height of 45'. The proposed project will comply with the intent and regulatory framework for R1-1 zoned properties by providing a maximum of one dwelling unit per lot with a maximum height of 35', rather than what would be permitted under R3-1 zoning.

### **Council File: # 15-0117**

On January 30, 2015, Council District 5 presented a motion to the Planning and Land Use Management Committee requesting to correct the inconsistent land use along Midvale Avenue to "maintain the single-family nature of the street". The motion in Council File: # 15-0117 instructs the Department of City Planning to redesignate parcels located at 2951 and 2957 Midvale Avenue from their existing land use designation of Medium Residential to Low Residential to be consistent with the R1-1 zoning. After reviewing the application as filed by the Applicant and upon meeting with the Planning Deputy in Council District 5, Planning found that decreasing the density at 2957 Midvale Avenue will be inconsistent with the policies and provisions of the West Los Angeles Community Plan, the Mobility Plan and the draft Exposition Corridor Transit Neighborhood Plan (ECTNP). The Applicant filed his application for a Vesting Zone Change, Preliminary Parcel Map and Small Lot Subdivision for 2957 Midvale Avenue in 2014, a year before the adoption of Council File:# 15-0117, which was in June of 2015. Additionally, in 2012, the Department of City Planning began conducting outreach on the draft ECTNP, which looks to create pedestrian and transit-oriented plans within one-half mile of Exposition Line's Rail stations, including the Westwood/Exposition station. The Vesting Zone Change for the Project site would further promote the goals and intent of creating a more pedestrian-friendly and transit-oriented area near the Westwood/Exposition station.

## **CONCLUSION**

The Vesting Zone Change will ensure consistency between the Medium Residential land use designation on the existing parcel and the policies of the West Los Angeles Community Plan. The proposed changes implement the land use policies of the General Plan Framework Element, Mobility Element, and Housing Element, while providing development flexibility and a more equitable distribution of land uses. The Director of Planning recommends that the Area Planning Commission approve the Vesting Zone Change requested herein. As discussed in further detail in the Findings section, these requested changes are in conformance with both General Plan, Citywide Design Guidelines the West Los Angeles Community Plan policies and consistent with public necessity, convenience, general welfare and good zoning practice.



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

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel map (AA-2014-2495-PMLA-SL). Parcel Map No. AA 2014-2495-PMLA-SL has been filed over this site. All of Bureau of Engineering's requirements in and adjacent to this site will be addressed under said Parcel Map. Therefore, I recommend that recordation of the final map of AA 2014-2495-PMLA-SL or the requirement of providing the necessary dedications and public improvements be made as a condition of this Zone Change approval.

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. Responsibilities/Guarantees.

- 1) As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
  - 2) Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Planning Department.
  - 3) Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 184,054 adopted by the City Council, must be paid in full at the Development Services Division office.
2. **Sewers.** Construction of necessary sewer facilities shall be provided 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.** Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.
  4. **Driveway/Parking Area Plan.** Preparation of a parking area and driveway plan to the satisfaction of the WLA District Offices of the Bureau of Engineering and the Department of Transportation.
  5. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit.
  6. **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.

7. **Recreation and Parks Dedication.** Per Section 12.33 of the Los Angeles Municipal Code, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
8. **Street Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
9. **Street Trees.** All trees in the public right-of-way shall be provided per the Street Tree Division standards.
10. **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.



## [Q] QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification. Upon the recordation of a final parcel map, pursuant to AA-2014-2495-PMLA-SL involving the subdivision of the project site, all conditions enumerated below shall apply to the entirety of the project. All conditions shall be in addition to conditions of approval pursuant to AA-2014-2495-PMLA-SL.

### Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum of one residential dwelling unit per lot, for a total of 4 residential dwelling units.
3. **Automobile Parking.** Vehicle parking shall be provided consistent with AA-2014-2495-PMLA-SL, which requires two automobile parking spaces on the same lot with each one-single-family dwelling, for a minimum of 8 required parking spaces.
4. **Floor Area Ratio (FAR).** The project is limited to a maximum of 3:1 FAR.
5. **Height.** The project shall have a maximum building height of 35 feet, as shown on elevations in "Exhibit A".

### Environmental Conditions

6. The applicant shall prepare and execute a Covenant and Agreement in a manner satisfactory to the Department of City Planning requiring the Applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of applicable mitigation items required by Mitigation Conditions of the project's approval satisfactory to the Department of City Planning. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post/construction/maintenance) to ensure the continued implementation of the below mentioned mitigation measures.

### **Aesthetics and Visual Resources**

- MM-1 All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

### **Air Quality**

- MM-2 An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety. No

operable windows shall be installed on the north, freeway-facing, façade(s) of all buildings. A row of trees shall be planted along the northerly property line. Trees shall be 24" box pine, birch, or other species known to capture ultrafine particulate matter.

### **Biological Resources**

- MM-3 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.
- MM-4 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.
- MM-5 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, Bureau of Street Services, Department of Public Works.



## ADMINISTRATIVE CONDITIONS OF APPROVAL

### Administrative Conditions

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
2. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
3. **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.
4. **Building Plans.** All the Conditions of Approval, and any other written modifications, shall be printed on the final building plans / drawings submitted to the Department of City Planning and the Department of Building and Safety.
5. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
6. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
7. **Department of Building and Safety.** The granting of this Determination by the Director of Planning does not in any way indicate compliance with applicable provisions of the Los Angeles Municipal Code (LAMC). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect the uses, or any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
8. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
9. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these Conditions of Approval shall be recorded 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 Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Department of City Planning for attachment to the subject file.

**10. Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to, in whole or in part, or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to, in whole or in part, or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with

respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## FINDINGS

### A. General Plan Findings

The General Plan defines the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Health, and Service Systems. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan, which form the basis of the Staff's recommended actions for the proposed project.

#### 1. General Plan Land Use Designation

The subject site is located within the area covered by the West Los Angeles Community Plan updated and adopted by the City Council on July 27, 1999. The Plan Map designates the subject property for Medium Residential with a zoning of R1-1.

#### 2. General Plan Text

##### General Plan Framework Element

The Citywide General Plan Framework is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan Framework establishes categories of land use, including Single-Family and Multifamily Residential that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns.

The Citywide General Plan Framework defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project would be in conformance with several goals of the General Plan Framework as described below.

**Policy 1.3.1.** Require architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

**Policy 1.4.1.1.** Promote greater individual choice in type, quality, price and location of housing.

The Project site is within the West Los Angeles Community Plan area, which designates the site for Medium Residential land use. The only corresponding zone for Medium Residential is R3. The recommended Vesting Zone Change from R1-1 to (T)[Q]R3-1 corresponds with the existing land use designation of Medium Residential. Typically, a R3-1 zoned property would be allowed a maximum density of the lot area divided by 800 square feet per dwelling unit. In this case, 8 dwelling units would be permitted. However, the applicant is proposing a density of 1 dwelling unit per lot, or a total 4 residential dwelling units over the new 4 lots subdivided under the parcel map. The proposed project is providing 4 dwelling units less than what the proposed zone change and maximum build-out of the R3-1 zone would allow. The proposed project and the proposed Vesting Zone Change are not only consistent with the existing planned land use but are also consistent with the surrounding land use development pattern. Immediately adjacent to the Project site, there are currently a mixture of low- and mid-rise residential uses, ranging from one to four stories in height. The proposed small lot subdivision



is only permitted on R3-1 or more intensive zoned properties. The proposed project will provide a density of four single-family dwelling units that furthers several General Plan objectives, including encouraging in-fill projects, providing housing options for economically diverse populations and senior citizens, and locating higher density development near public transit and shopping, services and employment. The proposed project meets those criteria. There are also many public services and commercial amenities located nearby the site, as well as employment opportunities. The proposed project further promotes another General Plan policy, in that the project will help to reduce vehicle trips, traffic congestion and air pollution.

Lastly, under the General Plan Framework Element, the project is subject to the Residential Citywide Design Guidelines. In addition to the Small Lot Subdivision Design Guidelines, the project complies with the following relevant Guidelines and is therefore compatible with existing and future development in the area.

*Objective 1: Consider Neighborhood Context & Linkages in Building & Site Design*

- *Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.*
- *Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.*

As proposed, the project provides a defined pedestrian access off of National Boulevard and vehicular access from Midvale Avenue. The pedestrian entrances are slightly above grade level to permit for adequate space for the subterranean parking spaces for each dwelling unit, while also providing privacy for the groundfloor windows facing National Boulevard and Midvale Avenue. In addition, the proposed project will not exceed 35 feet in height, which is ten feet less than what is allowed in R3-1 zones, but two feet taller than what is allowed in R1-1 zones. These design features will achieve two objectives: a) create a level of transparency between the building façade and the street level; and, b) integrate well with other low-rise buildings along National Boulevard to the west and to the east. The pedestrian entrance, community spaces, large tempered glass windows, clear doors and landscaped planters will activate the ground floor as well as create a safe walking environment consistent with the goals of the Residential Citywide Design Guidelines.

*Objective 2: Employ Distinguishable and Attractive Building Design*

- *Utilize windows and doors as character-defining features to reflect an architectural style or theme consistent with other façade elements. Windows should project or be inset from the exterior building wall and incorporate well-designed trims and details.*
- *Orient windows on street facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.*

*Objective 3: Provide Pedestrian Connections Within and Around the Project*

- *Utilize pedestrian lighting, seating areas, special paving, or landscaping. Ensure that new developments adjacent to transit stops invest in pedestrians amenities such as trash*

*receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.*

The proposed project employs a contemporary aesthetic. The building design is articulated with sloped roofs, eaves and overhangs, and symmetrical planes. Adequate glazing is provided for each dwelling unit with proportionate windows placed on each elevation. Instead of balconies, a privacy hedge is placed along the north and south property lines (between the proposed project and abutting properties). The roof deck area for each unit is either internalized to face the dwelling units or oriented to National Boulevard. Drought-tolerant low shrubs wrap the portion of the subterranean garage that is visible from the public right-of-way and street trees are proposed at 20 feet on center along National Boulevard. These design features will create both a physical and visual connection to the sidewalk.

*Objective 4: Minimize the Appearance of Driveways and Parking Areas*

- *When a driveway in a front yard cannot be avoided, locate the driveway at the edge of the parcel rather than the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.*

Vehicular access will be located at the rear of the Project site, off of Midvale Avenue. The driveway width and design are required to comply with the conditions of approval in Case No. AA-2014-2495-PMLA-SL. Vehicular parking will not be visible from the public right-of-way as it will be fully enclosed one level below grade.

*Objective 5: Utilize Open Areas and Landscape Opportunities to their Full Potential*

- *Design open areas to maintain a balance of landscaping and paved area.*
- *Provide balconies to augment, rather than substitute for actively used common open spaces and recreational areas.*

*Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter*

- *Screen rooftop equipment such as air conditioning units, antennas and communication equipment, mechanical equipment, and vents from the public right-of-way.*

The project will include mature street trees in addition to landscaping with a variety of shrubs, plants, and flowers placed along National Boulevard and Midvale Avenue to enhance and architecturally integrate into the building design. In addition, all rooftop and grade level equipment will not be visible from the street or adjacent properties as it will be fully screened or hidden by landscaping, or setback from the roofline.

Housing Element

**Policy 2.1.4.** Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project is an in-fill development that will complement other single-family and multi-family dwelling units and commercial uses along National Boulevard. By street level pedestrian access, the project will upgrade the public realm and improve pedestrian comfort and safety. In addition, the large amounts of transparency on street facing elevations will enhance livability and natural daylight to the new dwelling units. The proposed project will incorporate a design

that is appropriate for the development pattern adjacent to this portion of National Boulevard while being sensitive to the adjacent multi-family and single-family dwelling units through the architectural design and site layout. The small lot subdivision of this parcel from one into four lots ensures that an appropriate scaled and designed project can contribute to pedestrian- and transit-oriented developments within one-half mile of the Exposition Line Westwood/Exposition station.

#### Mobility Element

**Policy 3.1.** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes- including goods movement – as integral components of the City's transportation system.

**Policy 3.3.** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The proposed project will conform to the objectives and policies of the Mobility Element of the General Plan as it applies. The project fronts National Boulevard, which is classified as an Avenue I and is dedicated to a width of 100 feet. It is two blocks west of Westwood Boulevard, classified as an Avenue II and dedicated to a width of 86 feet. The Bureau of Engineering is requiring a 3-foot wide strip of land be dedicated along Midvale Avenue adjoining the subdivision to complete a 30-foot half right-of-way and a 5-foot wide strip of land along National Boulevard to complete a 45-foot wide half right-of-way dedication.

The proposed project will include four single-family dwelling units, located on a major transit and commercial corridor, National Boulevard, and within one-half mile of the Exposition Light Rail station (Westwood/Exposition). The project will provide new housing opportunities accessible to nearby neighborhood destinations: the Exposition Line, commercial businesses, employment centers, amenities, public facilities, and the like. The location of the project to such destinations and availability of bicycle parking will enable residents to pursue alternative modes of travel such as walking, bicycling, and transit-riding instead of driving. The site is convenient to many local amenities and will, in turn, reduce the number of vehicle trips otherwise generated by four single-family dwelling units.

#### West Los Angeles Community Plan

The West Los Angeles Community Plan identifies areas in the Community Plan appropriate for Low Residential and Medium Residential densities. The West Los Angeles Community Plan notes that land uses along National Boulevard range in building height from one- to three-stories and designates National Boulevard as a Secondary Highway, or now as Avenue I in the recently adopted Mobility Plan. The Community Plan also identifies a need to preserve residential neighborhoods and provide more housing opportunities for residents. The majority of the properties facing National Boulevard have a land use designation of Medium Residential west and south of the Project site. Side streets (local streets) that intersect National Boulevard have a land use designation of Low Residential (single-family dwellings). Per the land use map in the West Los Angeles District Plan, adopted by City Council in March 21, 1974, the Project site had a General Plan land use designation of Medium Residential, similar to adjacent properties to the west of the site. In 1974, the site's zoning was R1-1, which did not correspond to the land use designation at the time as well. The requested Vesting Zone Change from R1-1 to (T)[Q] R3-1 will bring the Project site into conformity with the goals, objectives and policies of the West Los Angeles Community Plan.

General Plan Text: The Community Plan includes the following relevant land use goals, objectives, policies and programs:

**Goal 1** A safe, secure and high quality residential environment for all economic, age and ethnic segments of community.

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

The West Los Angeles Community Plan Map identifies specific areas where Medium Residential development is permitted. The subject property has a land use designation of Medium Residential. The Community Plan requires that the implementation of neighborhood residential projects be consistent with the plan recommendations. The proposed project will include single-family dwelling units in the R3-1 zone, while promoting a high quality development for all segments of the community. The proposed project will create a buffer along the north property line, adjacent to a single-family dwelling unit. The project's side-yard setback will range from 7'-0" to 12'-6".

