

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2015-889-VZC-SN-VCU-MCUP-SPR-ZAD-ZAA-1A	ENV-2015-888-EIR (SCH No. 2015041001)	2- Krekorian
PROJECT ADDRESS:		
6150 N. Laurel Canyon Blvd.		
APPLICANT/REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Clare Bronowski, MGP XI GPI Laurel Plaza, LLC Representative: James Auld, Altoon Partners, LLP <input type="checkbox"/> New/Changed	(310)282-6254 (213)225-1900	cbronowski@glaserweil.com business@altoonpartners.com
APPELLANT/REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Walter D. Hall	818-766-3088	Walter.d.hall@earthlink.net
PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Milena Zasadzien	818-374-5054	milena.zasadzien@lacity.org
APPROVED PROJECT DESCRIPTION:		
<p>A Zone Change and Height District Change from C4-1L, (Q)C4-1L, and P-IL to (T)(Q)C2-1, Supplemental Use Sign District, Vesting Conditional Use Permit, Master Conditional Use, Site Plan Review, Zoning Administrator's Determination and Adjustment for the adaptive reuse, rehabilitation, and partial expansion of the former Macy's building for approximately 256,000 square-feet of office and retail uses with approximately 316,000 square-feet of new commercial development, to include retail, restaurant, health club, and cinema uses, and 642 rental housing units in two main residential buildings, and public and private recreational amenities strategically located within the 25-acre site. The project also involves development of associated parking facilities, the installation of commercial signage, and the demolition of several existing buildings on-site.</p>		

COMMISSION ACTION(S) / ZONING ADMINISTRATOR ACTION(S): (CEA's PLEASE CONFIRM)

1. Found, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the NoHo West Project Environmental Impact Report (EIR) No. ENV-2015-888-EIR, State Clearinghouse No. 2015041001, and Errata certified on September 9, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required or approval of the Project.
2. Adopted the Environmental Findings and Statement of Overriding Considerations; prepared by the Department of City Planning, pursuant to and in accordance with Section 21081 of the Public Resources Code, and previously adopted by the Deputy Advisory Agency, as the Findings of the City Planning Commission.
3. Adopted the Mitigation Measures and Mitigation Monitoring Program, pursuant to and in accordance with Section 21081.6 of the California State Public Resources Code (Q Conditions B.1, B.2, and B.3).
4. Approved a Zone Change and Height District Change from C4-1L, (Q)C4-1L, and P-IL to (T)(Q)C2-1.
5. Approved a Sign District (-SN Supplemental Use District) for a comprehensive set of sign regulations for the project.
6. Approved a Vesting Conditional Use Permit for floor area ratio averaging in a unified mixed-use development in the C2 Zone.
7. Approved a Master Conditional Use Permit to allow for the sale and dispensing of alcohol for on-site and off-site consumption at eighteen establishments within the commercially developed portion of the project site, including restaurant, market, and cinema uses.
8. Approved a Site Plan Review for a development project which creates over 50,000 square feet of nonresidential floor area and over 50 dwelling units.
9. Approved a Zoning Administrator's Determination to allow the project to exceed the Transitional Height requirements of 12.21 .1-A, 10, and provide maximum building heights of: 77 feet for Building J from 0 to 100 feet of the R1 zone, 72 feet for Building J from 100 to 200 feet of the R1 zone, 34 feet for Residential Building B from 50 to 100 feet of the R1 zone, and 64 feet for Residential Building B from 100 to 200 feet of the R1 zone
10. Approved a Zoning Administrator's Determination to allow Shared Parking of the off-street parking spaces for the commercial uses within the project, providing 2,046 spaces in lieu of the required 2,389 parking spaces.
11. Approved an Adjustment from Section 12.14-C to allow a rear yard setback of *11 feet 6 inches* in lieu of the required 18-foot rear yard for one residential building
12. Adopted the attached modified Conditions of Approval.
13. Adopted the attached Findings.
14. Advised the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption may be required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination ("NOD") filing.
15. Advised the applicant that, pursuant to California State Public Resources Code Section 21081 .6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
16. Advised the applicant that the approved Vesting Tentative Tract Map may require modification as a result of this determination

ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION:

Zone Change (ZC); Height District Change (HD); Sign District (SN)
Zoning Administrator's Determination (ZAD) and Adjustment (ZAA) - Appeals

FINAL ENTITLEMENTS NOT ADVANCING:

VCU (Vesting Conditional Use); MCUP (Master Conditional Use Permit); Site Plan Review (SPR)

ITEMS APPEALED:

Zoning Administrator's Determination (ZAD) related to transitional height and shared parking and Adjustment (ZAA) related to reduced rear yard.

ATTACHMENTS:

REVISED:

ENVIRONMENTAL CLEARANCE:

REVISED:

- Letter of Determination
- Findings of Fact
- Staff Recommendation Report
- Conditions of Approval
- Ordinance
- Zone Change Map
- GPA Resolution
- Land Use Map
- Exhibit A - Site Plan
- Mailing List
- Land Use
- Other _____

-
-
-
-
-
-
-
-
-
-
-
-
-

- Categorical Exemption
- Negative Declaration
- Mitigated Negative Declaration
- Environmental Impact Report
- Mitigation Monitoring Program
- Other _____

-
-
-
-
-
-

NOTES / INSTRUCTION(S):

FISCAL IMPACT STATEMENT:

- Yes
- No

*If determination states administrative costs are recovered through fees, indicate "Yes".

PLANNING COMMISSION:

- City Planning Commission (CPC)
- Cultural Heritage Commission (CHC)
- Central Area Planning Commission
- East LA Area Planning Commission
- Harbor Area Planning Commission

- North Valley Area Planning Commission
- South LA Area Planning Commission
- South Valley Area Planning Commission
- West LA Area Planning Commission

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
September 22, 2016	5-1
LAST DAY TO APPEAL:	APPEALED:
November 10, 2016	Yes
TRANSMITTED BY:	TRANSMITTAL DATE:
James Williams Reviewed by R. Wiles	November 15, 2016



CITY PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California, 90012-4801,
(213) 978-1300; planning.lacity.org

LETTER OF DETERMINATION

Determination Mailing Date: **OCT 26 2016**

CASE: CPC-2015-889-VZC-SN-VCU-MCUP-SPR-ZAD-ZAA
CEQA: ENV-2015-888-EIR (SCH No. 2015041001)

Location: 6150 N. Laurel Canyon Blvd.
Council District: 2 - Krekorian
Plan Area: North Hollywood - Valley Village
Zone: *Existing:* C4-1L, QC4-1L, P-1L
Proposed: (T)(Q)C2-1-SN

Applicant: MGP XI GPI Laurel Plaza, LLC
Representative: Altoon Partners, LLP

At its meeting of September 22, 2016, the City Planning Commission took the following action:

- 1. Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the NoHo West Project Environmental Impact Report (EIR) No. ENV-2015-888-EIR, State Clearinghouse No. 2015041001, certified on September 9, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, **no subsequent EIR or addendum is required** for approval of the Project.
- 2. Adopted the Environmental Findings and Statement of Overriding Considerations;** prepared by the Department of City Planning, pursuant to and in accordance with Section 21081 of the Public Resources Code, and previously adopted by the Deputy Advisory Agency, as the Findings of the City Planning Commission.
- 3. Adopted the Mitigation Measures and Mitigation Monitoring Program**, pursuant to and in accordance with Section 21081.6 of the California State Public Resources Code (Q Conditions B.1, B.2, and B.3).
- 4. Approved a Zone Change and Height District Change** from C4-1L, (Q)C4-1L, and P-1L to **(T)(Q)C2-1**.
- 5. Approved a Sign District** (-SN Supplemental Use District) for a comprehensive set of sign regulations for the project.
- 6. Approved a Vesting Conditional Use Permit** for floor area ratio averaging in a unified mixed-use development in the C2 Zone.
- 7. Approved a Master Conditional Use Permit** to allow for the sale and dispensing of alcohol for on-site and off-site consumption at eighteen establishments within the commercially developed portion of the project site, including restaurant, market, and cinema uses.
- 8. Approved a Site Plan Review** for a development project which creates over 50,000 square feet of non-residential floor area and over 50 dwelling units.
- 9. Approved a Zoning Administrator's Determination** to allow the project to exceed the Transitional Height requirements of 12.21.1-A,10, and provide maximum building heights of: 77 feet for Building J from 0 to 100 feet of the R1 zone, 72 feet for Building J from 100 to 200 feet of the R1 zone, 34 feet for Residential Building B from 50 to 100 feet of the R1 zone, and 64 feet for Residential Building B from 100 to 200 feet of the R1 zone.
- 10. Approved a Zoning Administrator's Determination** to allow Shared Parking of the off-street parking spaces for the commercial uses within the project, providing 2,046 spaces in lieu of the required 2,389 parking spaces.
- 11. Approved an Adjustment** from Section 12.14-C to allow a rear yard setback of *11 feet 6 inches* in lieu of the required 18-foot rear yard for one residential building.

12. Adopted the attached modified **Conditions of Approval**.

13. Adopted the attached **Findings**.

14. Advised the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption may be required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination ("NOD") filing.

15. Advised the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

16. Advised the applicant that the approved Vesting Tentative Tract Map may require modification as a result of this determination.

RECOMMENDATION TO CITY COUNCIL:

1. **Recommended** that the City Council find that the project was assessed in the NoHo West Project Environmental Impact Report (EIR) No. ENV-2015-888-EIR, State Clearinghouse No. 2015041001, certified on September 9, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, **no subsequent EIR or addendum is required for approval of the Project**.

2. **Recommended** that the City Council adopt the **Environmental Findings and Statement of Overriding Considerations**.

3. **Recommended** that the City Council adopt the **Mitigation Measures and Mitigation Monitoring Program**.

4. **Recommended** that the City Council adopt a **Zone Change and Height District Change** from C4-1L, (Q)C4-1L, and P-IL to **(T)(Q)C2-1**.