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

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

The Community Plan designates most of the higher residential densities near major transit corridors. The Project site is located within a 15-minute walk, or one-half mile distance from a light rail station (Westwood/Exposition). The Exposition Line Westwood/Exposition station is also connected to other transportation options for residents in the neighborhood, including bicycle lanes and bus lines, which also happens to better connect the Project site to more multi-modal transportation options. Also, the Project site falls within the proposed Exposition Corridor Transit Neighborhood Plan (ECTNP), an initiative partially funded by Metro. The ECTNP began outreach in 2012 to help develop urban design standards to ensure that future development provides the necessary density as identified in the West Los Angeles Community Plan while complementing the existing development pattern and neighborhood character of the surrounding neighborhood. The ECTNP proposes regulations and design standards to promote transit-oriented development within one-half mile of the Exposition Line Light Rail Transit stations, including the Westwood/Exposition station. In addition to the small lot subdivision proposed through this project, the ECTNP will create more capacity for housing in key locations, including National Boulevard.

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

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

**Policy 8-2.2** Ensure adequate lighting around residential, commercial and industrial buildings to improve security.

**Policy 12-1.1** Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.



The West Los Angeles Community Plan encourages a variety of housing types in designated areas that can accommodate densities to increase housing accessibility to more segments of the population, including students and seniors. The proposed project will include "Q" Qualified Conditions to ensure that the design and siting of the four single-family dwelling units are compatible with the varied and distinct residential character and integrity of other properties along National Boulevard. The proposed project is also required per the subdivision case to provide a minimum 3 foot dedication along National Boulevard and 5 foot dedication along Midvale Avenue to allow for future street improvements in implementing the policies of the Mobility Plan.

## **B. Zone Change Findings**

Pursuant to Section 12.32-F of the LAMC, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The entire project site currently is improved with a sixty-year old single-family dwelling unit. The subject site is currently zoned R1-1, and the West Los Angeles Community Plan designates the site for Medium Residential land uses. The subject property is located in a Transit Priority Area and within 15-minute walking distance, less than half a mile, of the Exposition Light Rail Train (Westwood/Exposition station). The Applicant is seeking multiple approvals for a project that involves the construction of four, single-family dwelling units with a maximum building height of 35 feet. The residential dwelling unit floor area ranges from 1,595 to 2,055 square feet, for a total floor area of 7,490 square feet. The Vesting Zone Change of the property from R1-1 to (T)[Q]R3-1 will allow the project to be compatible with the massing of other currently R-3 zoned corner properties along National Boulevard. Many of the R3-1 zoned corner properties on National Boulevard are immediately adjacent to R-1 zoned properties, some without alleyways between the Low and Medium Residential properties. Other R3-1 zoned properties range from one- to four story buildings, with a maximum building height of 45 feet.

The re-zoning of the site to accommodate the proposed project, as conditioned, is consistent with the General Plan and in conformance with the public necessity, convenience, general welfare or good zoning practice. It would permit a development that is consistent with the General Plan Land Use designation, meet the objectives of the existing Community Plan, and is consistent with the residential densities of the surrounding lots with R3-1 and C2 zoning. Additionally, State law requires that zoning be consistent with the adopted General Plan and Community Plan. The action, as recommended, has been made contingent upon compliance with the "T" and "Q" conditions imposed herein. The R3-1 zone would typically allow for up to 8 units by right on this site, however, the applicant is only requesting approval of four residential dwelling units as part of the Small Lot Subdivision (approved under Case No. AA-2014-2495-PMLA-SL). Such limitations are necessary to protect the best interests of, and to ensure that the proposed development is compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential, adverse environmental effects of the subject recommended action.

Currently, R1-1 zoned properties are permitted to a floor area ratio of 3:1 with a maximum building height of 33', by right. The proposed project is requesting a zone change from R1-1 to R3-1. Even though R3-1 permits a floor area ratio of 3:1 and a maximum building height of 45', the "Q" Qualified Conditions for the project will limit the building height to 35 feet.

To address the City's critical housing needs, the City of Los Angeles passed the Small Lot Subdivision Ordinance (Ordinance No. 176,354) which came effective on January 31, 2005. The ordinance enables the ownership of smaller, more affordable fee simple homes and permits the

subdivision of multi-family zones and commercially zoned properties into small single-family or townhouse-style lots by reducing the minimum lot size and side yard requirements, encouraging compact building footprints, introducing passageways between buildings and eliminating requirements for conventional street frontage. The project will provide new home ownership opportunities in the West Los Angeles Community Plan area in the form of one-dwelling unit on each lot rather than residential condominiums. The development of four small lot homes is proper at the subject location, since the surrounding area is improved with multi-family dwellings and single-family homes. The project's careful consideration of the placement of driveways, the well-defined paths of travel to individual entries, the varying placement of buildings, and the maximization of usable outdoor space will be in substantial conformance with public necessity, convenience, general welfare, and good zoning practice.

### **Small Lot Subdivision Ordinance**

Established in 2005 in LAMC Section 12.22-C.27, the Small Lot Ordinance (Ordinance No. 176,354) allows for the subdivision of underutilized land in multi-family and commercial areas into fee-simple homes. The Small Lot Subdivision Ordinance was intended as a smart-growth alternative to the traditional, suburban style single-family subdivisions and allowed smaller lot areas with compact building footprints and reduced yard setbacks, street frontages, passageways between buildings and open space. The proposed project demonstrates good zoning practice and substantially complies with the following applicable requirements of the LAMC Section 12.22-C.27:

- *A parcel map or tract map, pursuant to Section 17.00 et seq. of the LAMC shall be required for the creation of a small lot subdivision.*

A concurrent application under Case No. AA-2014-2495-PMLA-SL requests to permit the subdivision of a single lot into four lots by the Advisory Agency under LAMC Section 12.22-C.27.

- *The minimum lot width shall be 16 feet and the minimum lot area shall be 600 square feet.*
- *All structures on a lot which includes one or more dwelling units, may, taken together, occupy no more than 80% of the lot area, unless the tract or parcel map provides common open space equivalent to 20% of the lot area of each lot not meeting this provision.*
- *No front, side, or rear yard shall be required between lots within an approved small lot subdivision. However, a five-foot setback shall be provided where a lot abuts a lot that is not created pursuant to this subdivision.*
- *No passageway pursuant to LAMC Section 12.21 C.2 shall be required.*

Table 1					
Parcel #	Front (ft)	North (ft)	South (ft)	Rear (ft)	Lot Area (square feet)
A	15 (east)	9'-6"	6'	9'-7" (west)	1,687
B	5'-1" (east)	6'	5' to 6'	9'-7" (west)	1,598
C	5'-0" (west)	9'	6'	19'-5" (east)	1,751
D	5'-0" (west)	7'	6'	19'-5" (east)	1,678

As indicated on Table 1 and "Exhibit B of this staff report", the proposed project complies with the minimum lot widths since the minimum lot width provided on the site plan is 27 feet; the minimum

lot area provided on the site plan is 1,598 square feet. The lots sizes will range from 1598 square feet to 1,751 square feet, thereby meeting the minimum 600 square-foot lot size of the Small Lot Subdivision Ordinance. All lots meet the minimum lot width requirement of 16 feet. The subdivision maintains a minimum of 5-foot building setback between the subdivision and the adjoining properties. The project shall comply with the minimum setback requirements and lot coverage for each small lot.

- *Vehicular access may be provided to either a lot containing a dwelling unit or to its required parking spaces by way of street or alley frontage, driveway access or similar access to a street.*
- *Fences and walls within five feet of the front lot line shall be no more than three and one-half feet in height. Fences and walls within five feet of the side and rear lot lines shall be no more than six feet in height.*

Each dwelling unit is connected to a 10-foot wide internal driveway that provides access to each dwelling unit's covered parking spaces. Privacy hedging is placed along the north property line to provide privacy and screening to the abutting property. A fence and privacy hedge screen aligns the south property line facing National Boulevard to buffer the subterranean parking from view. The fence located along the north property line is a minimum of six feet in height and shall be a decorative masonry wall, with clinging vines. The project is required to comply with the regulations of the Small Lot Subdivision Ordinance, thus demonstrating good zoning practice.

### **Small Lot Design Guidelines**

In addition, the proposed development is also subject to the Small Lot Design Guidelines. All small lot subdivisions filed after February 1, 2014 must comply with or meet the intent of the Guidelines. These Guidelines provide an opportunity to address the design challenges and spatial complexities such as massing, height, circulation, and transitional areas from adjacent properties. The Small Lot Design Guidelines also promote the design and creation of small lot housing with neighborhood compatibility for consistency with applicable General and Specific Plans and addressing site organization and urban form, setbacks and building transitions, parking and driveways, building design and materials, and landscaping and access. These Guidelines provide specific guidance and as conditioned, the Project will meet the intent of the following guidelines:

#### *Relationship to the Street*

- *In areas with an existing prevailing street setback, align the small lot development to be consistent with this setback and provide continuity along the street edge. Slight deviations from the setback are acceptable.*
- *On residential streets with varying setbacks, the front yard setback should be within 5 feet of the average setback of adjacent properties.*

The project will improve the public right-of-way on Midvale Avenue and National Boulevard. Along Midvale Avenue a three foot dedication is required and along National Boulevard a five foot dedication is required. Currently, the lots surrounding the project have varying setbacks; a prevailing setback does not exist. The project will provide a 15-foot front yard setback on Midvale Avenue, which is a residential street. Other properties along Midvale Avenue also have a similar front yard setback of 15 feet.

### *Site Layout and Circulation*

- *Configure homes to front public streets, primary entryway, circulation walkways, and open spaces, rather than driveways.*
- *For homes not adjacent to the public street, provide pedestrian circulation in the form of private walkways or clearly delineated paths of travel from the sidewalk to their entryway.*
- *Homes fronting a public street should have the primary entrance and main windows facing the street.*
- *Provide space for entry, front landing, and transitional landscaping between the public sidewalk and private entryway.*
- *When multiple units share a common driveway that is lined with individual garages, provide distinguishable pedestrian paths to connect parking areas to articulated individual entries.*

### *Parking and Driveway*

- *Locate parking to the rear of dwellings where homes front the public street.*
- *If individual front driveways must be used, the setback of the building should allow for an ample amount of landscaping space and a front entryway, porch, or landing.*
- *Allow for a pedestrian access path separate from driveway whenever possible.*

### *Entry*

- *Primary entryways should be clearly identifiable and connected to the public street by a walkway. Individual residences should incorporate transitions such as landscaping, paving, porches, stoops and canopies.*
- *Homes that front a public street should have their primary entry accessible from the street. Garages should not take the place of the main entryway.*
- *Incorporate transitions such as landscaping, paving material, porches, stoops, and canopies at the primary entrance to each residence, and at the main pedestrian entrance from the sidewalk.*

The Project site is a rectangular-shaped corner lot with four individual lots proposed along its perimeter. As shown in Exhibit B of this staff report, Lots A and B are located on the eastern boundary, off of Midvale Avenue. Lots C and D will be located along the western boundary portion of the site, with Lot C adjacent to National Blvd. The project proposes an internal, private driveway through an easement accessed from Midvale Avenue, with access to individual parking spaces located away from the public realm. The internalized private driveway is separate from pedestrian access to each unit. Subterranean parking spaces are accessible directly off this internal driveway. The lots with public street frontage and the internalized "land-locked" lots that do not possess any street frontage both propose clearly delineated pedestrian paths of travel. These pedestrian paths of travel are accessed from the sidewalk or private driveway, and the entries are characterized by clearly identifiable covered porches with a stone veneer column base.



The proposed project has been designed to meet the intent of these guidelines by considering the characteristics of the street and by configuring the proposed development in relation to its context and to each other. The project's careful consideration of the placement of driveways, the well-defined paths of travel to individual entries, the varying placement of buildings, and the maximization of usable outdoor space will be in substantial conformance with public necessity, convenience, general welfare, and good zoning practice.

#### *Height and Massing*

- *Avoid excessive height differences in height between the proposed development and adjacent buildings.*
- *Provide sufficient space between buildings, articulation along the street frontage, and visual breaks to diminish the scale and massing.*

#### *Building Façade*

- *Employ architectural details to enhance scale and interest by breaking the façade up into distinct planes that are offset from the main building façade.*
- *Provide windows on building facades that front on public streets, private driveways, and internal pedestrian pathways within the development.*
- *Include overhead architectural features at entrances and windows that provide shade and passive cooling.*

#### *Privacy*

- *Minimize the number of windows overlooking neighboring interior private yards.*
- *Provide functional distances between building walls and vary height to maximize private outdoor space, light and views.*

The project proposes a privacy hedge along the north, south and west property lines. The hedge will include fencing and a wall, where appropriate. Windows are carefully placed on walls with views oriented towards private yards or to the street. Primary entryways are located along the west property line or off of Midvale Avenue. Privacy has been incorporated into the design of the residential dwelling units. No balconies are proposed to face the abutting lots to the north and west. One window for Lots C and D will face the west property on the second level only. Two small windows for Lots A and D will face the north property. No projecting balconies will face adjacent properties. The third level roof decks will be internalized towards the other small lots or facing Midvale Avenue or National Boulevard. Fencing is proposed between the subdivided lots and further strengthens the privacy between abutting properties.

The proposed small lot development seamlessly integrates with its surrounding built environment since it avoids excessive differences in height from adjacent buildings and employs well-articulated street frontages, building and driveway placement, and visual breaks between buildings. The elevations indicate a consistent maximum height of 35 feet to integrate with other structures facing National Boulevard.

**C. CEQA Findings**

A Mitigated Negative Declaration (ENV-2014-2496-MND) was issued on January 28, 2016. The MND was published for a period of 20 days. The MND includes mitigation measures that address the impacts of the project on Aesthetics, Air Quality, and Biological Resources. Under Case No. AA-2014-2495-PMLA-SL, the Deputy Advisory Agency approved ENV-2014-2496-MND and the associated Mitigation Monitoring Program on August 10, 2016.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 N. Spring Street, Los Angeles, CA.

## PUBLIC HEARING AND COMMUNICATIONS

### Summary of Public Hearing Testimony and Communications

On May 11, 2016, the Deputy Advisory Agency and the Hearing Officer held a joint public hearing to take public testimony regarding the Parcel Map, Small Lot Subdivision and Vesting Zone Change requests. The hearing was held at Los Angeles City Hall, 200 North Spring Street, 10<sup>th</sup> Floor, Room 1020, Los Angeles, CA 90012 at 9:30 a.m., and attended by members of the community, concerned parties, the applicant's team, and a representative from Council District 5.

**Applicant presentation.** The Applicant's team spoke at length about the goals, scope, design, and requested entitlements of the Project, as well as the community engagement process in formulating the proposed Project.

**Attendees.** Approximately, 30 people attended the May 11, 2016 public hearing, with only 9 individuals officially signed in for notifications.

**Speakers.** A total of 13 individuals provided formal public testimony: 4 speakers were in support of the proposed project and 9 opposed. The speakers in opposition had concerns on parking, safety, trash collection, infrastructure, and density. Of the 4 speakers supporting the project, three were from the applicant team, and one was the resident of 2951 Midvale Avenue.

**Faisal Alserri, Representative from Council District 5 – Paul Koretz.** The representative stated that the Council Office is not in support of project. In June 2015, Council District 5 issued a motion to change the general plan land use designation from Medium to Low Residential on 2951 and 2957 Midvale Avenue to be consistent with the existing R1-1 zoning (CF#: 15-0117). The Council Office requested that the project be presented to the Westside Neighborhood Council.

The **Project Representative** provided a rebuttal to the concerns raised by the public, indicating that there are comparable sized buildings near the Project site, such as 1087 Midvale (2-story building), 10909 National Blvd (4-story building - 45'), 10338 National Blvd (4-story building), and 1111 National Blvd (3-story building).

After the public hearing, the project representative corresponded with the Westside Neighborhood Council and informed Planning staff that the WNC is in opposition of the project.

### Communications Received

The Department of City Planning received 33 letters and emails in regards to the proposed project. There were 32 letters/emails in opposition and one letter in support of the project. A hardcopy petition was received with 10 signatures by local homeowners in opposition of the project in its entirety submitted on May 11, 2016. On June 20, 2016, the Westside Neighborhood Council submitted an opposition letter to the Planning Department.

The correspondence in opposition had the primary concerns of density, parking congestion, noise and privacy and infrastructure. Responses to the concerns are provided below.

### Density

Various letters were submitted in opposition of the requested Zone Change from R1-1 to R3-1. Many comments referenced Council File #: 15-0117 that requests a general plan amendment for the Project site (for more information on CF #: 15-0117 see page A-3 of the staff report). For over

forty years, the Project site has had an inconsistent R1-1 zoning with its General Plan land use designation of Medium Residential. The General Plan sets the density for the Community Plan and requires that the land use designation has a corresponding zoning. In the Los Angeles Municipal Code, properties with R1-1 zoning allow for one dwelling unit at 33 feet in height. However, Medium Residential land use designated properties with a corresponding R3-1 zoning are permitted to have a density of lot area/800 sf per unit, or in the case of the subject property, 8 dwelling units and a maximum height of 45'. The proposed project complies with the intents and regulatory framework for R1-1 zoned properties by providing one dwelling unit per lot with a maximum height of 35', rather than what would be permitted under R3-1 zoning.

**Parking Congestion**

Planning staff received multiple comments on concerns with possible parking congestion from the proposed project. Even though the Project site is located in a Transit Priority Area (TPA), the applicant is providing adequate on-site parking. The State of California defines a TPA as an area within one-half mile of a major transit stop, or a rail station, in this case the Exposition Line Westwood/Exposition Station. In a Transit Priority Area, aesthetics (including bulk and height) and parking are not considered as impacts under the California Environmental Quality Act (CEQA). The Preliminary Parcel Map has conditions that require two covered parking spaces for each residential dwelling unit, for a total of 8 spaces. This parking requirement for the proposed project is consistent with the Small Lot Subdivision Ordinance.

**Noise and Privacy**

Many members of the public were concerned with possible noise and privacy issues. The Mitigated Negative Declaration reviewed potential environmental impacts under ENV-20114-2496-MND. There were less than significant impacts for noise. In regards to concerns with privacy, Aesthetics and Visual Resource and Biological Resources include mitigation measures to ensure adequate landscaping and buffering are provided between the Project Site and abutting properties. Additionally, the applicant is required to comply with the conditions of approval included in the letter of determination for the Preliminary Parcel Map and Small Lot Subdivision, which encompasses the Small Lot Subdivision Design Guidelines and construction mitigation measures provided by the Deputy Advisory Adjacency.

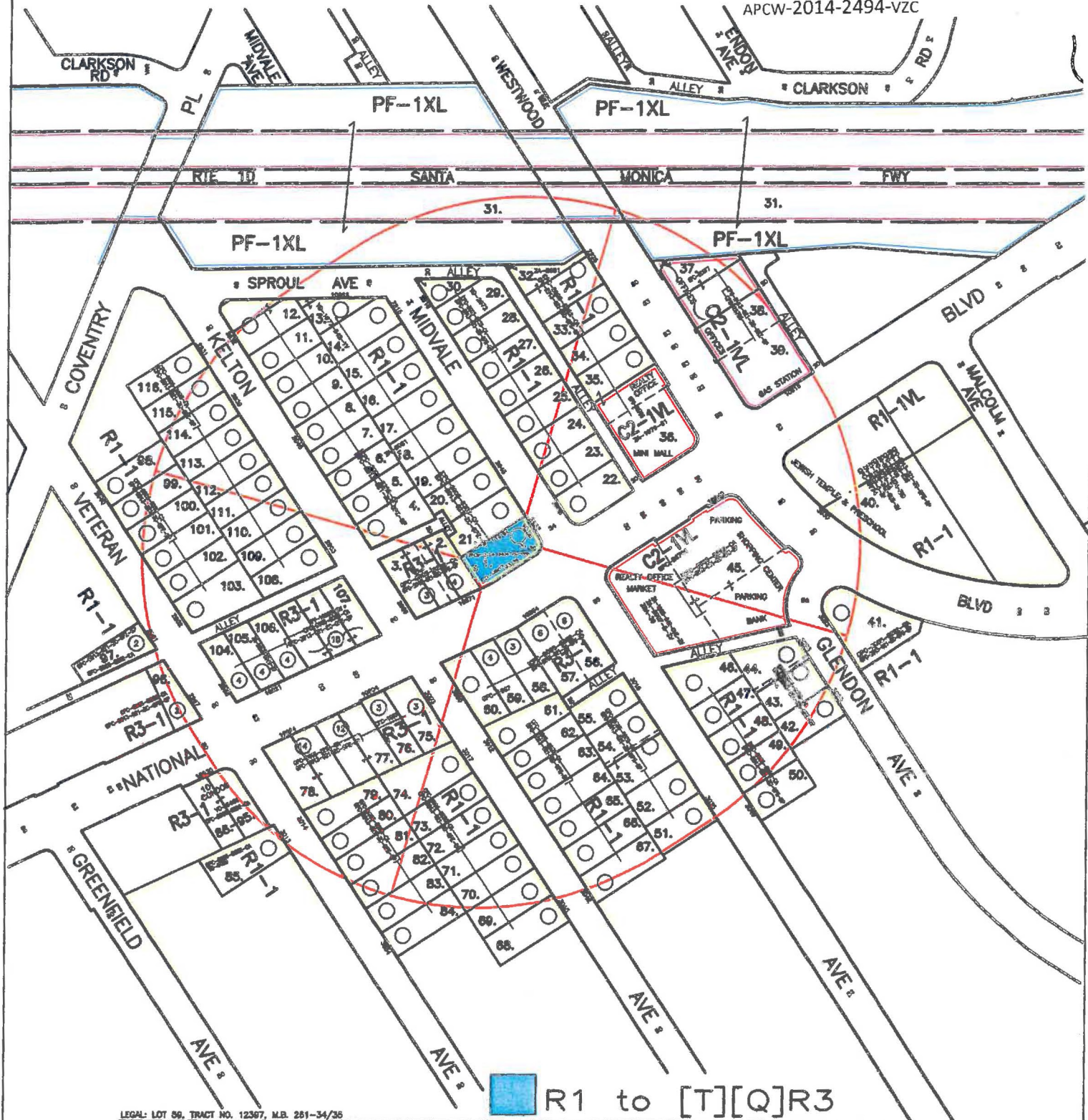
**Infrastructure**

Several emails received by Planning staff included concerns with infrastructure capacity and available utilities for the proposed project. The Mitigated Negative Declaration did not find any impacts to existing utilities and infrastructure network. The applicant is required to comply with capacity loads and development standards for the proposed project. Additionally, the proposed design includes sustainable design features that will reduce its carbon footprint. Those features include stormwater mitigation with pervious strips placed in paved areas to help with drainage, drought-resistant trees, and a light roof membrane with a high albedo cool roof surface for each dwelling unit to reduce the heat island effect of the buildings. The applicant is required to comply with the conditions of approval included in the letter of determination for the Preliminary Parcel Map and Small Lot Subdivision, which requires site specific roadway enhancement, including street dedications on Midvale Ave. and National Blvd.



# EXHIBIT A

MAPS  
APCW-2014-2494-VZC



LEGAL: LOT 59, TRACT NO. 12397, M.B. 251-34/35

NEW T.B.  
PAGE 632  
GRID D7

C.D. 5 - KORETZ  
C.T. 2717.01  
P.A. WEST LOS ANGELES

Preliminary Parcel Map For Small Lot  
Subdivision, Area Variance and Zone  
Change from R1-1 to [T][Q]R3-1

CAD GRAPHICS BY



**JPL Zoning Services**  
6257 Van Nuys Blvd, #101  
Van Nuys, CA 91401  
(818)781-0016

CASE NO:  
DATE: 02-10-16  
DRAWN BY: JPL ZONING SERVICES  
D.M. OR CAD: 1238157, 1208157  
SCALE: 1"=100'  
USES: FIELD  
CONTACT  
PERSON: ROBERT B. LAMISHAW  
PHONE NO: 818-435-2010