5. **Recommended** that the City Council approve a **Sign District** (-SN Supplemental Use District) for a comprehensive set of sign regulations for the project.

6. **Recommended** that the City Council adopt the attached **Findings**.

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

This action was taken by the following vote:

Moved: Ambroz

Seconded: Mack

Ayes: Ahn, Choe, Padilla-Campos

Nays: Dake-Wilson

Absent: Katz, Millman, Perlman

Vote: 5 - 1



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

Effective Date/Appeal Status: The Zone Change, Height District Change, and Sign District will be acted upon by the City Council and are not further appealable. Any person aggrieved by the initial decision of the City Planning Commission concerning the Vesting Conditional Use, Master Conditional Use, Site Plan Review, Zoning Administrator's Determination, or Zoning Administrator's Adjustment actions may appeal the decision to the City Council. The appeal must be filed within 15 days after the mailing date of this determination. All appeals shall be

filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

FINAL APPEAL DATE: NOV 10 2016

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

Attachments: (T) Conditions, (Q) Conditions, Conditions of Approval, Findings, Maps, Sign District Ordinance
Senior City Planner: Luci Ibarra
City Planner: Milena Zasadzien

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 or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. Dedication Required:

- a. **Radford Avenue** (Collector Street) – A one foot wide strip of land be dedicated along Radford Avenue adjoining the tract to complete a 33-foot wide half public right-of-way in accordance with LA Mobility Plan Collector street standards including a 15-foot property line return or 10-foot by 10-foot cut corner at the intersection with Erwin Street.

2. Improvements Required:

- a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public drainage facilities to replace the existing system within suitable easements will be required satisfactory to the Valley District Engineering.
- b. Improve Radford Avenue being dedicated and adjoining the tract by the construction of a new full width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements.
- c. Any public street improvements not in conformance with public street design standards specially as shown for Erwin Street shall be approved by Department of Transportation (DOT).
- d. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may be require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.
- e. The Board of Public Works approval shall be obtained, prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.
- f. Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting: Construct new street lights: one (1) on Laurel Canyon Boulevard, four (4) on Erwin Street, and two (2) on Radford Avenue. If street widening per BOE improvement conditions, relocate and upgrade street lights; two (2) on Laurel Canyon Boulevard, five (5) on Erwin Street, three (3) on Oxnard Street, and three (3) on Radford Avenue.

NOTES: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection. Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions above, requiring an improvement that will change the geometrics of the public roadway may require additional or the reconstruction of street lighting improvements as part of that condition.

- g. Prior to the issuance of any permits, satisfactory arrangements shall with the Department of Transportation to satisfy the following:

Construction Impacts. A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Constriction related traffic shall be restricted to off-peak hours to the extent possible.

Other Traffic and Safety Improvements. The applicant shall complete the following improvements:

- i) Installation of a continental crosswalk at Radford Avenue and Oxnard Street.
 - ii) Analyze and implement, if feasible, the installation of traffic control devices or physical barriers to prevent southbound project-related traffic from exiting the project site driveway onto Radford Avenue.
 - iii) Analyze the following intersections for possible blockage and installation of "KEEP CLEAR" road markings and "Do Not Block Intersection" signage per DOT approval: Colfax Avenue and Califa Street, Colfax Avenue and Collins Street, Oxnard Street at Vantage Avenue, Oxnard Street at Carpenter Avenue.
 - iv) Establish, if feasible, a shuttle service connecting the project site directly to the North Hollywood Station of the Metro Red and Orange Lines.
 - v) Study the establishment of a Permit Parking District in the community surrounding the development.
- h. Department of Transportation may have additional requirements for dedication and improvements.
- i. Refer to the Department of Transportation regarding traffic signs and equipment (818) 374-4699.
- j. Refer to the Department of Water and Power regarding power pole (213) 367-2715.
- k. Refer to the Fire Department regarding fire hydrants (818) 374-5005.
3. The existing public storm drain easement within the tract property shall be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
- a. That consents to the drainage easement being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all public utility agencies maintaining

existing facilities within the area being merged.

4. Any surcharge fee in conjunction with the storm drain merger request shall be paid.
5. The final map shall not to be recorded until the construction of the new proposed storm drain system has been completed and the existing storm drain has been abandoned satisfactory to the Valley District Engineering Office.
6. The new proposed storm drain easement if necessary be shown on the final map on an alignment satisfactory to the Valley District Engineering Office.
7. The final map shall be approved by the State Department of Transportation with respect to the alignment of the Hollywood Freeway. Four copies of the final map shall be submitted to the City Engineer's Office for the State's approval prior to recordation of the final map.
8. Necessary arrangements shall be made with the State Department of Transportation prior to recordation of the final map for any necessary permits with respect to any construction and drainage discharge within or adjacent to the Hollywood Freeway right-of-way.
9. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
10. That the Quimby fee be based on the C2/R4 Zone.
11. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.
12. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

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

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions:

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Site Plans, Floor Plans, Building Elevations, and Landscape Plan (Exhibit A, dated September 12, 2016) of 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. The project shall be constructed in a manner consistent with the following project description:

The Project involves an integrated commercial, retail, and residential development consisting of a mix of uses totaling approximately 1.3 million square feet, including: (1) the adaptive re-use, rehabilitation, and partial expansion of the former Macy's building for approximately 256,000 square feet of office and retail uses, (2) approximately 316,000 square feet of new commercial development, to include retail, restaurant, health club, and cinema uses, (3) 642 rental housing units in two main residential buildings, and (4) public and private recreational amenities strategically located within the 25-acre site. The project also involves development of associated parking facilities, the installation of commercial signage, and the demolition of several existing buildings on-site.

2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

3. **Building Height.** Building heights shall be limited to the following:
 - Commercial Buildings A, B, M = 32 feet
 - Commercial Building C = 54 feet
 - Commercial Buildings D, E = 42 feet
 - Commercial Building F = 33 feet
 - Commercial Building G = 51 feet
 - Commercial Building H = 77 feet
 - Commercial Building J = 106 feet
 - Parking Structure = 60 feet
 - Residential Building A = 64 feet
 - Residential Building B = 69 feet

4. **Publicly Accessible Open Space.** Publicly accessible open spaces shall remain open and accessible to the public daily from the hours of 6 a.m. to 10 p.m. and shall be provided in the following locations, in substantial conformance with Exhibit A, dated September 12, 2016:
 - A minimum 25,000 square-foot park area shall be located along the east side of Commercial Building J.
 - A minimum 8,000 square-foot park area shall be located along the northeast corner of Residential Building B.
- 4a. **Guarantee for Publicly Accessible Open Space.** The 25,000 square-foot open space area *shall not* be used towards satisfying any open space requirements of the Municipal Code for the residential buildings.
 - i. No Building Permit shall be issued for any commercial building unless the Site Plan includes a minimum 25,000 square-foot publicly accessible open space, as shown in the Site Plans and Landscape Plans of Exhibit A, dated September 12, 2016, and per Q-Condition No. 4.
 - ii. No Certificate of Occupancy shall be issued for any residential unit until a minimum 25,000 square-foot publicly accessible open space area is improved and completed, as shown in the Site Plans and Landscape Plans of Exhibit A, dated September 12, 2016, and per Q-Condition No. 4.
5. **Parking/Electric Vehicle Charging Stations.** Vehicular and bicycle parking shall be provided in accordance with the Municipal Code. The project shall encourage carpooling and the use of electric vehicles by providing that at least 20 percent of the total code-required parking spaces for **commercial uses**, but in no case less than one location, be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20 percent EV Ready, five (5) percent of the total Code-required parking spaces for **commercial uses** shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking area. In addition, 20 percent of the total Code-required parking spaces for **residential uses** shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking area. Otherwise, only raceways and related components are required to be installed at the time of construction. When the application of the 20 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
6. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
7. **Lighting.** All outdoor lighting shall be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent

properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes). Areas where retail and restaurant uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.

8. **Pedestrian Crosswalk.** A pedestrian crosswalk, connecting the 24,000 square-foot Central Plaza to the parking garage, shall be installed along the central driveway through the project site, for a minimum length of 50 feet. The pedestrian crosswalk shall be designed with decorative paving and improved as a raised speed table to provide a zero-curb walkway between the Central Plaza and the parking structure entrance.
9. **Driveway Permeability.** All driveways within the project site shall be designed with permeable materials, as feasible.
10. **Project Phasing.** Prior to the issuance of a building permit for any residential building, construction of new commercial uses or the rehabilitation of Building J (the Macy's building) shall have commenced and shall have developed a minimum of half of the total allowable commercial floor area.

B. Environmental Conditions.

1. Prior to the issuance of any permit, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items listed under this Tract's approval and all subsequent approvals associated with this case. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of all mitigation items.
2. Prior to the issuance of any permit, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the applicant and all successors to the following:

This Mitigation Monitoring Program ("MMP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. Where appropriate, the Project's Draft and Final EIRs have identified mitigation measures, regulatory compliance measures, and project design features to avoid or to mitigate potential impacts identified to a level where no significant impacts on the environment would occur, or impacts would be reduced to the extent feasible. This MMP is designed to monitor implementation of the Project's mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure/Project Design Feature.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation and development are made.
- **Monitoring Phase:** The phase of the project during which the Mitigation Measure/Project Design Feature shall be monitored.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The Project's MMP will be in place throughout all phases of the Project. The Project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the Project Planner at the Los Angeles Department of City Planning. Each report will be submitted to the Project Planner annually following completion/implementation of the applicable mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the Applicant, shall assure that Project construction and operation occurs in accordance with the MMP.

After review and approval of the final MMP by the City, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant subject to the approval by the City. The City, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed changes or modification. The flexibility is necessary due to the nature of the MMP, the need to protect the environment in the most efficient manner, and the need to reflect changes in regulatory conditions, such as but not limited to changes to building code requirements, updates to LEED "Silver" standards, and changes in Secretary of Interior Standards. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the City.

3. **Mitigation Measures and Project Design Features.** The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, **which are conditions of approval for the project:**

Aesthetics

- B-1 Temporary fencing would be installed around the Project Site during construction.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-2 All mechanical and electrical equipment that is located on the rooftops would be screened from public view.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-3 Utility equipment would be placed underground, screened from public view, or incorporated into the design of the Project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-4 All landscaped areas would 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

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit

- B-5 All exterior lighting would be designed with internal and/or external glare control and would be designed, arranged, directed, or shielded to contain illumination on-site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

- B-6 The exterior of the proposed structures shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Air Quality

- C-1 All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

- C-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

- C-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign off

- C-4 Encourage construction contractors to apply for SCAQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for SCAQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades>.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign off

- C-5 Lengthen the period for the application of architectural coatings to four months or limit application of coatings to no more than 35,156 square feet of surface area per day to minimize any daily emissions of VOC that could exceed SCAQMD thresholds of significance.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign off

- C-11 The Project Applicant shall ensure that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to the Laurel Hall School. The City shall ensure that haul routes are designed to comply with this measure.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off

- C-12 The Project Applicant shall provide for the funding for the replacement of air filters at the beginning and at the end of construction in any air conditioning units at Laurel Hall School.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off

- C-13 The Project Applicant shall provide advance notification of the Project’s anticipated general construction schedule and a specific schedule for site grading and preparation activities.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off

Cultural Resources

- D-1 If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:
- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
 - d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.
 - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

- D-2 If any paleontological materials are encountered during the course of Project development, all further development activities shall be halted in the area of the discovery and:
- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If materials are encountered

Action Indicating Compliance: Field inspection sign-off

D-3 In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- a. Stop immediately and contact the County Coroner.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.
- c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
- d. The most likely descendant has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the descendant does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance.
- f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles County Coroner

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: If human remains are encountered

Action Indicating Compliance: Coroner or Native American Heritage Commission sign-off

Geology and Soils

E-3 Geological Engineering Investigation Recommendations

The Project shall comply with the Conclusions and Recommendations found on pages 11 through 49 of the Geotechnical Engineering Investigation, prepared by Geotechnologies, Inc., August 15, 2014, to the satisfaction of the Bureau of Engineering.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off

Noise

J-1 Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and studio uses within 500 feet of the Project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Two weeks prior to construction

Monitoring Frequency: Once, at notification

Action Indicating Compliance: Contractor sign-off

J-2 Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight from ground level construction equipment powered by internal combustion engines to the adjacent sensitive receptors shall be installed.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

J-3 All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

J-4 All construction areas for staging and warming-up equipment shall be located as far away as possible from adjacent residences and sensitive receptors.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- J-5 Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once, during field inspection
Action Indicating Compliance: Field inspection sign-off

- J-6 A haul route for exporting demolition materials from the site to a nearby landfill shall access the Hollywood Freeway (SR-170) via Oxnard Street and should minimize travel on residential streets with sensitive receptors. Similarly, import of materials should use the SR-170 off-ramp at Oxnard Street.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- J-8 The City shall require that truck deliveries and haul routes during construction, to the extent feasible, shall be directed away from Laurel Hall School.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during construction
Action Indicating Compliance: Field inspection sign-off

Public Services – Fire Protection

- L.1-5 The construction contractors and work crews shall (1) properly maintain the mechanical equipment according to best practices and the manufacturers' procedures; (2) ensure proper storage of flammable materials; and (3) cleanup of spills of flammable liquid.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- L.1-6 If there are partial closures to streets surrounding the Project Site, flagmen shall be used to facilitate the traffic flow until the street closure around the construction is complete.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Demolition and construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- L.1-7 During demolition and construction, LAFD access from major roadways shall remain clear and unobstructed.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Demolition and construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- L.1-8 The design of the Project Site shall provide adequate access for LAFD equipment and personnel to the structures.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Issuance of building permits

Public Services – Police Protection

- L.2-1 The Project Applicant shall provide for the deployment of a private security guard to monitor and patrol the Site, appropriate to the phase of construction throughout the construction period. The patrol shall be deployed at times that are typical within the local-area construction industry for a Project of this size.

Enforcement Agency: Los Angeles Department of building and Safety
Monitoring Agency: Los Angeles Department of building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspections during construction
Action Indicating Compliance: Field inspection sign-off

- L.2-2 The Project Applicant shall provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD, to facilitate police response.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Occupancy
Monitoring Frequency: Once, prior to occupancy
Action Indicating Compliance: Police Department confirmation of receiving diagram

- L.2-5 Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAPD.

Enforcement Agency: Los Angeles Police Department
Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction
Monitoring Frequency: Periodic field inspection
Action Indicating Compliance: Field inspection sign-off

- L.2-6 The Project shall provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, at plan check
Action Indicating Compliance: Issuance of building permits

Transportation/Traffic

- M-1 Whitsett Avenue & Victory Boulevard (Intersection #4): Restripe the northbound approach of Whitsett Avenue to provide an exclusive right-turn lane, restripe the southbound approach of Whitsett Avenue to provide an exclusive right-turn lane and modify the existing traffic signal to include both eastbound and westbound left-turn phases and northbound and southbound right-turn overlap phases. These improvements would change both the northbound and southbound approaches from one left-turn lane, one thru lane, and one shared thru/right lane to one left-turn lane, two thru lanes, and one exclusive right-turn lane. These improvements can be accommodated without any roadway widening but would require the removal of approximately two on-street parking spaces along the west side of Whitsett Avenue.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-2 Laurel Canyon Boulevard & Victory Boulevard (Intersection #8): Restripe the southbound approach of Laurel Canyon Boulevard to provide a second left-turn lane and an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to two left-turn lanes, two thru lanes and one exclusive right-turn lane.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-3 Laurel Canyon Boulevard & Oxnard Street (Intersection #11): Install a CCTV camera at this location, in coordination with LADOT staff.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-4 Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12): Install protected left-turn phasing in all four approaches at this intersection.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-5 SR-170 Northbound Ramps & Oxnard Street (Intersection #13): Restripe the eastbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include an eastbound right-turn overlap phase. These improvements would change the eastbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-6 Lankershim Boulevard/Colfax Avenue & Victory Boulevard (Intersection #17): Restripe the southbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane.

Enforcement Agency: LADOT
Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

- M-7 Lankershim Boulevard & Oxnard Street (Intersection #20): Restripe the eastbound approach to provide an exclusive right-turn lane, restripe the westbound approach to provide an exclusive right-turn lane and modify the existing traffic signal to include both northbound and southbound left-turn phases and eastbound and westbound right-turn overlap phases. These improvements would change both the eastbound and westbound approaches from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane. These improvements can be accommodated without any roadway widening but would require the relocation of a bus stop along the south side of Oxnard Street. As a condition of approval, LADOT has stated that the lead/lag combination phasing for the eastbound and westbound protected left-turn movements would be required as part of the final traffic signal design to avoid the possibility of "interlock."

Enforcement Agency: LADOT

Monitoring Agency: LADOT
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy
Action Indicating Compliance: LADOT approval

M-8 LAUSD Transportation Branch shall be contacted at (213) 580-2950 regarding the potential impact upon existing school bus routes. Laurel Hall School shall also be contacted regarding the potential impact upon existing school bus routes.

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Pursuant to the California Vehicle Code, other trucks and construction vehicles that encounter school buses using red-flashing-lights must-stop-indicators shall stop.
- The Project Manager or designee shall have to notify the LAUSD Transportation Branch and Laurel Hall School of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas.
- Contractors shall maintain safe and convenient pedestrian routes to all nearby schools. The applicable Pedestrian Route to School map can be found at <http://www.lausd-oehs.org/saferoutestoschools.asp> and a pedestrian route map shall also be requested from Laurel Hall School.
- Contractors shall maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted.
- Contractors shall maintain ongoing communication with Laurel Hall School administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted.
- Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Construction vehicles shall avoid, to the extent feasible, travel on streets immediately adjacent to Laurel Hall School and Victory Elementary School.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, shall occur on or adjacent to a school property. The staging and parking of construction-related vehicles shall be located as far away from Laurel Hall School as feasible.
- Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Enforcement Agency: LAUSD
Monitoring Agency: LAUSD
Monitoring Phase: During construction
Monitoring Frequency: Ongoing, during construction
Action Indicating Compliance: LAUSD confirmation

M-9 Construction Traffic Management Plan

The Project shall prepare a Construction Traffic and Parking Management Plans for all stages of construction activity at the Project Site. These will be developed in close coordination with LADOT and will include specific provisions for truck routes and staging and construction worker parking. These plans should include but not be limited to the following, as appropriate:

- Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.
- Development of Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.
- Development of a construction worker transportation demand management plan to encourage use of ridesharing and minimize parking needs.
- Development of a construction worker Parking Management Plan to provide sufficient on-site parking and to minimize temporary impacts to the local street network as a result of construction worker traffic entering or exiting the Project Site.
- An adequate provision for alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.
- To the extent possible schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.
- Develop and submit a Freeway Truck Management Plan to Caltrans.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy

Action Indicating Compliance: LADOT approval

M-10 The Project shall incorporate Transportation Demand Management (TDM) strategies, which could include, but are not limited to:

- Provide an Internal Transportation Management Coordination Program with on-site transportation coordinator;
- Implement enhanced pedestrian connections (e.g., improve sidewalks, widen crosswalks adjacent to the Project, install wayfinding signage and pedestrian level lighting, etc.);
- Design the Project to ensure a bicycle, pedestrian, and transit friendly environment;
- Include a provision that all retailers over 10,000 square feet and office users are required to comply with the state parking cash-out law;
- Provide on-site car share amenities;
- Provide rideshare program and support for Project employees and tenants;
- Allow for subsidized transit passes for eligible Project employees and tenants;
- Coordinate with LADOT to determine if the site would be eligible for one or more of the services to be provided by the future Mobility Hubs program (secure bike parking, bike share kiosks, and car-share parking spaces);
- Provide on-site transit routing and schedule information;
- Upgrade bus shelters immediately adjacent to the Project Site;

- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Guaranteed Ride Home Program; and
- Preferential parking for HOVs, carpools, and vanpools.