NET ACRES  
= 0.163 Acres

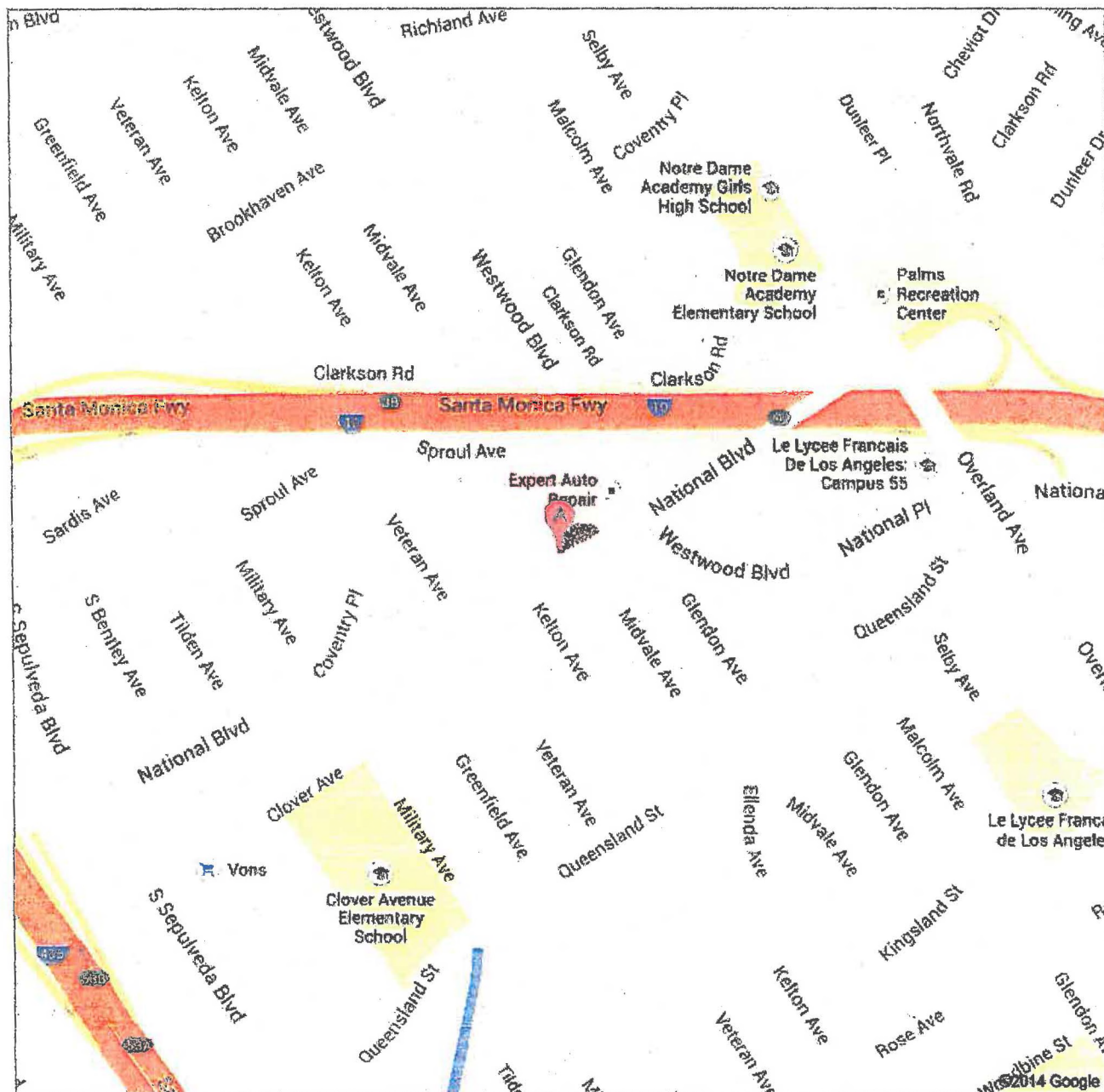


JPL- 7280RM

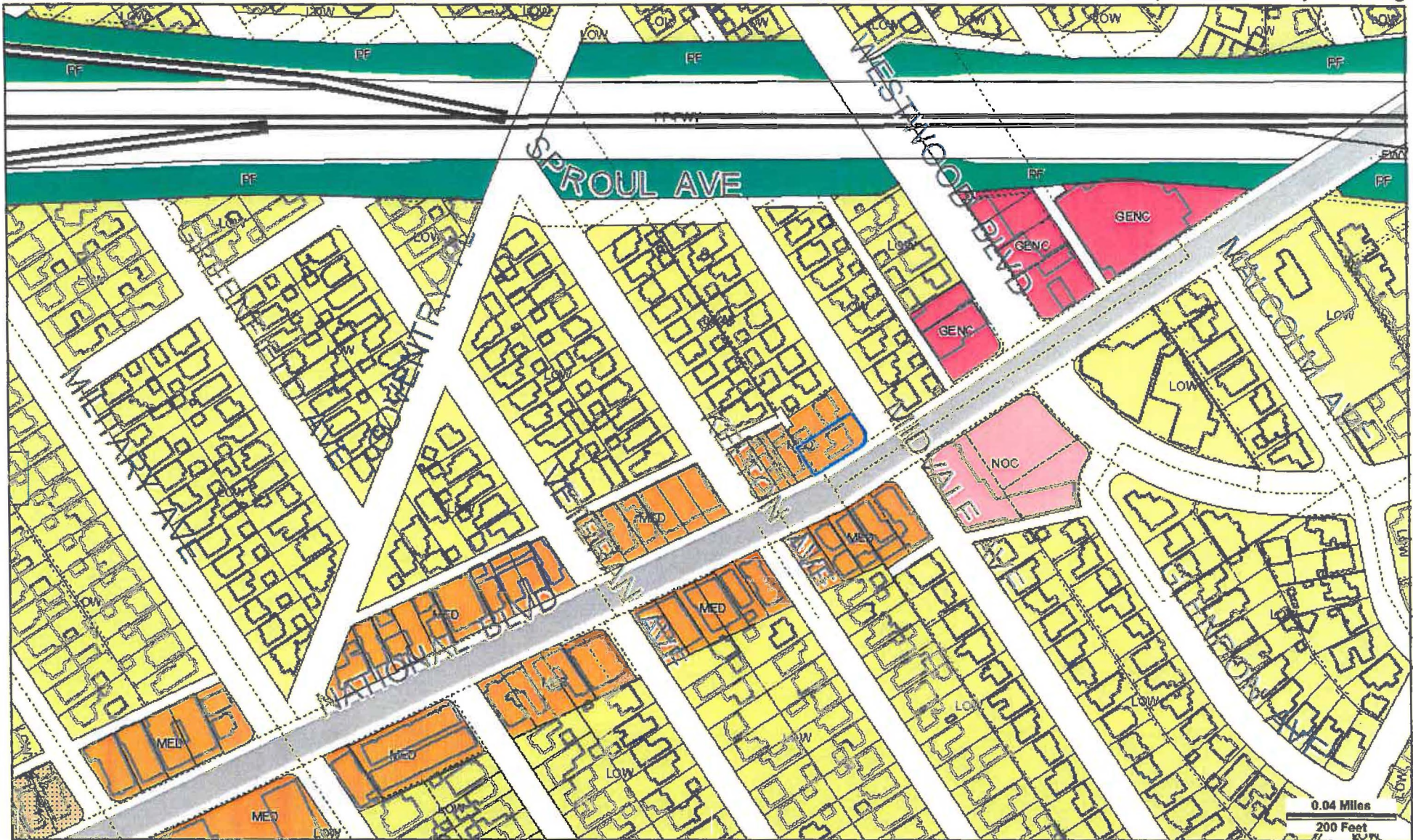


Address **2957 Midvale Ave**  
**Los Angeles, CA 90064**

**VICINITY MAP**  
**2957 S. Midvale Avenue**  
**JPL-7280**







Address: 2957 S MIDVALE AVE

APN: 4254003015

PIN #: 123B157 1139

Tract: TR 12397

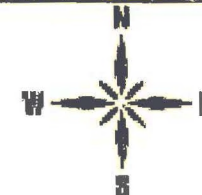
Block: None

Lot: 59

Arb: None

Zoning: R1-1

General Plan: Medium Residential



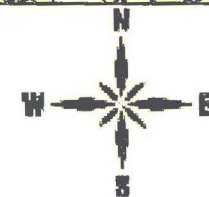




Address: 2957 S MIDVALE AVE  
APN: 4254003015  
PIN #: 123B157 1139

Tract: TR 12397  
Block: None  
Lot: 59  
Arb: None

Zoning: R1-1  
General Plan: Medium Residential





# EXHIBIT B

PLANS  
APCW-2014-2494-VZC



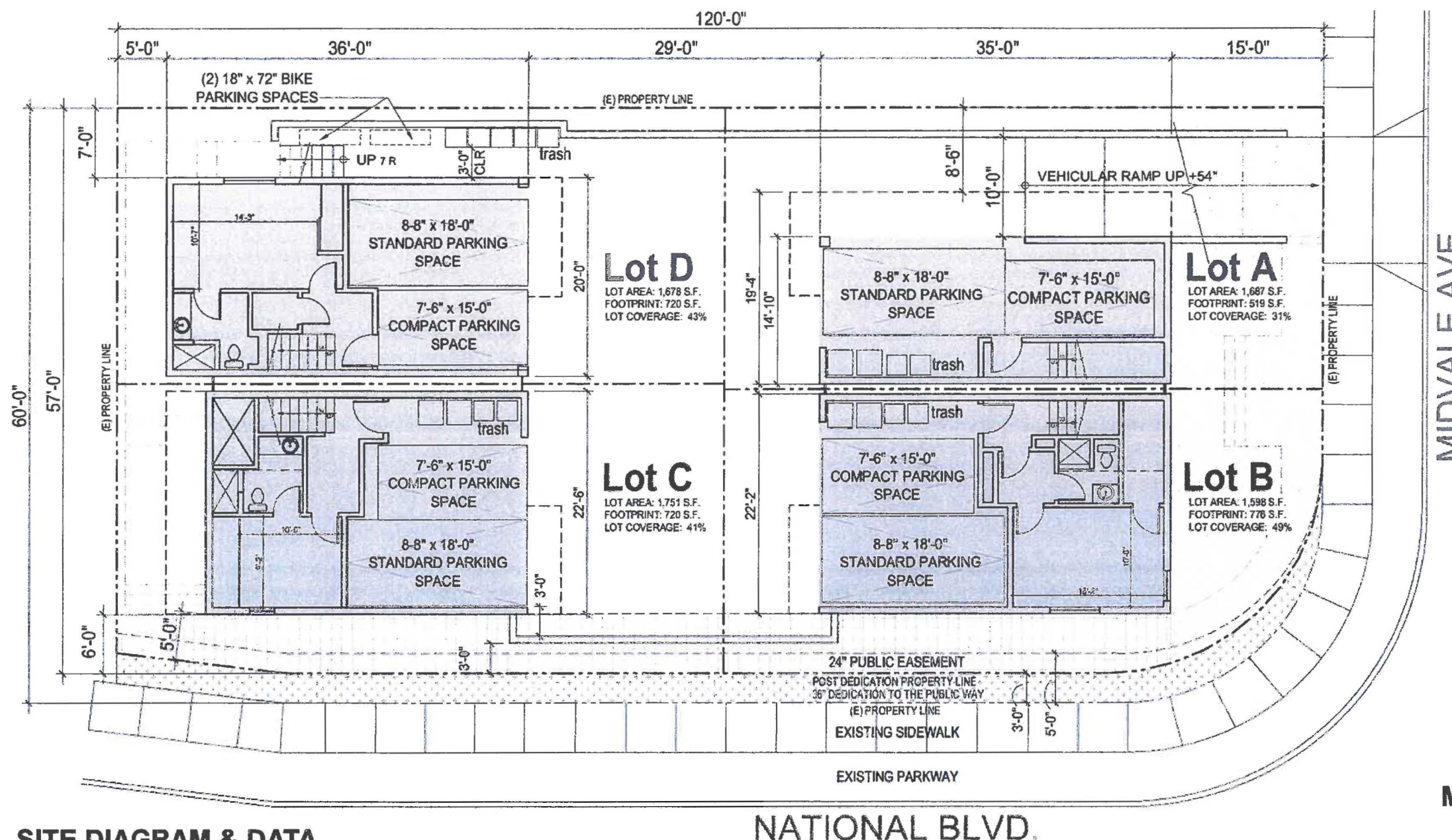
## SHEET INDEX

1. TITLE SHEET
2. GARAGE LEVEL PLAN
3. GROUND LEVEL PLAN
4. SECOND LEVEL PLAN
5. ROOF DECK LEVEL PLAN
6. SECTION AA
7. SECTION BB
8. LANDSCAPE PLAN
9. COLOR ELEVATIONS
10. RENDERED VIEWS
11. RENDERED VIEW
12. RENDERED VIEW

## PARKING SPACE TABULATION:

PARKING REQUIRED AND PROVIDED:  
2 VEHICLES PER DWELLING UNIT  
1 LONG TERM BIKE PARKING PER UNIT  
+ 2 SHORT TERM BIKE PARKING SPACES

**MAXIMUM BUILDING HEIGHT: 35' -0" AFG**



## SITE DIAGRAM & DATA

SCALE: N.T.S.

- 6 FT. SIDE YARD SETBACK ALONG NATIONAL
- 15 FT. FRONT YARD SETBACK ALONG MIDVALE
- 36" DEDICATION TO THE PUBLIC WAY
- UNIT FOOTPRINT AREA

NOTE: LOT LINES, LOT AREAS AND HIGHWAY DEDICATION ARE DEPICTED HEREIN FOR PLANNING SUMMARY PURPOSES ONLY. SEE SURVEY, FINAL SUBDIVISION MAP AND ENGINEERING DRAWINGS NECESSARY FOR DETAILED & SPECIFIC INFORMATION.



15 Latimer Road, Santa Monica, CA  
(818) 909-9779 rick@rickleslie.com

## DENSITY & LOT COVERAGE:

(d) All structures on a lot which includes one or more dwelling units, may, taken together, occupy no more than 80% of the lot area, unless the tract or parcel map provides common open space equivalent to 20% of the lot area of each lot not meeting this provision.

SMALL LOT	LOT AREA	UNIT FOOTPRINT AREA	LOT COVERAGE
A	1,687 S.F.	519 S.F.	31%
B	1,598 S.F.	776 S.F.	49%
C	1,751 S.F.	720 S.F.	41%
D	1,678 S.F.	720 S.F.	43%
CUMULATIVELY	6,713 S.F.	2,735 S.F.	41%

PER ZONE R-3: The minimum lot area per dwelling unit shall be 800 square feet.

## UNIT ENCLOSED INTERIOR AREA TABULATION:

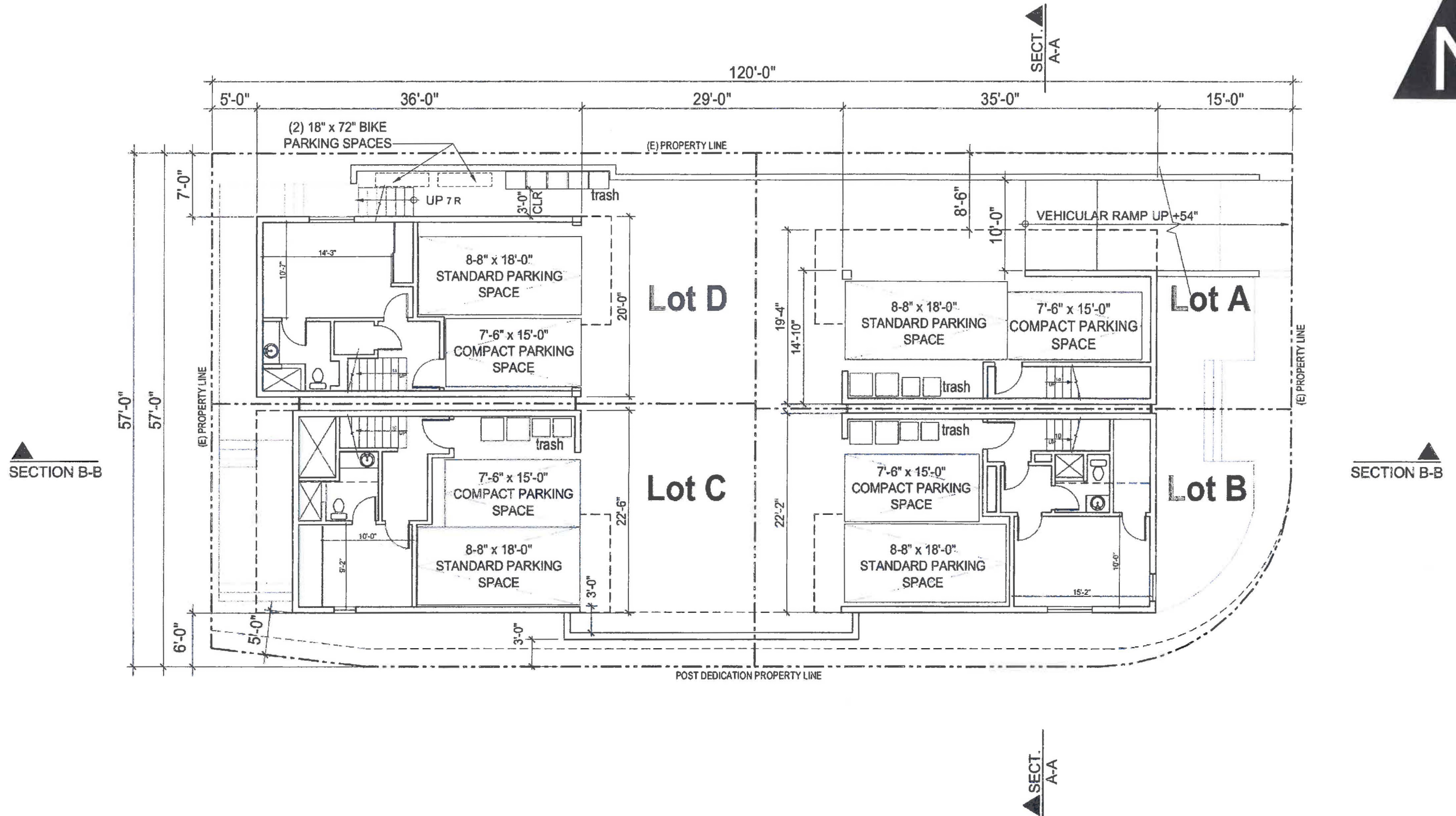
Building Level	Unit			
	A	B	C	D
PARKING Level	0 S.F.	330 S.F.	300 S.F.	350 S.F.
GROUND Level	645 S.F.	800 S.F.	685 S.F.	700 S.F.
SECOND Level	700 S.F.	805 S.F.	810 S.F.	755 S.F.
ROOF DECK Level	250 S.F.	120 S.F.	120 S.F.	120 S.F.
Total Square Footage by Unit	1,595 S.F.	2,055 S.F.	1,915 S.F.	1,925 S.F.
Overall TOTAL Square Footage	7,490 S.F.			

## 1 TITLE SHEET & PROJECT DATA

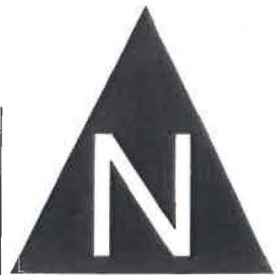
SCALE: N.T.S.