Prior to occupancy, a comprehensive TDM program tailored specifically for the Project will be developed.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior to issuance of Certificate of Occupancy

Action Indicating Compliance: LADOT approval

Utilities and Service Systems – Wastewater

N.1-3 In the event of full or partial public street closures, such as during the construction of new wastewater lines, the Construction Traffic Management Plan shall be implemented.

Enforcement Agency: Los Angeles Department of Building and Safety; LADOT

Monitoring Agency: LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off

Utilities and Service Systems – Water

N.2-6 In the event of full or partial public street closures, such as during the construction of new water lines, the Construction Traffic Management Plan shall be implemented.

Enforcement Agency: Los Angeles Department of Building and Safety; LADOT

Monitoring Agency: LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off

Utilities and Service Systems – Solid Waste

N.3-4 To the maximum extent feasible, demolition and construction debris including, but not limited to, concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials shall be recycled and salvaged.

Enforcement Agency: Los Angeles Bureau of Sanitation

Monitoring Agency: Los Angeles Bureau of Sanitation

Monitoring Phase: Demolition and construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Field inspection sign-off

Utilities and Service Systems – Energy Conservation

N.4-4 The Project shall use Energy Star appliances where available.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

C. 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 Planning Department for placement in the subject file.
2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
7. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

8. **Indemnification and Reimbursement of Litigation Costs.** The 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 or arising out of, in whole or in part, 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 or arising out of, in whole or in part, 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.

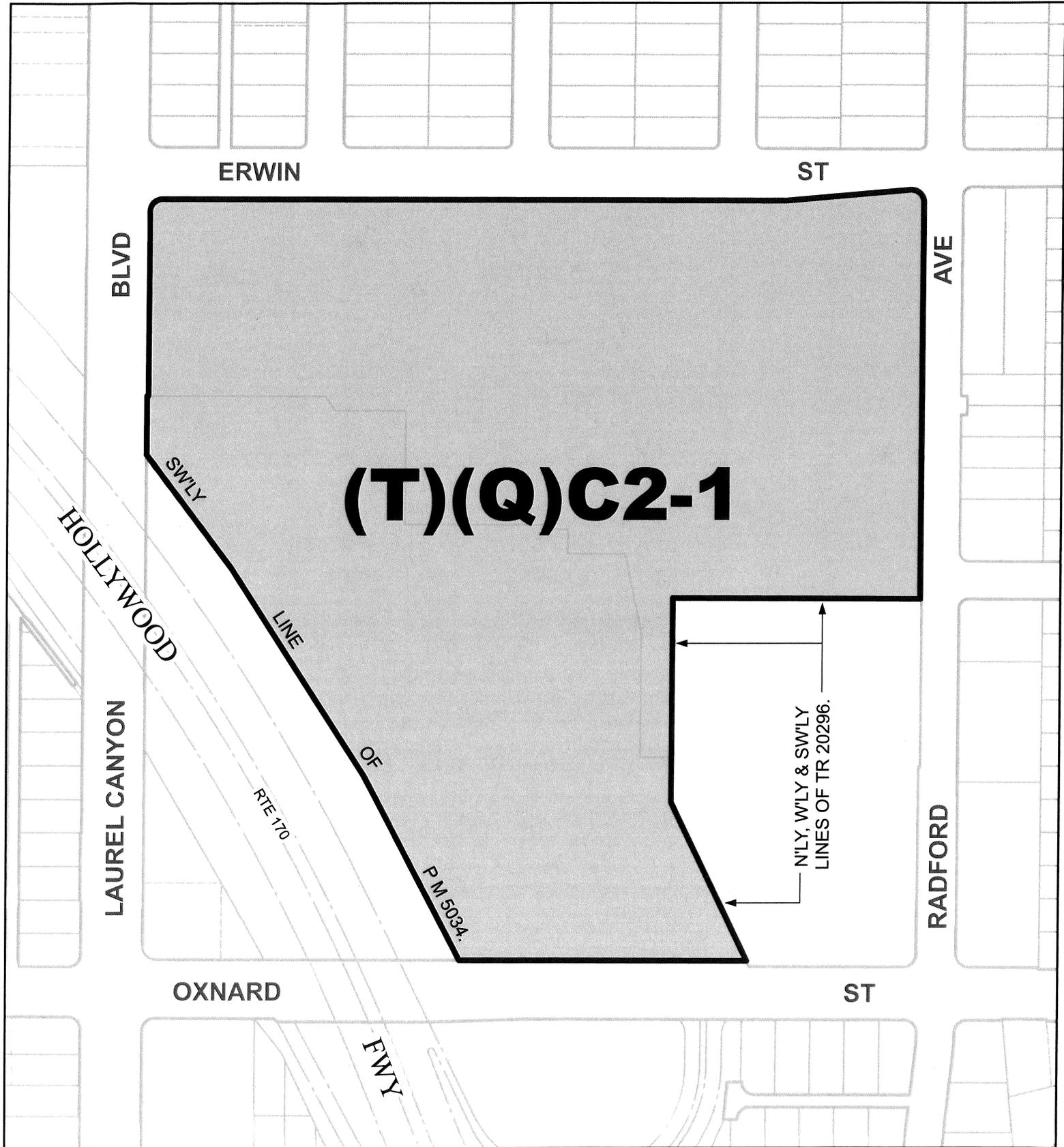
Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

ORDINANCE NO. _____

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

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

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



(T)(Q)C2-1

ERWIN ST

ST

BLVD

AVE

HOLLYWOOD

LAUREL CANYON

RADFORD

OXNARD

ST

FWY

SW'LY

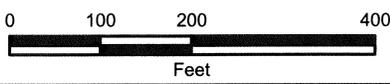
LINE

OF

RTE 170

PM 5034

N'LY, W'LY & SW'LY
LINES OF TR 20296.

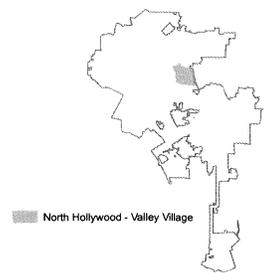


CPC-2015-0889-VZC-SN-VCU-MCUP-SPR-ZAD-ZAA

AA/cf

092916

City of Los Angeles



ORDINANCE NO. _____

NOHO WEST SIGN DISTRICT

TABLE OF CONTENTS

SECTION 1. ESTABLISHMENT OF THE NOHO WEST SIGN DISTRICT

SECTION 2. PURPOSES

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS

SECTION 4. DEFINITIONS

SECTION 5. PROCEDURAL REQUIREMENTS

- A. BUILDING PERMITS**
- B. DIRECTOR SIGN-OFF**
- C. EXEMPT SIGNS**
- D. PROJECT PERMIT COMPLIANCE**
- E. REQUESTS FOR DEVIATIONS FROM REGULATIONS**

SECTION 6. GENERAL REQUIREMENTS

- A. GENERAL REQUIREMENTS OF CODE**
- B. SIGN ZONES**
- C. PERMITTED SIGNS**
- D. PROHIBITED SIGNS**
- E. GENERAL SIGN LOCATION REQUIREMENTS**
- F. ILLUMINATION**
- G. REFRESH RATE**
- H. VISUAL MAINTENANCE**
- I. HAZARD REVIEW**
- J. FREEWAY EXPOSURE**
- K. NEW TECHNOLOGIES**
- L. ALTERATIONS, REPAIRS OR REHABILITATION**
- M. MATERIALS**

SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS

- A. MONUMENT SIGNS**
- B. PROJECTING SIGNS**
- C. WALL SIGNS**
- D. PEDESTRIAN PILLAR SIGNS**
- E. LARGE PILLAR SIGNS**
- F. ADVERTISING KIOSKS**
- G. ARCHITECTURAL CANOPY SIGNS**
- H. SUPERGRAPHIC SIGNS**
- I. DIGITAL DISPLAYS**
- J. WINDOW SIGNS**
- K. TEMPORARY SIGNS**

L. ORIGINAL ART MURALS / PUBLIC ART INSTALLATIONS

SECTION 8. SEVERABILITY

EXHIBIT MAPS

**EXHIBIT A SIGN LOCATION PLANS
EXHIBIT B SIGN ZONE MAP**

ORDINANCE NO. _____

NOHO WEST SIGN DISTRICT

An Ordinance establishing the NoHo West Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (Code).

WHEREAS, the NoHo West Project will be located in the North Hollywood – Valley Village Community Plan, where the General Plan Framework calls for preservation and enhancement of the positive characteristics of existing residential neighborhoods while improving the function, design and economic vitality of the commercial corridors;

WHEREAS, the Project is located on the site of the former Laurel Plaza Shopping Center, and on November 29, 2011, the Laurel Canyon Corridor Sign District was initiated by Motion of Councilmember Paul Krekorian;

WHEREAS, the Project will enhance the neighborhood through the activation of an underutilized shopping center and creation of a community hub with a well balanced mix of office, retail, and residential amenities;

WHEREAS, the Project will provide new commercial and office space, which will house a variety of businesses that will serve the neighborhood and surrounding area;

WHEREAS, the Project will preserve and repurpose the original Macy's building on the site for use as office space;

WHEREAS, unique and vibrant signage that informs and attracts visitors to the Project is a necessary component for the success of the Project;

WHEREAS, the permitting of off-site signs and commercial displays at the Project will directly advance the purposes of improving the aesthetics of the area by carefully regulating the placement and design of such signs; and

WHEREAS, the establishment of the Sign District will foster a vibrant urban environment with a unified aesthetic and sense of identity, by setting standards for uniform signage design, providing well-planned placement of signage with consideration for surrounding uses, and directing functional way-finding and building identification throughout the site.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

SECTION 1. ESTABLISHMENT OF THE NOHO WEST SIGN DISTRICT.

The City Council hereby establishes the NoHo West Sign District, which shall be applicable to that area of the City shown within the heavy dashed line on Exhibit B - Sign Zone Map, comprising the approximately 24.7 acre site located at the southeast corner of Laurel Canyon Boulevard and Erwin Street, and generally bound by Erwin Street to the north, Radford Avenue to the east, Laurel Canyon Boulevard and the State Route 170 (Hollywood) Freeway to the west and Oxnard Street to the south. This area is referred to as the "Sign District."

SECTION 2. PURPOSES.

The NoHo West Sign District is intended to:

- A. Support and enhance the land uses and urban design objectives of the North Hollywood – Valley Village Community Plan;
- B. Create a unique and recognizable identity through signage elements, to draw visitors to the North Hollywood area to benefit the local economy and reduce lingering blight;
- C. Permit a variety of signage elements to allow for creativity and flexibility in design over time;
- D. Ensure that new Off-Site signs, Digital Displays, and Supergraphic Signs are responsive to and integrated with the aesthetic character of the structures on which they are located;
- E. Protect adjacent residential communities from potential adverse impacts by concentrating signage away from residential areas, and setting standards for signage amounts, size, illumination, and sign motion/animation; and
- F. Coordinate the location and display of signs so as to enhance the pedestrian realm, minimize potential traffic hazards, protect public safety, and maintain compatibility with surrounding uses.

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS.

- A. The regulations of this Ordinance are in addition to those set forth in the Planning and Zoning provisions of the Code. These regulations do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other relevant ordinances, except as specifically provided for in this Ordinance.
- B. Wherever this Ordinance contains provisions that establish regulations that are different from, more restrictive than, or more permissive than those contained in the Code or other relevant ordinances, this Ordinance shall prevail.

SECTION 4. DEFINITIONS.

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this Section. Notwithstanding Code Section 13.11, words and phrases not defined here shall be construed as defined in Sections 12.03 and Article 4.4 of the Code.

Advertising Kiosk. A freestanding, double-sided, ground-mounted sign which is incorporated into a free standing architectural structure, and which may incorporate digital displays and off-site signage.

Architectural Canopy Sign. An enclosed structure that is attached to the wall of a building with the face of the sign approximately parallel to the wall and with the message integrated into its surface.

Banner Sign. A sign that is attached to a building and fixed in place and generally constructed of fabric, canvas, metal or similar material.

Billboard. Any sign on one or more poles that is: structurally separate from an existing building; supported by independent footing inside an existing building or other improvements; and /or support a solid sign panel that is attached to pole(s), or column(s) that may be cantilevered over a building.

Box Sign. Also known as a Cabinet Sign. An internally illuminated cabinet style box consisting of a frame and faces in which lettering or graphics are applied two dimensionally and are not individually articulated,

Canister/Can/Cabinet Sign. An opaque or clear sign with illuminated or non-illuminated text, logos, or symbols placed on, behind, or extruded through the plastic face of an enclosed cabinet attached to the face of the building.

Captive Balloon Sign. Any object inflated with hot air or lighter-than-air gas that is tethered to the ground or a structure.

Digital Display. A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

Feather Sign/ Sail Sign/ Wind Banner. A freestanding or mounted sign that is supported by a flexible or semi-flexible full or partial frame within which is a material constructed of vinyl, paper, or other wind-resistant and moveable materials.

Inflatable Device. A sign that is a cold air inflated object, which may be of various shapes, made of flexible fabric, resting on the ground or structure and equipped with a portable blower motor that provides a constant flow of air into the device. Inflatable devices are restrained, attached, or held in place by a cord, rope, cable or similar method. The term inflatable device shall not include any object that contains helium, hot air or a lighter-than-air substance.

Interior Sign. Any Sign that is: (a) within an interior courtyard, interior concourse or interior plaza of a building that is not intended to be visible in any way from the street, public right-of-way, or publicly accessible plaza or driveway adjacent to a public right-of-way or (b) immediately adjacent to a building on the premises and intended to be viewed primarily from grade by pedestrians within the Commercial Zone of the Sign District area.

Marquee Sign. A sign that projects from the face of a building, either in a horizontal or vertical orientation, indicating the name of the business as well as events that occur on the same premises.

Monument Sign. A sign that is erected directly upon the existing or artificially created grade, or that is raised no more than 12 inches from the existing or artificially created grade to the bottom of the sign, and that has a horizontal dimension equal to or greater than its vertical dimension.

Off-Site Sign. A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, or offered or occurs elsewhere than on the premises where the sign is located. For purposes of the sign regulations in this ordinance, the premises shall include all properties within the Commercial Zone of the Sign District.

On-Site Sign. A sign that is other than an off-site sign.

Pillar Sign. A freestanding sign that is mounted directly on the ground, consisting of rectangular sign faces or a sculptural themed shape, with a vertical dimension equal to or greater than its horizontal dimension.

Pole Sign. A freestanding sign that is erected or affixed to one or more poles or posts and that does not meet the requirements of a monument sign or pillar sign.

Projecting Sign. A sign, other than a Wall Sign, that is attached to a building and projects outward from the building with one or more sign faces approximately perpendicular to the face of the building.

Roof Sign. A sign erected upon a roof of a building.

Sign. Any whole or part of a display board, wall, screen or object, used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

Supergraphic Sign. A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, and which does not comply with the following provisions of the Code: 14.4.10 (Wall Signs), 14.4.16 (Temporary Signs), 14.4.17 (Temporary Signs on Temporary Construction Walls), 14.4.18 (Off-Site Signs), and/or 14.4.20 (Art Murals and Public Art Installations).

Tenant Frontage. The linear building frontage of a tenant space along a public street or right-of-way, driveway, or pedestrian walkway or plaza.

Wall Sign. Any sign attached to, painted on or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall.

Window Sign. Any sign that is attached to, affixed to, leaning against, or otherwise placed within six feet of a window or door in a manner so that the sign is visible from outside of the building.

SECTION 5. PROCEDURAL REQUIREMENTS.

A. Building Permits. The Department of Building and Safety (LADBS) shall not issue a permit for a sign, a sign structure, sign illumination, or alteration of an existing sign within the Sign District unless the sign complies with (1) the requirements of this Ordinance as determined by the Director of Planning (Director) and (2) relevant requirements of the Code.

B. Director Sign-Off. LADBS shall require a Director sign off on any sign permit application with the Sign District. The Director shall sign off on the permit application if the sign complies with all of the applicable requirements of this Ordinance and Exhibit Maps and the applicable requirements of the Code. The Director's approval shall also be indicated by stamping the permit plans.

C. Exempt Signs. LADBS permit applications for the following sign types shall be subject to LADBS review and the relevant requirements of the Code, but are exempt from Director's review and do not require a Director's permit sign-off: window signs, temporary signs, art murals, and public art installations.

D. Project Permit Compliance. LADBS shall not issue a permit for Supergraphic Signs or Digital Displays unless the Director has issued a Project Permit Compliance approval pursuant to the procedures set forth in Section 11.5.7 of the Code and Section 7.H. and Section 7.I of this ordinance.

E. Request for Deviations from Regulations. The procedures for adjustments, exceptions, amendments and interpretations to this Ordinance shall follow the procedures set forth in Section 11.5.7.E-H of the Los Angeles Municipal Code.

SECTION 6. GENERAL REQUIREMENTS.

A. General Requirements of Code. Unless specified in this Ordinance to the contrary, the general sign requirements set forth in the Code shall apply to this Sign District for permits, plans, design and construction, materials, street address numbers, identification, maintenance, prohibited locations and sign illumination.

B. Sign Zones. This Sign District is divided into two (2) Sign Zones as shown in the Sign Zone Map (Exhibit B), which includes the Commercial Zone and Residential Zone.

C. Permitted Signs. All signs defined in Section 7 of this Ordinance and all signs otherwise permitted by the Code shall be permitted within the Sign District.

D. Prohibited Signs. The following signs shall be prohibited:

1. Banner Signs;
2. Billboards;

3. Box Signs, except as provided in Section 7.C.5.;
4. Can / Canister / Cabinet Wall Signs, except as provided in Section 7.C.5.;
5. Captive Balloon Signs;
6. Inflatable Devices;
7. Pole Signs;
8. Roof Signs;
9. Sail Signs / wind banners / feather signs;
10. Advertising Kiosks, Architectural Canopy Signs, Digital Displays, Large Pill Signs, Projecting Signs, and Supergraphic Signs, in the Residential Zone; and
11. Any Sign not specifically authorized by this Ordinance or by the Code.

E. General Sign Location Requirements. The location of signage is subject to standards identified in Section 6 and Section 7 of this Ordinance and Code Section 14.4.4.C (Prohibited Locations). In addition:

1. Signage shall be installed in substantial conformance with the approximate locations identified for each sign type in the Sign Location Map (Exhibit A).
2. No sign shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents, unless the Los Angeles Fire Department ("LAFD") determines that the sign would not create a hazardous condition.

F. Illumination.

1. All illuminated signs shall have a brightness limitation of 0.3 foot candles above ambient lighting.
2. All illuminated signs shall be designed, located, and/or screened so as to minimize light travel onto the exterior walls of residential units and windows of commercial buildings, including those on the same site as the sign.
3. All illuminated signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas.
4. The brightness of any sign that includes neon, neon-like, or LED elements shall be fully dimmable and controlled by a timer which shall be maintained in good working order.
5. No sign shall use highly reflective materials such as mirrored glass.
6. All signs shall have a maximum total lumen output of no more than 20 lumens per square foot.