APCW-2014-2494-ZC-ZAA // AA-2014-2495-PMLA  
Proposed City of Los Angeles Small Lot Subdivision (4 single family residential units)  
ADDRESS: 2957 S. Midvale Avenue  
DEC 9, 2015

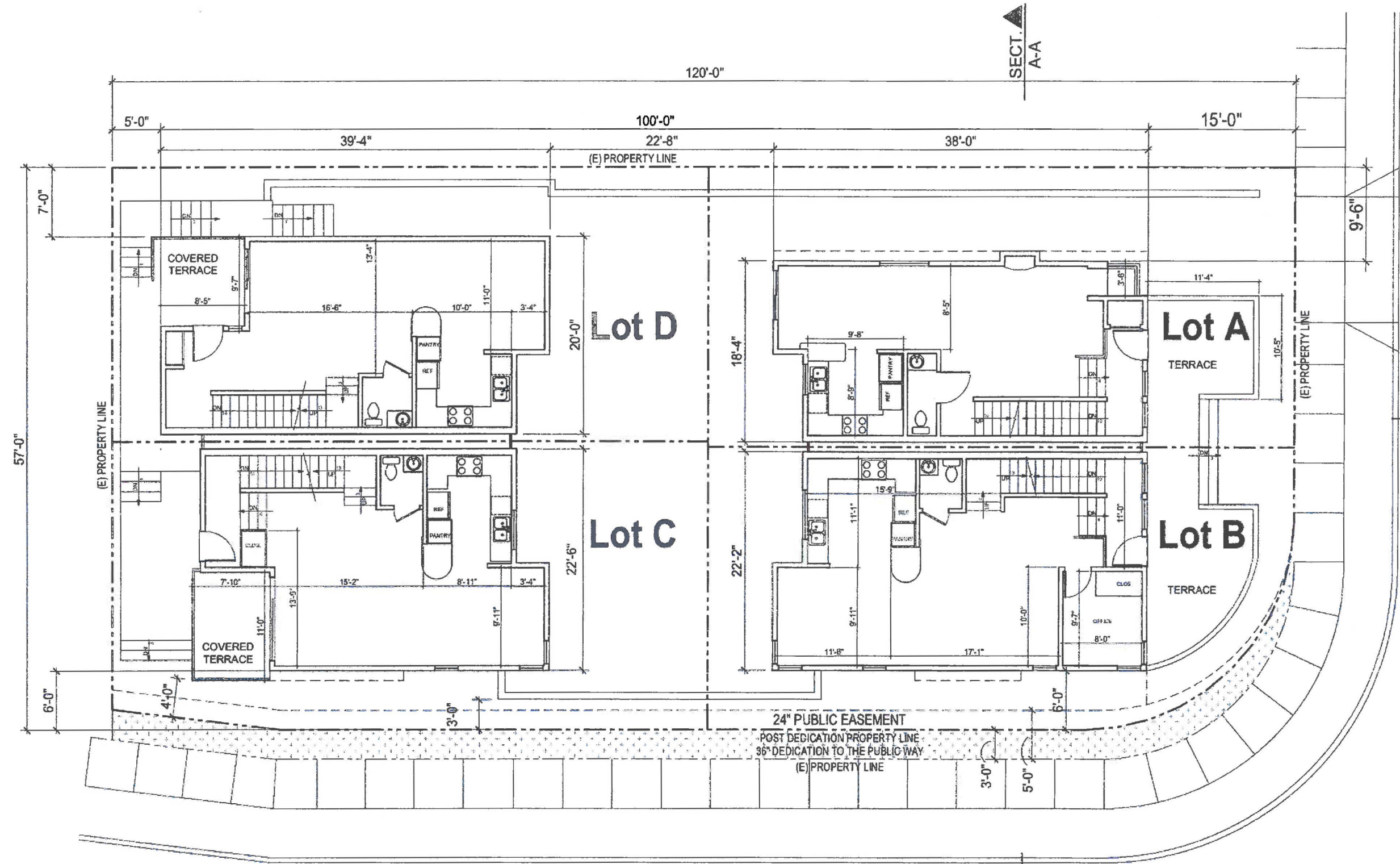








MIDVALE AVE.



NATIONAL BLVD.

**RLA** rick leslie  
architects  
15 LaJolla Road, Santa Monica, CA  
(818) 909-9779 rick@rickleslie.com

# 3 GROUND LEVEL PLAN

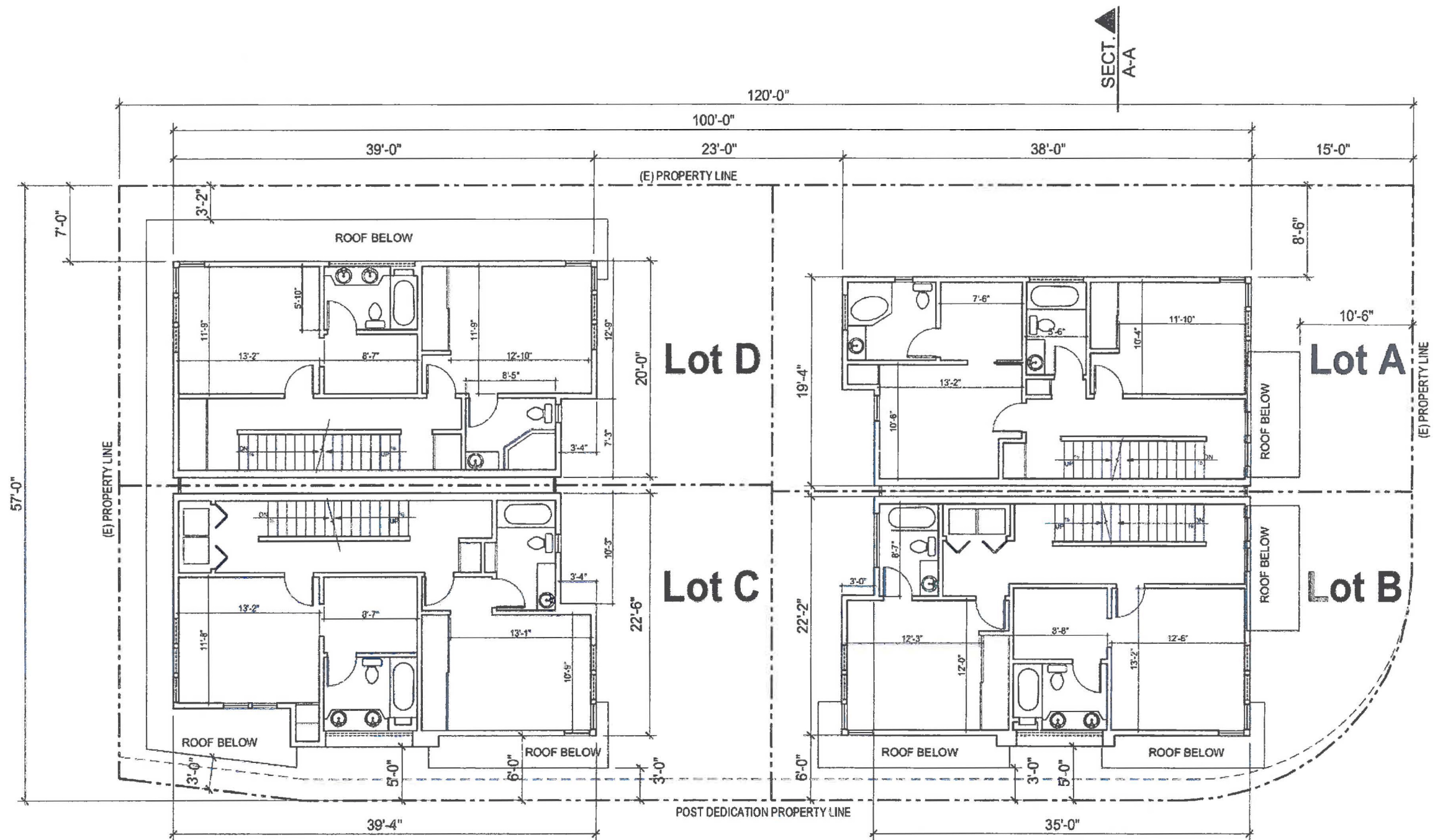
SCALE: 3/32" = 1'-0"

APCW-2014-2494-ZC-ZAA // AA-2014-2495-PMLA  
Proposed City of Los Angeles Small Lot Subdivision (4 single family residential units)  
ADDRESS: 2957 S. Midvale Avenue  
DEC 9, 2015