7. All light emitting diodes used within any sign shall have a maximum horizontal beam spread of 165 degrees and a maximum vertical beam spread of 65 degrees. All light emitting diodes shall be oriented towards the street, rather than towards the sky.

8. Any Digital Display shall make a smooth transition at a consistent rate between the permitted daytime to nighttime brightness levels beginning 45 minutes prior to sunset and concluding 45 minutes after sunset.

9. Illumination Testing Protocol for Digital Displays. Prior to the operation of any Digital Display, the applicant shall conduct testing to indicate compliance with the illumination regulations of this Ordinance, and provide a copy of the results along with a certification from an LADBS approved testing agency to the Director and to LADBS stating that the testing results demonstrate compliance with the requirements of this Ordinance. The testing shall be at the applicant's expense and shall be conducted as follows:

a. In order to determine whether the illumination complies with Article 4.4 of the Code and the requirements of this Ordinance, a representative testing site shall be established on or next to those light sensitive receptors, as defined by the City's CEQA Guidelines, which have the greatest exposure to signage lighting on each of the four facades of the Project. A light meter mounted to a tripod at eye level, facing the Project buildings, shall be calibrated and measurements taken to determine ambient light levels with the sign on. An opaque object shall be used to block out the view of the sign and the building from the light meter at a distance of at least four (4) feet away from the tripod. A reading shall then be taken to determine the ambient light levels with the sign off. The difference between the two measurements shall be the amount of light the sign casts onto the sensitive receptor. Alternatively, the applicant may measure light levels by using the same tripod and same light meter, but by turning the signage on and off.

b. The illumination and intensity levels of all Digital Displays shall also be metered from a minimum of four perspectives (i.e., a perspective metering each facade) using the Candela as unit of measurement, and shall indicate conformance with the standards of this Ordinance.

c. In addition, if, as a result of a complaint or otherwise, LADBS has cause to believe the Project's signage lighting is not in compliance with this Ordinance, LADBS may request, at the expense of the applicant or its successor, that the testing protocol outlined in this section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with this Ordinance, the applicant or its successor shall adjust the signage illumination to bring it into compliance immediately.

G. Refresh Rate. The Refresh Rate is the rate at which a Digital Display may change content. The Refresh Rates shall be as follows:

1. The Controlled Refresh Rate shall be no more frequent than one refresh event every one minute with an instant transition between images. The sign image must remain static between refreshes.

2. The Non-Controlled Refresh Rate is the Refresh Rate of all Digital Displays that are not made subject to a Controlled Refresh Rate pursuant to this Ordinance and which shall permit images, parts, and/or illumination that flash, change, move, stream, scroll, blink, or otherwise incorporate motion to change at an unrestricted rate.

H. Visual Maintenance. All signs shall be maintained to meet the following criteria at all times:

1. The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware, and wall perforation from any abandoned sign shall be removed and building surfaces shall be restored to their original condition.

2. All signage copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.

3. All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.

I. Hazard Review. Signs that adhere to the regulations outlined in this Ordinance shall be exempted from further Hazard Determination review procedures in Code Section 14.4.5. All signs shall continue to be subject to Caltrans approval, where applicable.

J. Freeway Exposure. Signs that adhere to the regulations outlined in this Ordinance shall be exempted from the Freeway Exposure regulations in Code Section 14.4.6. All signs shall continue to be subject to Caltrans approval, where applicable.

K. New Technologies. The Director may permit the use of any technology or material which did not exist as of the effective date of this Ordinance, utilizing the Director's Interpretation procedure outlined in Code Section 11.5.7.H, if the Director finds that such technology or material is consistent with the regulations described herein.

L. Alterations, Repairs or Rehabilitation. Any alteration, repair or maintenance work on a legally permitted sign or sign structure shall be governed by the Code.

M. Materials. The materials, construction, application, location and installation of any sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.

SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

A. Monument Signs

1. Intent. Monument Signs identify the project site or buildings near the street or driveway entrances, and are intended to be viewed primarily from vehicles.

2. Sign Area. Monument Signs may be incorporated with landscape walls and other architectural elements. The individual sign area of a Monument Sign is measured based on the area containing signage, and does not include any adjacent or attached landscape or architectural elements.

Maximum Individual Sign Area for Monument Signs	Maximum
Commercial Zone	1350 SF
Residential Zone	60 SF

3. Height.

a. Monument Signs in the Commercial Zone shall not exceed a maximum of 15 feet in height.

b. Monument Signs in the Residential Zone shall not exceed a maximum of 6 feet in height.

4. Location.

Maximum Number of Monument Signs	Maximum
Commercial Zone	One (1) on Oxnard Street and one (1) at the corner of Laurel Canyon Boulevard and Erwin Street
Residential Zone	One (1) per each residential building elevation

5. Design. Channel Letters (internally illuminated letters, numbers or figures, individually formed in a three dimensional U-shaped channel) on three dimensional architectural letters are required for letters greater than 6” in height. Monument Signs may be double sided.

6. Illumination. Monument Signs may be non-illuminated or illuminated. If illuminated, the sign shall be internally illuminated or lighting shall be installed to face the monument sign and be hidden from view.

7. Off-Site Standards. Monument Signs shall not be Off-Site Signs.

8. Digital Standards. Monument Signs shall not include Digital Displays.

B. Projecting Signs

1. Intent. Projecting Signs identify tenants or buildings in the Commercial Zone.

2. Sign Area.

Maximum Individual Sign Area for Projecting Signs	Maximum
Commercial Zone: Buildings A through M	50 SF

Commercial Zone: One sign on the northwest corner of Building H	300 SF
Commercial Zone: West elevation of Parking Structure	350 SF

3. Height. Projecting Signs shall not be located lower than eight (8) feet above sidewalk grade or edge of roadway grade nearest the sign. Projecting signs, except for those located on the west elevation of the Parking Structure, shall not extend above the top of the building wall. In addition, the height of Projecting Signs must be equal to or greater than the width for any Projecting Sign larger than 10 square-feet in sign area.

4. Location. Projecting Signs are prohibited in the Residential Zone.

Maximum Number of Projecting Signs	Maximum
Commercial Zone: Number permitted per individual tenant space on Buildings A through M, except one additional sign is allowed to accommodate a single Building H tenant	1 per tenant
Commercial Zone: Number permitted along the western elevation of the Parking Structure	10

5. Design. Each Projecting Sign shall be located at a minimum distance of 15 feet away from any other Projecting Sign. The plane of the sign face of the projecting sign shall be within 15 degrees of being perpendicular to the face of the building, except at the corner of the building. Projecting Signs may be double-sided. Channel letters, push-thru letters, cut-thru letters, and other architecturally integrated methods for lettering are required for letters greater than 6" in height.

6. Illumination. Projecting Signs shall be non-illuminated or internally illuminated.

7. Off-Site Standards. Projecting Signs shall not be Off-Site Signs.

8. Digital Standard. Projecting Signs shall not include Digital Displays.

C. Wall Signs

1. Intent. Wall Signs identify tenants or buildings, and include tenant Wall Signs, multi-tenant Wall Signs, and residential Wall Signs. Wall Signs do not include Supergraphic Signs or Digital Displays.

2. Sign Area.

Maximum Individual Sign Area for Wall Signs	Maximum
Commercial Zone: tenant Wall Signs	1.5 SF per 1 linear foot of tenant frontage. The maximum width for each Wall Sign shall be 75% of the length of the tenant frontage
Commercial Zone: multi-tenant Wall Signs	1000 SF
Residential Zone: residential Wall Signs	100 SF

3. Height.

- a. Tenant Wall Signs and residential Wall Signs shall not extend above the top of the wall of the building.
- b. Multi-tenant Wall Signs are permitted to extend above the building roofline by a maximum of 20% of the Wall Sign height.

4. Location.

Maximum Number of Wall Signs	Maximum
Commercial Zone: tenant Wall Signs	Each tenant is allowed either one Wall Sign or one Architectural Canopy Sign per building elevation
Commercial Zone: multi-tenant Wall Signs	One (1) on Commercial Building A; one (1) on Commercial Building J; four (4) on the Parking Structure
Residential Zone: residential Wall Signs	Four (4) per building elevation

5. Design. Channel letters, push-thru letters, cut-thru letters, and other architecturally integrated methods for lettering are required for letters greater than 6” in height in tenant, multi-tenant and residential Wall Signs.

- a. Wall signs may include one separate custom-shaped Box Sign or Canister/Can/Cabinet Sign component for tenant logos, which shall not exceed 30% of the allowable wall sign area per tenant. The component shall not be separately counted against the total maximum number of wall signs for each tenant.
- b. Each multi-tenant Wall Sign shall be comprised of a minimum of five individual tenant panels for on-site tenants located in the Commercial Zone of the Sign District.

6. Illumination.

- a. Wall Signs in the Commercial Zone shall be non-illuminated or internally illuminated.
- b. Wall Signs in the Residential Zone shall be non-illuminated.

7. Off-Site Standards. Wall Signs shall not be Off-Site Signs.

8. Digital Standards. Wall Signs shall not include Digital Displays.

D. Pedestrian Pillar Signs

1. Intent. Pedestrian Pillar Signs assist in vehicular or pedestrian way-finding.

2. Sign Area.

Maximum Individual Sign Area for Pedestrian Pillar Signs	Maximum
Commercial Zone	25 SF
Residential Zone	25 SF

3. Height. The height for an individual Pedestrian Pillar Sign shall not exceed a maximum of 9 feet.

4. Location. There is no limit on the number of Pedestrian Pillar Signs allowed.

5. Design. Pedestrian Pillar Signs shall be ground-mounted and not attached to any building face. Pedestrian Pillar Signs within the Commercial Zone that are Interior Signs may incorporate a digital display screen with a maximum screen area of 6 square feet.

6. Illumination. Pedestrian Pillar Signs shall be non-illuminated or internally illuminated. Any digital display screen shall be subject to the Controlled Refresh Rate.

7. Off-Site Standards. Pedestrian Pillar Signs shall not be Off-Site Signs.

8. Digital Standards. Pedestrian Pillar Signs shall not be Digital Displays, except as provided in Sections 7.D.5 and 7.D.6 above.

E. Large Pillar Signs

1. Intent. Large Pillar Signs identify tenants or buildings near the street or driveway entrances and are intended to be viewed primarily from vehicles.

2. Sign Area.

Maximum Individual Sign Area for Large Pillar Signs	Maximum
Commercial Zone	160 SF

3. Height. Large Pillar Signs in the Commercial Zone shall not exceed a maximum of 15 feet in height.

4. Location. Large Pillar Signs are prohibited in the Residential Zone.

Maximum Number of Large Pillar Signs	Maximum
Commercial Zone: Number permitted per public street frontage of the Sign District in the Commercial Zone	2

5. Design. Channel letters, push-thru letters, cut-thru letters, and other architecturally integrated methods for lettering are required for letters greater than 6" in height. Large-Scale Pillar Signs may be double sided.

6. Illumination. Large Pillar Signs shall be non-illuminated or internally illuminated.

7. Off-Site Sign Standards. Large Pillar Signs shall not be Off-Site Signs.

8. Digital Standards. Large Pillar Signs shall not include Digital Displays.

F. Advertising Kiosks

1. Intent. Advertising Kiosks are pedestrian-oriented, double-sided signs which are incorporated into a free standing architectural structure.

2. Sign Area.

Maximum Individual Sign Area for Advertising Kiosks	Maximum
Commercial Zone	36 SF

a. No building permit shall be issued for a new Advertising Kiosk with a Digital Display component prior to the removal, as evidenced by final inspection and approval of the removal, of legally permitted billboards within a three-mile radius of the Sign District, pursuant to the terms of the sign reduction program. To apply for the sign reduction program, the applicant shall submit a Project Permit Compliance application with a sign reduction plan to the Director for approval pursuant to Section 11.5.7 of the Code.

b. Terms of Sign Reduction Program. Each square foot of sign area of a new Digital Display shall be offset by a reduction of a minimum of ten (10) square feet of billboard sign area. The reduction of billboard sign area must occur within a three-mile radius of the Sign District.

3. Height. Advertising Kiosks shall not exceed a maximum of 8 feet in height.

4. Location. Advertising Kiosks are prohibited in the Residential Zone.

Maximum Number of Advertising Kiosks	Maximum
Commercial Zone	10

5. Design. Advertising Kiosks shall be Internal Signs and shall be designed with similar materials and construction methods as adjoining existing or simultaneously proposed building or signage elements to ensure that the Advertising Kiosks are compatible with the surrounding architecture.

6. Illumination. Advertising Kiosks shall be non-illuminated or internally illuminated. Any Digital Display element shall be subject to the Controlled Refresh Rate.

7. Off-Site Sign Standards. Advertising Kiosks may be Off-Site Signs.

8. Digital Standards. Advertising Kiosks may include Digital Display elements.

G. Architectural Canopy Signs

1. Intent. An Architectural Canopy Sign may be the primary tenant shopfront sign for each tenant space. An Architectural Canopy Sign can also be a Wall Sign or a Marquee Sign.

2. Sign Area.

Maximum Individual Sign Area for Architectural Canopy Signs	Maximum
Commercial Zone	1.5 SF per 1 linear foot of tenant frontage. The maximum width for Architectural Canopy Signs shall be 75% of the length of the tenant frontage

3. Height.

- a. Architectural Canopy Signs shall not extend above the top of the wall of a building.
- b. Architectural Canopy Signs shall have a minimum clearance of eight feet above the sidewalk grade or edge of roadway grade nearest the sign and shall not be located closer than two feet from the curb of any roadway.
- c. Architectural Canopy Signs shall not occupy a four-foot distance along the exterior wall at one corner of the building's street frontage.
- d. Architectural Canopy Signs may project a maximum of three feet from the face of the building.

4. Location. Architectural Canopy Signs are prohibited in the Residential Zone.

Maximum Number of Architectural Canopy Signs	Maximum
Commercial Zone	Each tenant is allowed either one Wall Sign or one Architectural Canopy Sign per building elevation

5. Design. Channel letters, push-thru letters, cut-thru letters, and other architecturally integrated methods for lettering are required for letters greater than 6" in height.

6. Illumination. Architectural Canopy Signs shall be non-illuminated or internally illuminated. Any Digital Display element shall be subject to the Controlled Refresh Rate.

7. Off-Site Standards. Architectural Canopy Signs shall not be Off-Site Signs.

8. Digital Standards. Architectural Canopy Signs shall not include Digital Displays, except that up to two (2) Interior Signs functioning as Marquee Signs for a tenant providing performances or events that occur on the same premises may include a Digital Display element.

H. Supergraphic Signs

1. Intent. Supergraphic Signs are larger signs applied directly to the wall or applied to a frame attached to the wall.

2. Sign Area.

Maximum Individual Sign Area for Supergraphic Signs	Maximum
Commercial Zone: Supergraphic Signs on the west elevation of the Parking Structure and east elevation of Building H	800 SF
Commercial Zone: Supergraphic Sign on the west elevation of Building J	1000 SF

a. No building permit shall be issued for a new Supergraphic Sign prior to the removal, as evidenced by final inspection and approval of the removal, of legally permitted billboards within a three-mile radius of the Sign District, pursuant to the terms of the sign reduction program. To apply for the sign reduction program, the applicant shall submit a Project Permit Compliance application with a sign reduction plan to the Director for approval pursuant to Section 11.5.7 of the Code.

b. Terms of Sign Reduction Program. Each square foot of sign area of a new Supergraphic Sign shall be offset by a reduction of a minimum of five (5) square feet of billboard sign area. The reduction of billboard sign area must occur within a three-mile radius of the Sign District.

3. Height. Supergraphic Signs shall not extend above the top of the wall of a building.

4. Location. Supergraphic Signs are prohibited in the Residential Zone.

Maximum Number of Supergraphic Signs	Max
Commercial Zone: Supergraphic Signs on the west elevation of the Parking Structure	4
Commercial Zone: Supergraphic Signs on the east elevation of Building H	3
Commercial Zone: Supergraphic Signs on the west elevation of Building J	1

5. Design. Supergraphic Signs may include a structural frame upon which the sign material is mounted or attached.

6. Illumination. Supergraphic Signs shall be non-illuminated or illuminated from above with the light source shielded from view.

7. Off-Site Standards. Supergraphic Signs may be Off-Site Signs. However, the three

Supergraphic Signs on the east elevation of Building H shall be limited to display non-commercial content.

8. Digital Standard. Supergraphic Signs shall not include Digital Displays.

I. Digital Displays

1. Intent. A Digital Display is a sign that displays images through the use of electronic media or technology that may be changed remotely through electronic means.

2. Sign Area.

Maximum Individual Sign Area for Digital Displays	Max
Commercial Zone	1200 SF

a. No building permit shall be issued for a new Digital Display prior to the removal, as evidenced by final inspection and approval of the removal, of legally permitted billboards within a three-mile radius of the Sign District, pursuant to the terms of the sign reduction program. To apply for the sign reduction program, the applicant shall submit a Project Permit Compliance application with a sign reduction plan to the Director for approval pursuant to Section 11.5.7 of the Code.

b. Terms of Sign Reduction Program. Each square foot of sign area of a new Digital Display shall be offset by a reduction of a minimum of ten (10) square feet of billboard sign area. The reduction of billboard sign area must occur within a three-mile radius of the Sign District.

3. Height. Digital Displays shall not extend above the top of the wall of a building.

4. Location. Digital Displays are prohibited in the Residential Zone.

Maximum Number of Digital Displays	Max
Commercial Zone	One on the east elevation of the Parking Structure

5. Design. Digital Displays shall use grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology to be developed.

6. Illumination. Digital Displays shall be internally illuminated. The Digital Display on the east elevation of the Parking Structure shall be subject to the Non-Controlled Refresh Rate.

a. Digital Displays shall only operate between the hours of 7:00 a.m. and 12:00 a.m.

b. Digital Displays shall not be operational until such time as a Certificate of Occupancy has been issued for the Commercial Buildings within the Sign District.

7. Off-Site Standards. Digital Display may be Off-Site Signs.

8. Digital Standard. Digital Displays are digital.

J. Window Signs

Window Signs are allowed within the Sign District and shall comply with the applicable provisions of the Code.

K. Temporary Signs

Temporary Signs are allowed within the Sign District and shall comply with the applicable provisions of the Code.