SECTION B-B

SECTION B-B





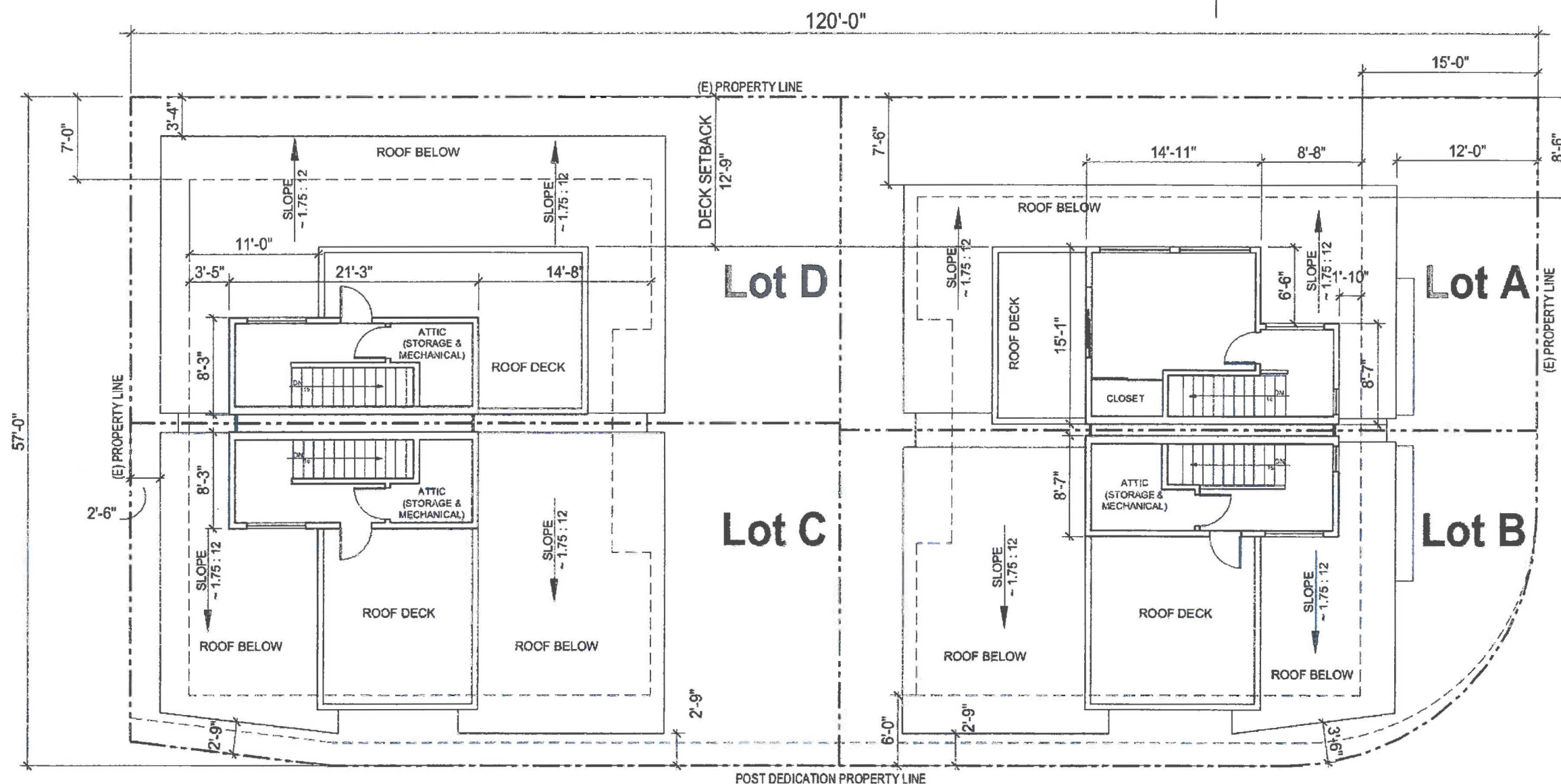


SECT. A-A

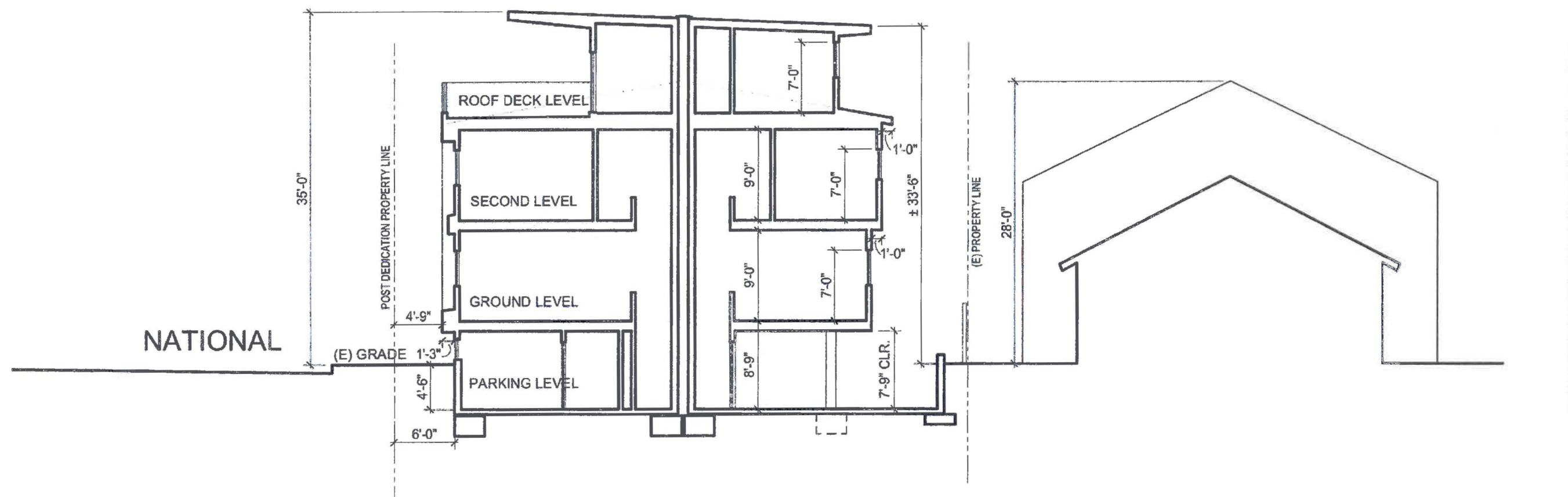
SECT. A-A

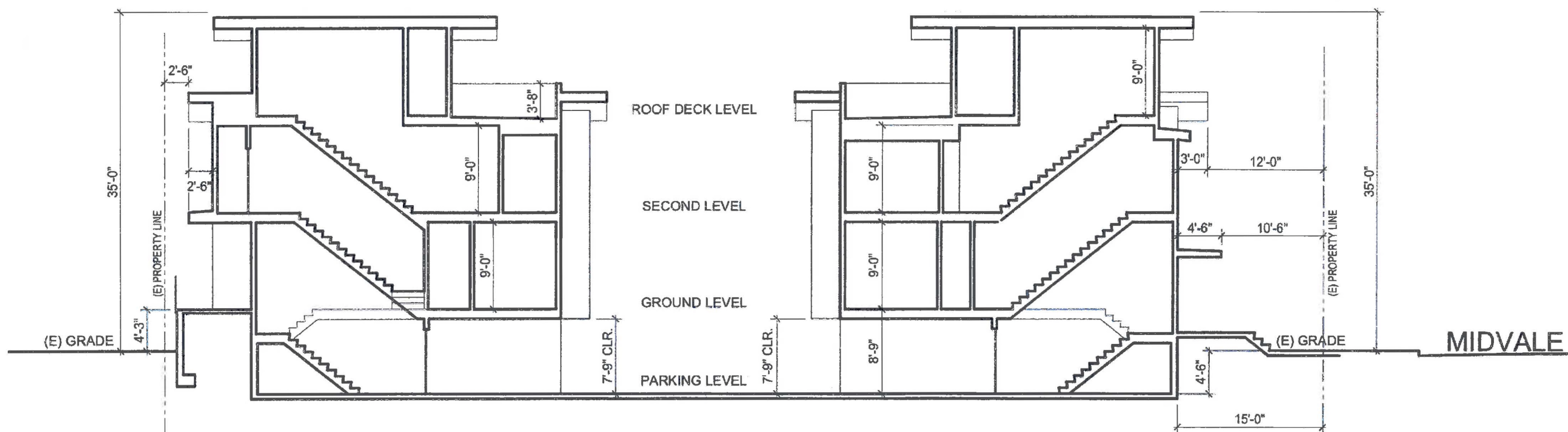
SECTION B-B

SECTION B-B

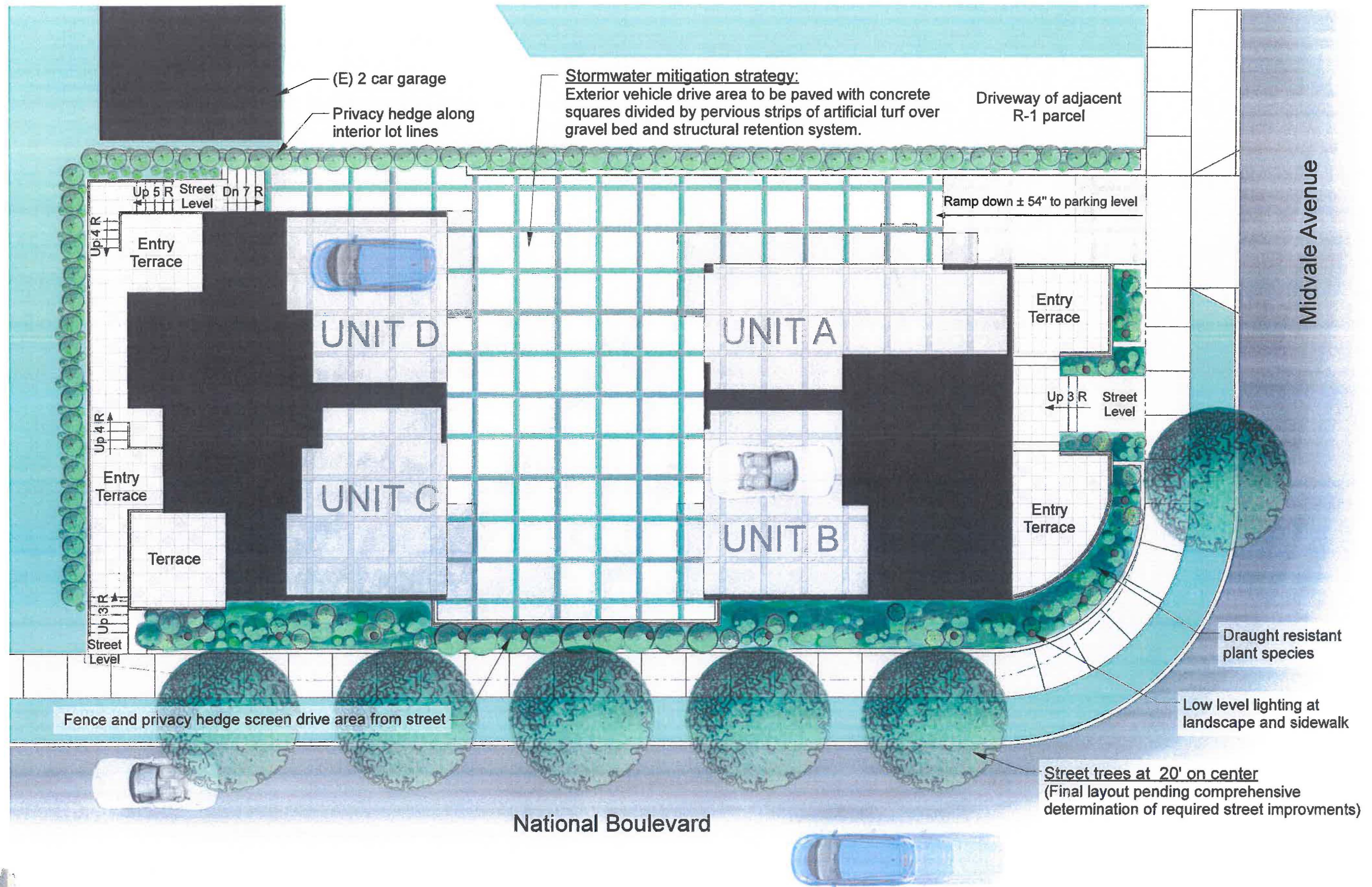




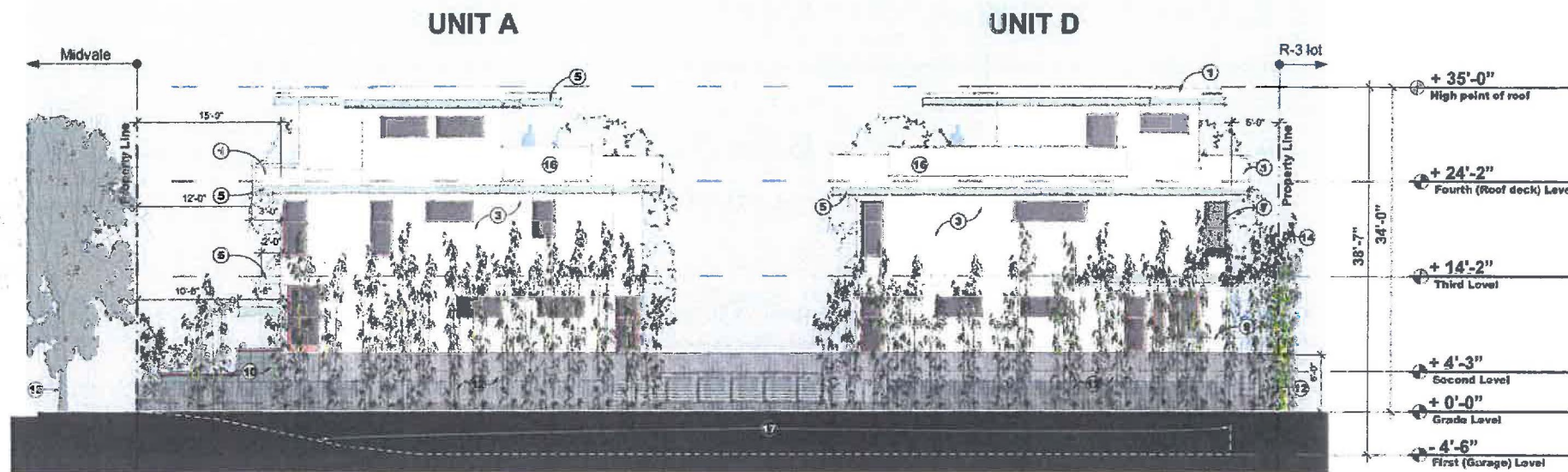




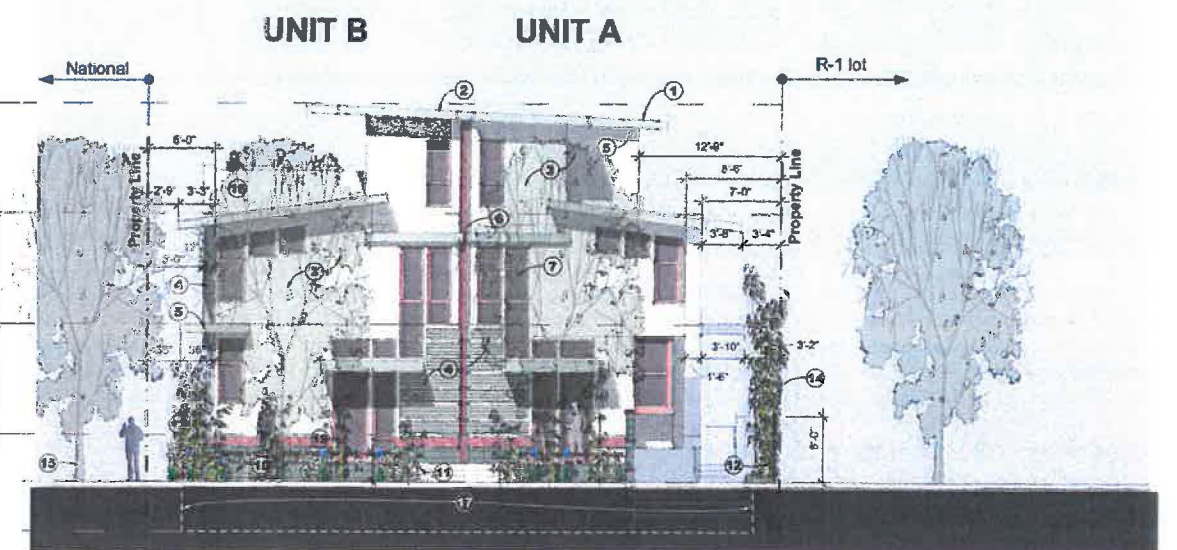




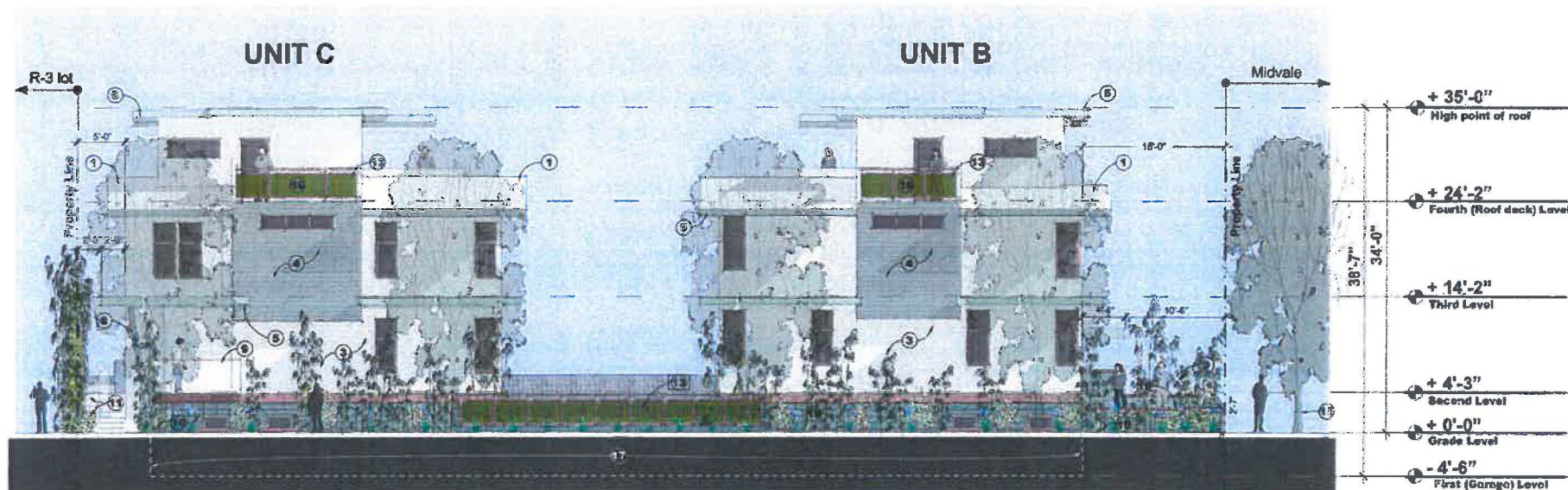




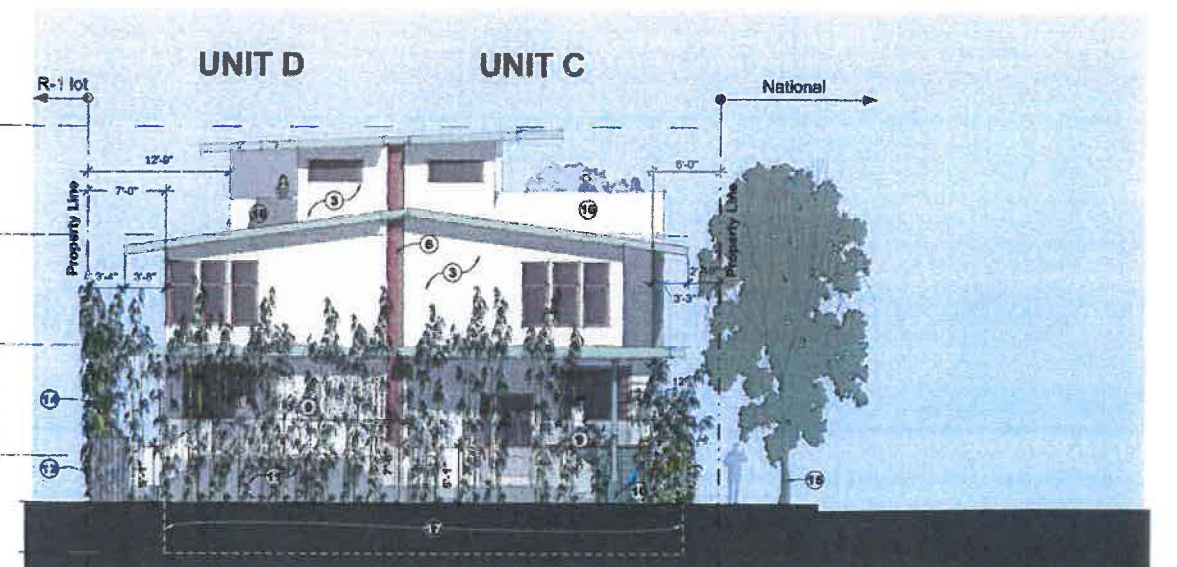
**North Elevation**  
1/8" = 1'-0"



**East Elevation**  
1/8" = 1'-0"



**South Elevation**  
1/8" = 1'-0"



**West Elevation**  
1/8" = 1'-0"

#### KEYNOTES

- |  |  |   |                                    |
|--|--|---|------------------------------------|
| ① Roof membrane: High albedo "cool roof" surface                               | ⑧ Building separation joint cover - Color to match Dunn-Edwards DE (hmr/cpr) | ⑭ Concrete steps, landings, and patios              | ⑮ Roof deck                        |
| ② Skylight: Aluminum frame with translucent white acrylic glazing              | ⑦ Windows: Aluminum frame & high performance glazing (grey tinted)           | ⑫ Rustic wood fence adjacent to single family use   | ⑯ Garage level (beyond)            |
| ③ Primary finish: Exterior cement plaster - Color to match Dunn-Edwards DE5590 | ⑨ Steel tube column - Color to match Dunn-Edwards DE5611                     | ⑬ Tube steel and textured metal panel fence railing | ⑰ Unglazed opening to parking area |
| ④ Secondary finish: Textured accent panel - Color to match Dunn-Edwards DE5611 | ⑩ Glass railing system   | ⑭ Hedge screen adjacent to single family use        | ⑱ Low bench                        |
| ⑤ Fascia at roof eave and rake: - Color to match Dunn-Edwards DE5611           | ⑪ Stack bond precision CMU - (Concrete Block) - Color to match DE (drk/grn)  | ⑮ Street tree (species and location TBD)            |                                    |









rick leslie  
architects

15 Latimer Road, Santa Monica, CA  
(818) 909-9779 rick@rickleslie.com

11

**VIEW TOWARD CORNER OF MIDVALE & NATIONAL**

SCALE: N.T.S.

**APCW-2014-2494-ZC-ZAA // AA-2014-2495-PMLA**

Proposed City of Los Angeles Small Lot Subdivision (4 single family residential units)

ADDRESS: 2957 S. Midvale Avenue

DEC 9, 2015







AERIAL AND SITE PHOTOS

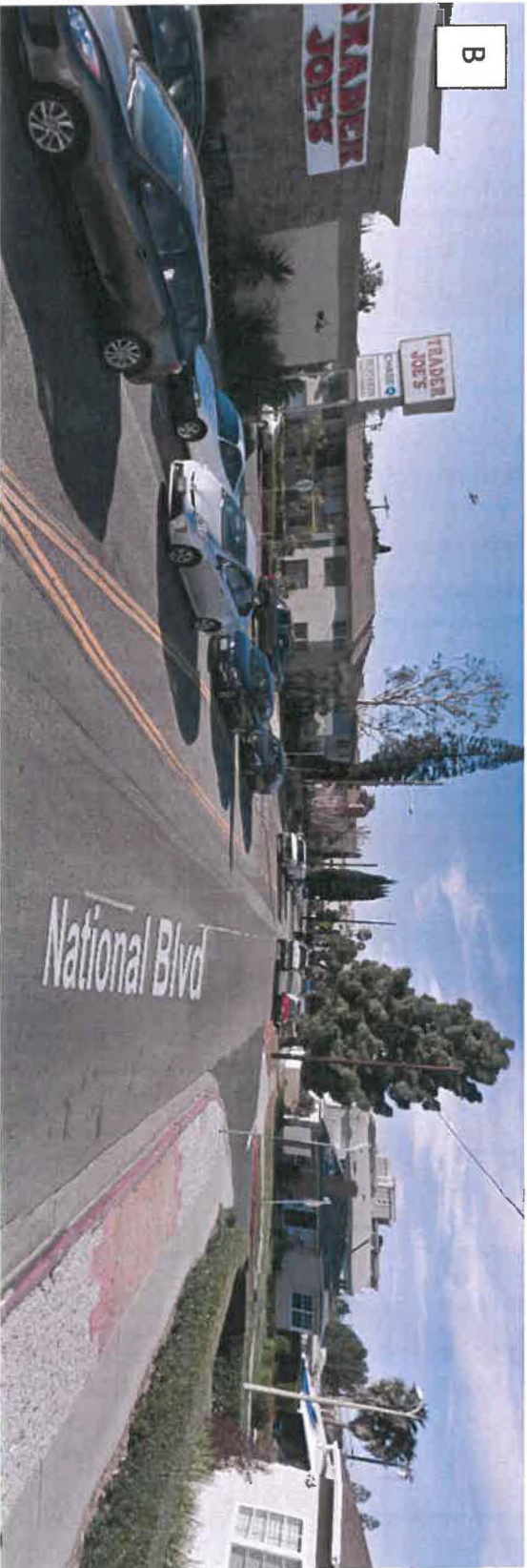
EXHIBIT C

PHOTOS AND CORRESPONDENCE

APCW-2014-2494-VZC

























**WESTSIDE NEIGHBORHOOD COUNCIL**

P.O. Box 64370 Los Angeles, CA 90064

[www.wncla.org](http://www.wncla.org) (310) 474-2326



**OFFICERS**

Terri Tippit, Chair  
Steve Spector, Vice-Chair  
Aaron Rosenfield,  
Recording Secretary  
Mary Kusnic, Corresponding  
Secretary  
Shannon Burns-Treasurer

**BOARD MEMBERS**

Stacy Antler  
Francesca Beale-Rosano  
Shannon Burns  
Colleen Mason Heller  
Brendan Kotler  
Sean McMillan  
Rick Mendoza  
Lisa Morocco  
Eric Shabsis  
Sarah Shaw  
Lisa Tabor  
Jae Wu

June 20, 2016

Zoning Administrator Griselda Gonzalez  
[Griselda.Gonzalez@lacity.org](mailto:Griselda.Gonzalez@lacity.org)  
200 No. Spring St.  
Los Angeles, CA 90012  
Parcel Map Case: Iris Wan  
[Iris.Wan@lacity.org](mailto:Iris.Wan@lacity.org)

Re: Small Lot is: AA-2014-2495-PMLA  
Zone change is: APCW-2014-2494-ZC

I am writing on behalf of the Westside Neighborhood Council (WNC) representing approximately 80,000 stakeholders in Cheviot Hills, Century City and Rancho Park.

Mr. Robert Lamishaw and his client Mr. Ben Toubian attended our WNC Governing Meeting on June 9, 2016. Mr. Lamishaw began contact with me to be on the agenda several times over the last several months but due to changes in the project asked to be removed each time. At the small lots subdivision hearing they were asked to come before the WNC.

This project has been discussed several times over the last few years with Westwood Garden Civic (WGCA) HOA but the first time the project has been presented to the WNC.

The presentation was on proposed small lot development and zone change at 2957 Midvale. Under the Community Plan, this property is listed as medium density residential. It is zoned R1 currently, but medium density residential fits with an R3 zone. By State Law, zone changes have to be consistent with the Community Plan. The City adopted a plan that made properties along National R3 or commercial.

Mr. Lamishaw said the two on the corner of National and Midvale are medium residential and there are two more across the street that are medium residential there were only two lots on National not in conformity and wanted this property be brought into conformity. Several of our board members brought up ZIMAS and it indicates that Mr. Lamishaw was in error. The two lots across the street on Midvale are both low density which includes the one on the north/east corner of Midvale and National (see below).

Mr. Toubian said he was not a developer. The units will not be rentals. His children will occupy the 4 units proposed.

Several stakeholders spoke in opposition. One spoke in support.

Marilyn Tusher, HOA President of WGCA HOA said the HOA voted against the proposal as presented and they were against the zone change. WGCA feels this development ruins the character of the neighborhood. They will fight to preserve R1 density here.

Mr. McMillan, WNC representative for the area, received over 20 letters in opposition to this. His thought process was to be in line with my stakeholders being against it.

Philip Bennett representing Councilmember Paul Koretz informed us that the Councilmember was opposed to this project because of reasons dealing with character of the neighborhood, how the street is impacted.

After a lengthy discussion the WNC passed the following motion:

"The WNC oppose the development as submitted."



I understand you would like our minutes from the meeting. They will not be approved until our July 14, 2016 meeting and then placed on our website--wncla.org.

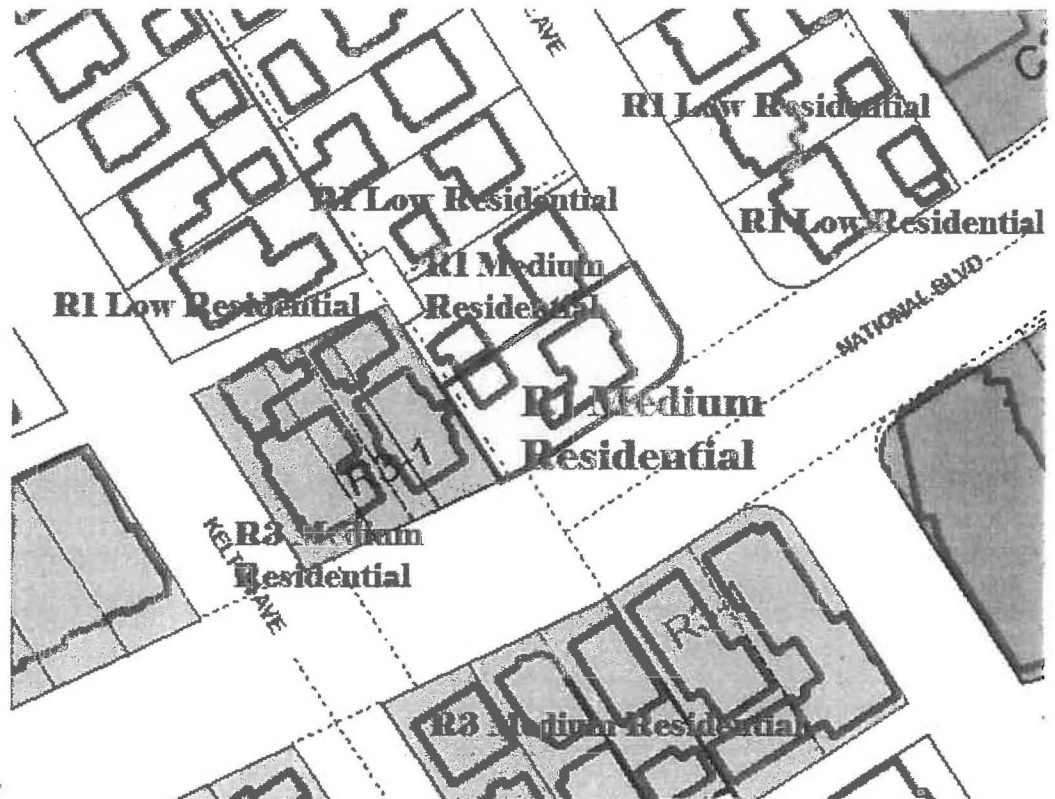
Thank you for considering the input from the WNC meeting while rendering your decision.

Sincerely,

*Terri Tippit*

Terri Tippit

Cc Councilmember Paul Koretz  
Robert Lamishaw





**Westwood Gardens Civic Association**

**Since 1948**

P.O. Box 642001 Los Angeles, Ca. 90064

[westwoodgardens@gmail.com](mailto:westwoodgardens@gmail.com)

[www.westwoodgardens.net](http://www.westwoodgardens.net)

Darlene Navarrete  
City of Los Angeles Planning Dept.  
200 North Spring Street, Room 750  
Los Angeles, CA 90012

via: email

February 3, 2016

Re: 2957 Midvale Ave. Proposed Land Use Zone Change NG-16-023-PL:ENV-2014-2496

Dear Ms. Navarrete,

As the President of Westwood Gardens Civic Association, Inc., I am writing this letter on behalf of our Board of Directors and the entire Association in regards to the Proposed 4 Unit Small Lot Sub-Division and Zone Change from R-1-1 to [T][Q]R3-1 for the property located at 2957 Midvale Avenue which is located within our homeowner's association's borders.

Westwood Gardens Civic Association, is comprised of 620 single family homes situated within the boundaries of Ayres Avenue on the north, National Blvd. on the south, Midvale Avenue on the west and Overland and Dunleer Place on the east. As a HOA we have been in existence since 1948, one of the longest standing single family homeowner's association on the west side of Los Angeles. We take great pride in our community and work very hard to preserve and protect it for the peaceful enjoyment of all our single family homeowners.

**Our Board of Directors on behalf of the entire Westwood Gardens Civic Association, Inc. has voted unanimously to not support this project and the proposed zone change.**

We will continue to strongly oppose any change in the zoning that is not in keeping with our single family residential neighborhood, R-1 low residential, and any conversion to a 4 unit Small Lot Sub-division on this property or any property within our HOA borders. The increase in traffic, density, noise, lighting and strain on our fragile water, power, and sewer resources is totally unacceptable and cannot be mitigated. This project will severely impact the quality of life and peaceful enjoyment of all our homes, not only in the 2900 block of Midvale, but would be precedent setting for the character of our entire single family residential neighborhood.

**We do not and cannot support this proposed project and ask that this request for a zone change be denied.**

Sincerely,

Marilyn Tusher, President

c.c. Councilmember Paul Koretz, CD-5, [Jay.greenstein@lacity.org](mailto:Jay.greenstein@lacity.org)

[Noah.Mulstein@lacity.org](mailto:Noah.Mulstein@lacity.org)

[Philip.bennett@lacity.org](mailto:Philip.bennett@lacity.org)



**EXHIBIT D**

ENVIRONMENTAL CLEARANCE

ENV-2014-2496-MND

APCW-2014-2494-VZC

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**

CD 5 - PAUL KORETZ

**PROJECT TITLE**

ENV-2014-2496-MND

**CASE NO.**

AA-2014-2495-PMLA, APCW-2014-2494-ZC

**PROJECT LOCATION**

2957 S MIDVALE AVE

**PROJECT DESCRIPTION**

The project involves the demolition of an existing one-story single-family home and the construction, use, and maintenance of four (4) small lot homes. The proposed buildings will be two stories, 35 feet in height, with a third-floor roof deck and stair to provide access. The total floor area for the four residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces, that is two per dwelling unit, will be provided and will be tucked under the units in a below-grade parking level. A Parcel Map for a Small Lot Subdivision and Zone Change from R1-1 to [Q] R3-1 is being requested. The request also includes a three (3) foot street dedication and the removal of a street tree on National Boulevard.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

JPL ZONING SERVICES c/o ROBERT LAMISHAW

6257 Van Nuys Blvd

Van Nuys, CA 91401

**FINDING:**

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

**NAME OF PERSON PREPARING THIS FORM**

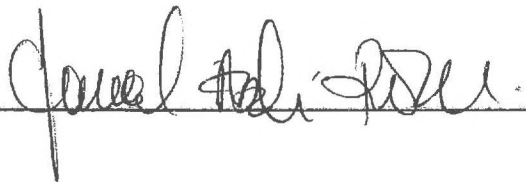
MICHELLE LEVY

**TITLE**

City Planner

**TELEPHONE NUMBER**

(213) 978-1203

**ADDRESS**200 N. SPRING STREET, 7th FLOOR  
LOS ANGELES, CA. 90012**SIGNATURE (Official)****DATE**

FEBRUARY 17, 2016

**I-10. Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

**III 0. III-40 - Expose Sensitive Receptors to Pollutants (Residential Uses Adjacent to Freeway)**

- 
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety. No operable windows shall be installed on the north, freeway-facing, façade(s) of all buildings. A row of trees shall be planted along the northerly property line. Trees shall be 24" box pine, birch, or other species known to capture ultrafine particulate matter.

**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, Bureau of Street Services, Department of Public Works.



**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)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 5 - PAUL KORETZ	<b>DATE:</b> 07/24/2015
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2014-2496-MND	<b>RELATED CASES:</b> AA-2014-2495-PMLA, APCW-2014-2494-ZC	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> ZONE CHANGE WITH CONCURRENT PARCEL MAP		
<b>ENV PROJECT DESCRIPTION:</b> The project involves the demolition of an existing one-story single-family home and the construction, use, and maintenance of four (4) small lot homes. The proposed buildings will be two stories, 35 feet in height, with a third-floor roof deck and stair to provide access. The total floor area for the four residential units is approximately 7,490 square feet. Eight (8) vehicle parking spaces, that is two per dwelling unit, will be provided and will be tucked under the units in a below-grade parking level. A Parcel Map for a Small Lot Subdivision and Zone Change from R1-1 to [Q] R3-1 is being requested. The request also includes a three (3) foot street dedication and the removal of a street tree on National Boulevard.		
<b>ENVIRONMENTAL SETTINGS:</b> The project site consists of a rectangular, relatively flat lot totaling 7,113.2 square feet in size, and located at the westerly corner of the intersection of Midvale Avenue and National Boulevard in the West Los Angeles Community Plan Area.  The site is zoned R1-1 and located within the West Los Angeles Community Plan area, which designates the site for Medium Residential land uses, corresponding to the R3 and more restrictive zones. The project site is mapped within ZI 2443, the Interim Control Ordinance (ICO) for 15 Neighborhood Conservation Area - - it is located within the designated "Lower Council District 5" ICO. The surrounding area is largely developed with single-family homes to the north along Midvale Avenue and neighboring Kelton Avenue and characterized by a mix of multi-family and commercial uses along National Boulevard in the R3-1 and C2-1VL zones. National Boulevard is designated as Avenue I in the 2035 Mobility Plan and Midvale Avenue is designated as a Local Street and currently improved to a 40-foot half right-of-way. The project site is located approximately 500 feet south of the Interstate 10 freeway. The project site is within approximately 0.5 mile of the Expo Line station at Westwood and Exposition, projected to open in early 2016.  The site is part of the Bureau Of Engineering's mapped Special Grading Area. The site is not located in a Very High Fire Hazard Severity Zone, Landslide or Liquefaction Area, Methane Zone, Tsunami Inundation Zone, Flood-Prone Area, Alquist-Priolo Fault Zone, or A High Wind Velocity Area. The site is not identified as having hazardous waste or past remediation.		
<b>PROJECT LOCATION:</b> 2957 S MIDVALE AVE		
<b>COMMUNITY PLAN AREA:</b> WEST LOS ANGELES  <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WESTSIDE

<b>EXISTING ZONING:</b> R1-1	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 1 DWELLING UNIT/5,000 SQ. FT.	<b>LA River Adjacent:</b>
<b>GENERAL PLAN LAND USE:</b> MEDIUM RESIDENTIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 1 DWELLING UNIT/800 SQ. FT. LOT AREA	
	<b>PROPOSED PROJECT DENSITY:</b> 4 DWELLING UNITS	



## 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.

---

City Planner

(213) 978-1203

---

Signature

Title

Phone

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### 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"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

### Background

**PROPONENT NAME:**

JPL ZONING SERVICES  
c/o ROBERT LAMISHAW

**PHONE NUMBER:**

(213) 978-1203

**APPLICANT ADDRESS:**

6257 Van Nuys Blvd  
Van Nuys, CA 91401

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

07/11/2014

**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?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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#### IX. HYDROLOGY AND WATER QUALITY

a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?				✓
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓

#### X. LAND USE AND PLANNING

a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

#### XI. MINERAL RESOURCES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

#### XII. NOISE

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

### XVI. TRANSPORTATION/TRAFFIC

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

#### XVII. UTILITIES AND SERVICE SYSTEMS

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

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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



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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2496-MND** and the associated case(s), **AA-2014-2495-PMLA**, **APCW-2014-2494-ZC**. 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/](http://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:
MICHELLE LEVY	City Planner	(213) 978-1203	12/24/2015

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

### I. AESTHETICS

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project site is located in the West Los Angeles Community Plan area. The area has a pattern of low to medium density residential uses and some commercial uses along major corridors such as National Boulevard, Pico Boulevard, Santa Monica Boulevard, Sepulveda Boulevard, and others. In the vicinity of the project site, the properties immediately to the north and east are developed with single-family housing. Most multi-family buildings along National Boulevard range in height from two to four stories. Therefore, although the proposed project would increase the height and massing of development on the project site, project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, no impacts related to scenic vistas would occur.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.</p>	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on</p>	<p>I-10 Will ensure compatibility with surrounding neighborhood.</p>



Impact?	Explanation	Mitigation Measures
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		the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area.	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project may include nighttime lighting primarily along the perimeter of the project site. However, the lighting would be shielded and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.</p>	

## II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is partially developed with three multi-family apartment buildings. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland</p>	
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Impact?	Explanation	Mitigation Measures
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		Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. The project site is currently zoned C2-1VL. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned C2-1VL. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned C2-1VL. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	



Impact?	Explanation	Mitigation Measures
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### III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project with four (4) residential units is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results for similar types of projects, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for</p>	

Impact?	Explanation	Mitigation Measures
	<p>PM2.5. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions.. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx,, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Average daily traffic associated with the proposed project is estimated to be less than significant according to LADOT, as it does not meet their threshold (40 units for residential apartments) for traffic impact analysis. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional</p>	



Impact?	Explanation	Mitigation Measures
	emissions. Based upon the air quality assessment performed by Frey Environmental (dated November 12, 2015, and attached to thisMND), utilizing SCAQMD's Locally Significant Threshold (LST), the proposed project is below well SCAQMD's established significant thresholds, both during building construction and operation. Air quality impacts were found to be less than significant.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Due to the project's close proximity to the Interstate 10 Freeway (approximately 500 feet) , adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.	III 0 Will help reduce short term and long term health impacts on future residents.
e. LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land use <del>s</del> would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.	
IV. BIOLOGICAL RESOURCES		

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The proposed project site is currently improved with a one story single-family home. There are not protected trees slated to be removed on-site. One street tree may be removed to accommodate the required street dedication. Whether protected or unprotected, trees are habitat for protected species of wildlife. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). The project is occurring on an infill site within a highly urbanized area and is not likely to result in the removal of native vegetation or result in the removal of potential nesting grounds for native bird species. Therefore, habitat modification would be limited to the potential removal of a single street tree along National Boulevard. However, impacts will be reduced to a less than significant level with the incorporation of mitigation measures.</p>	
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	



Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with a single-family residence. Therefore, the proposed project would not have any 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, and no impacts would occur.	
NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. No protected trees are being removed as part of this project. The removal of two non-protected trees is proposed, one is an 18" diameter Allepo Pine street tree in the public right of way on National Boulevard, and the other is a Silver Maple, Acer Saccharinum, with an approximate 9 to 10" trunk. If removed, these trees will be replaced at a 1:1 ratio. Thus, mitigation measures ensure that the project will not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts will be reduced to below the level of significance.</b>	<b>IV-70</b> <b>Will ensure that existing trees are replaced in kind.</b>

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
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#### V. CULTURAL RESOURCES

a.	NO IMPACT	Less-Than-Significant Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of a single-family residence constructed in 1945. However, the building has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on the City's HistoricPlacesLA website, the City's new online information and management system created to inventory Los Angeles' significant historic resources. It includes detailed information on many of the City's designated resources as well as surveyed properties recorded and published to date as part of SurveyLA, the citywide survey of Los Angeles. Therefore, the impact would be less than significant.	
b.	NO IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. The project is proposed on a previously developed site. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in	



Impact?	Explanation	Mitigation Measures
	<p>the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
d. NO IMPACT	<p>A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading</p>	

Impact?	Explanation	Mitigation Measures
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		activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
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## VI. GEOLOGY AND SOILS

a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However,	



Impact?	Explanation	Mitigation Measures
	<p>the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c. NO IMPACT	<p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.</p>	
d. NO IMPACT	<p>A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for the Hollywood Quadrangle shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include below grade, tuck-under parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p>	
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure</p>	



Impact?	Explanation	Mitigation Measures
	that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	
g. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h. NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>		
a. LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHGs, such as carbon dioxide	

Impact?	Explanation	Mitigation Measures
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(CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT

The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more



Impact?	Explanation	Mitigation Measures
	<p>opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill residential development 0.6 miles from a planned Westwood Boulevard Expo Line light rail station and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS.</p>	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>		
<p>a. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and retail/commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing multi-family residential buildings on the project site were built in 1920 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. Clover Avenue Elementary School is approximately 0.5 mile to the south of the project site, and Redeemer Baptist Elementary School is 0.2 miles to the east of the project site. The proposed project would provide for infill development that consists of residential uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less-than-significant impact related to hazardous materials.</p>	



Impact?	Explanation	Mitigation Measures
NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.</p>	
NO IMPACT	<p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
NO IMPACT	<p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
NO IMPACT	<p>The nearest emergency routes are Westwood and National Boulevards immediately adjacent to the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project</p>	

Impact?	Explanation	Mitigation Measures
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		would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	

#### IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a small lot development with four proposed residential units. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and	
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Impact?	Explanation	Mitigation Measures
	<p>pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>	
<p>b. NO IMPACT</p>	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into</p>	

Impact?	Explanation	Mitigation Measures
	<p>existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is already developed, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing</p>	



Impact?	Explanation	Mitigation Measures
	<p>or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.</p>	
f. NO IMPACT	<p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.</p>	
g. NO IMPACT	<p>A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.</p>	
h. NO IMPACT	<p>A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.</p>	

Impact?	Explanation	Mitigation Measures
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i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 6 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

#### X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new four parcel small lot development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.	
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Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the West Los Angeles Community Plan Area. The site is currently zoned R-1, with a General Plan land use designation of Medium Residential. The proposed project, comprised of four small lot units, requests a zone change to the R3-1 zone, which is a corresponding zone in the Medium Residential land use category, as identified in the West Los Angeles Community Plan. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether the discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.	
NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
MINERAL RESOURCES		
NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Medium Residential and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Medium Residential and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	
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## XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that</p>	



Impact?	Explanation	Mitigation Measures
	spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less-than-significant impact related to construction vibration.	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.</p>	
d.	<p>NO IMPACT</p> <p>A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.</p>	
e.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Santa Monica Airport, located approximately 2.6 miles southwest of the project site. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, a less than significant impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
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### XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of four (4) residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the West Los Angeles Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of a single-family home. However, were there to be any occupants or tenants, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.	



Impact?	Explanation	Mitigation Measures
c.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of a single-family home. However, were there to be any occupants or tenants, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.</p>	
<b>XIV. PUBLIC SERVICES</b>		
a.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by three LAFD stations – Fire Station 92, located at 10556 W. Pico Blvd (approximately 1.4 miles northeast of the project site), Fire Station 22, located at 3614 Overland Avenue (approximately 1 mile south of the project site), and Fire Station 43, located at 3690 Motor Ave (approximately 1.3 miles east of the project site). The proposed project would result in a net increase of 3 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that three fire stations are in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of</p>	

Impact?	Explanation	Mitigation Measures
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		new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 3 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's West Los Angeles Community Police Station, located at 1663 Butler Ave (approximately 2.4 miles northwest of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 3 net new residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to</p>	



Impact?	Explanation	Mitigation Measures
	<p>collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 3 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 1,000 square feet of open space on the rooftop level and at the ground floor entry terraces. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 3 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed</p>	

Impact?	Explanation	Mitigation Measures
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	project would not create substantial capacity or service level problems that would require the provision of new or physically public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.	
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#### XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XIV (d) above.	
b.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XIV (d) above.	

#### XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project may increase the number of daily trips for the site; however, it does not reach a threshold that requires preliminary review by the Department of Transportation for a potential traffic study. Utilizing LADOT's trip generation rates of 9.52 trips per dwelling unit, the project would generate approximately 38.08 daily trips (four units at 9.52 daily trips each). This falls well below the significance threshold for net new daily trips established in the LA City CEQA Thresholds. Impacts will be less-than-significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project may increase the number of daily trips for the site; however, it does not reach a threshold that requires preliminary review by the Department of Transportation for a potential traffic study. Impacts will be less-than-significant.	
c.	NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	NO IMPACT	The project does not involve any design features that are unusual for the area or incompatible uses. The existing driveway location for the single family home is being utilized for the project. There will be no impact.	
e.	NO IMPACT	The project is subject to driveway and circulation review to ensure that there will be no impacts to emergency access.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not anticipated to conflict with any alternative transportation policy. The project proposes new housing units within approximately a half-mile walking distance of a future transit station. No impact is anticipated. The project will also fulfill the requirements of the Bicycle	



Impact?	Explanation	Mitigation Measures
	Parking Ordinance to encourage the use of alternative transportation.	
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>		
a. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 4 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed</p>	

Impact?	Explanation	Mitigation Measures
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		<p>project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
e.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the</p>	

Impact?	Explanation	Mitigation Measures
	operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.	
g. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (f).	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>		
a. LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures	



Impact?	Explanation	Mitigation Measures
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	<p>have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	
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# MITIGATION MONITORING PROGRAM

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Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the EIR;
- Provide a methodology to document implementation of required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

## MITIGATION MONITORING PROGRAM

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### Aesthetics

#### **I-10 Aesthetics (Landscape Plan)**

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

**Enforcement Agency:** Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

**Monitoring Agency:** Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)



**Monitoring Phase:** Pre-construction; Construction

**Monitoring Frequency:** Once, at plan check for Project; Once, during field inspection

**Action Indicating Compliance:** Plan approval and issuance of applicable building permit

#### **Air Quality**

##### **III-40 Expose Sensitive Receptors to Pollutants (Residential Uses Adjacent to Freeway)**

Environmental impacts to adjacent properties may result due to the project's proximity to the Interstate 10 Freeway. However, this impact can be mitigated to a less than significant level by the following measures:

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.
- No operable windows shall be installed on the north, freeway-facing façade(s) of all buildings.
- A row of trees shall be planted along the northerly property line. Trees shall be 24" box pine, birch, or other species known to capture ultrafine particulate matter.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Operation

**Monitoring Frequency:** Ongoing during operation

**Action Indicating Compliance:** None – ongoing operational compliance required.

#### **Biology**

##### **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.

**Enforcement Agency:** Board of Public Works Urban Forestry Division

**Monitoring Agency:** Board of Public Works Urban Forestry Division

**Monitoring Phase:** pre-construction

**Monitoring Frequency:** Once, at plan check, and once at field inspection

**Action Indicating Compliance:** Issuance of Certificate of Occupancy

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## Regulatory Compliance Measures

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In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

### AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
  - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
  - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
  - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

#### **AIR QUALITY**

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - 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.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.



- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
  - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
  - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

## **BIOLOGY**

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
  - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

## **CULTURAL RESOURCES**

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:

- Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
  - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
  - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
  - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
  - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
  - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
  - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety

Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- 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)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

## **GEOLOGY AND SOILS**

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** 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.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** 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 geotechnical report shall assess potential consequences of any landslide and soil displacement, 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.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. 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 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.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence 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.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** 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 geotechnical report shall assess potential consequences of any soil expansion 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.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

## **HAZARDS AND HAZARDOUS MATERIALS**

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - **(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.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

## **HYDROLOGY AND WATER QUALITY**

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and



Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.

- o *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

#### **LAND USE AND PLANNING**

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

#### **NOISE**

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

#### **POPULATION AND HOUSING**

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - o **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - o **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - o **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

#### **PUBLIC SERVICES**

##### **Schools**

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

##### **Parks**

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
  - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

### **RECREATION**

See RC measures above under Parks.

### **TRANSPORTATION AND TRAFFIC**

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

### **PUBLIC UTILITIES AND SERVICE SYSTEMS**

#### **Water Supply**

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** 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).

#### **Energy**

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

#### **Solid Waste**

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, 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 Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.