L. Original Art Murals / Public Art Installation

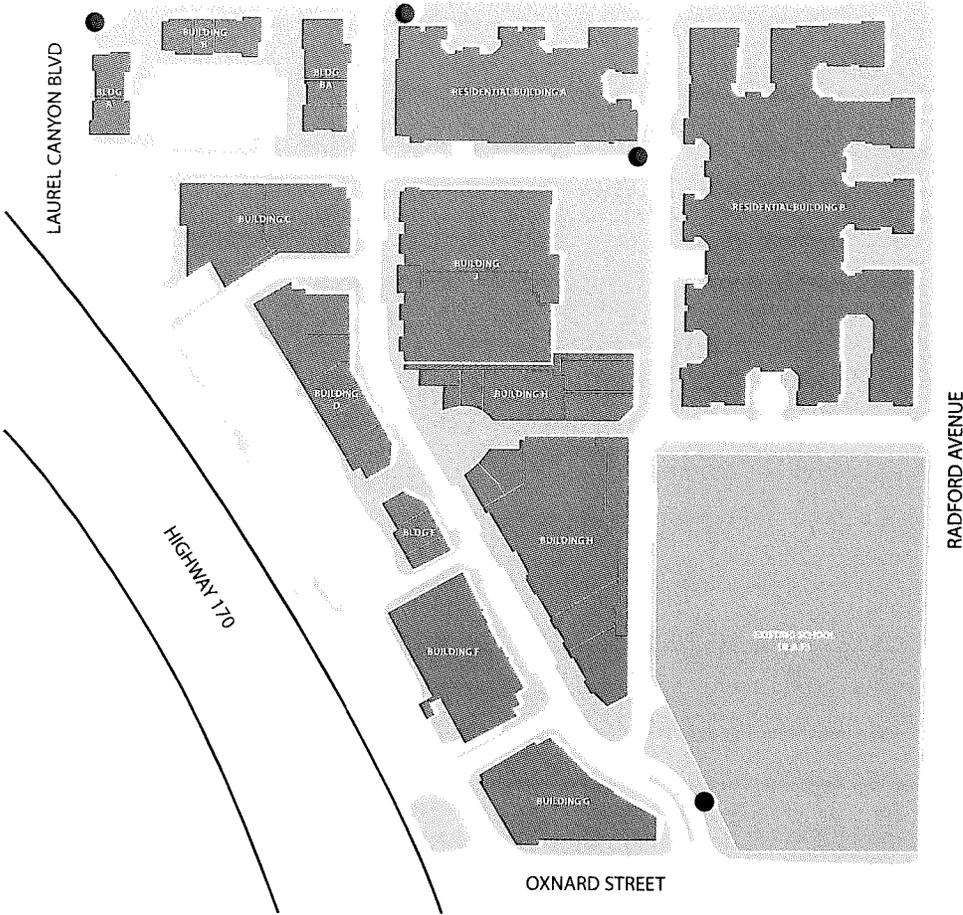
Original Art Murals and Public Art Installations are allowed within the Sign District and shall comply with the applicable provisions of the Code.

SECTION 8. SEVERABILITY.

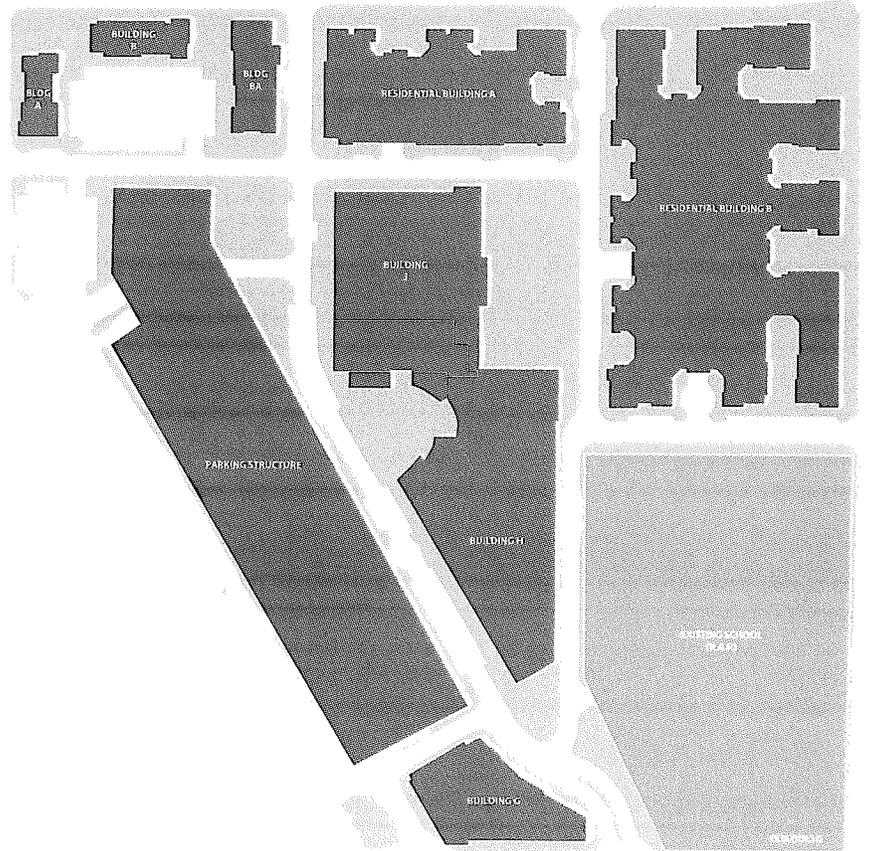
If any provision of this Ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses or applications of said ordinance which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Ordinance are declared to be severable.

Exhibit A

Lower Level Site Plan



Upper Level Site Plan



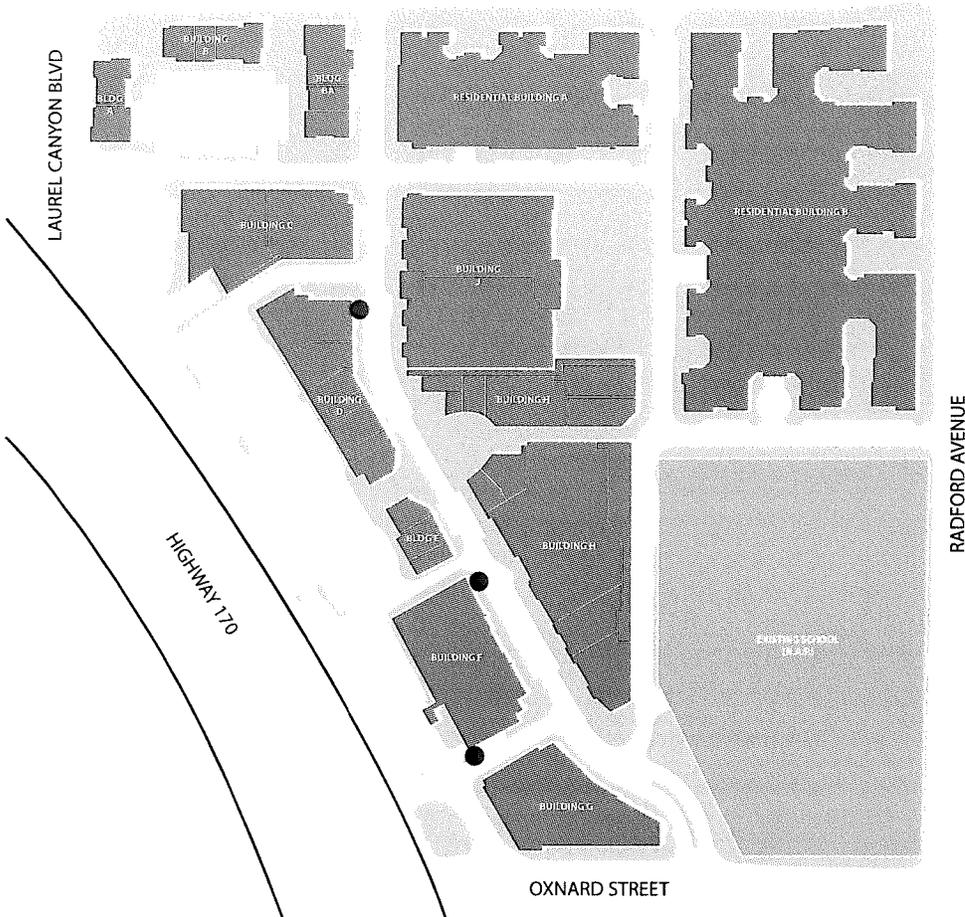
● MONUMENT SIGNS

MSP INCLUDES THE FOLLOWING SIGNS:

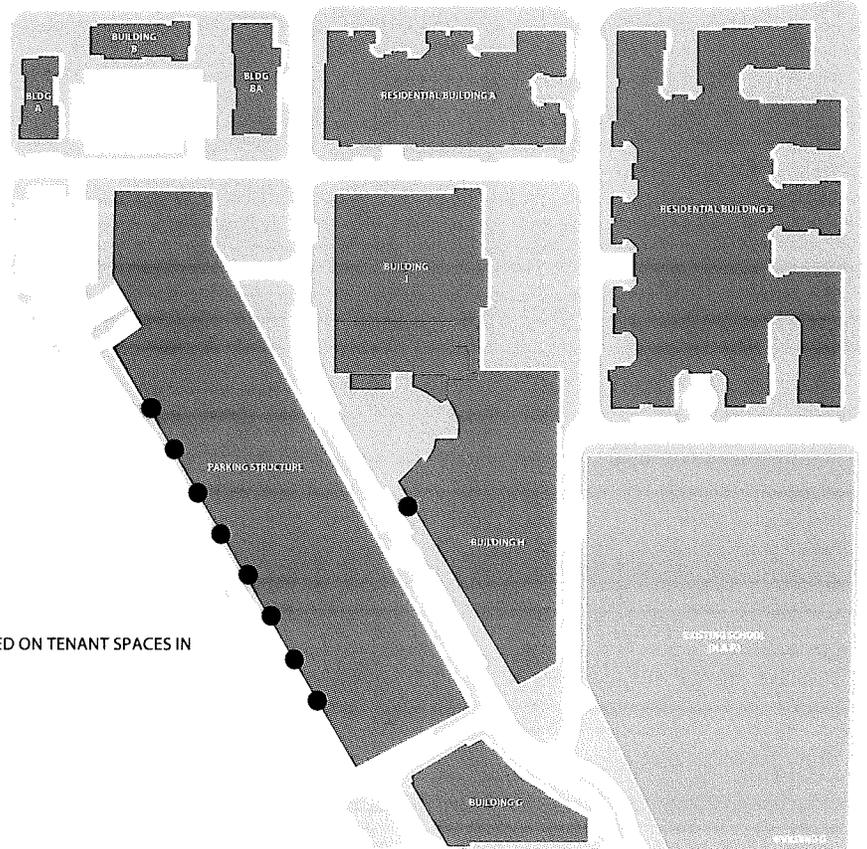
- JL** JUMBO LETTERS
- RM2** RESIDENTIAL MONUMENT

* LOCATIONS APPROXIMATE

Lower Level Site Plan



Upper Level Site Plan



● PROJECTING SIGNS

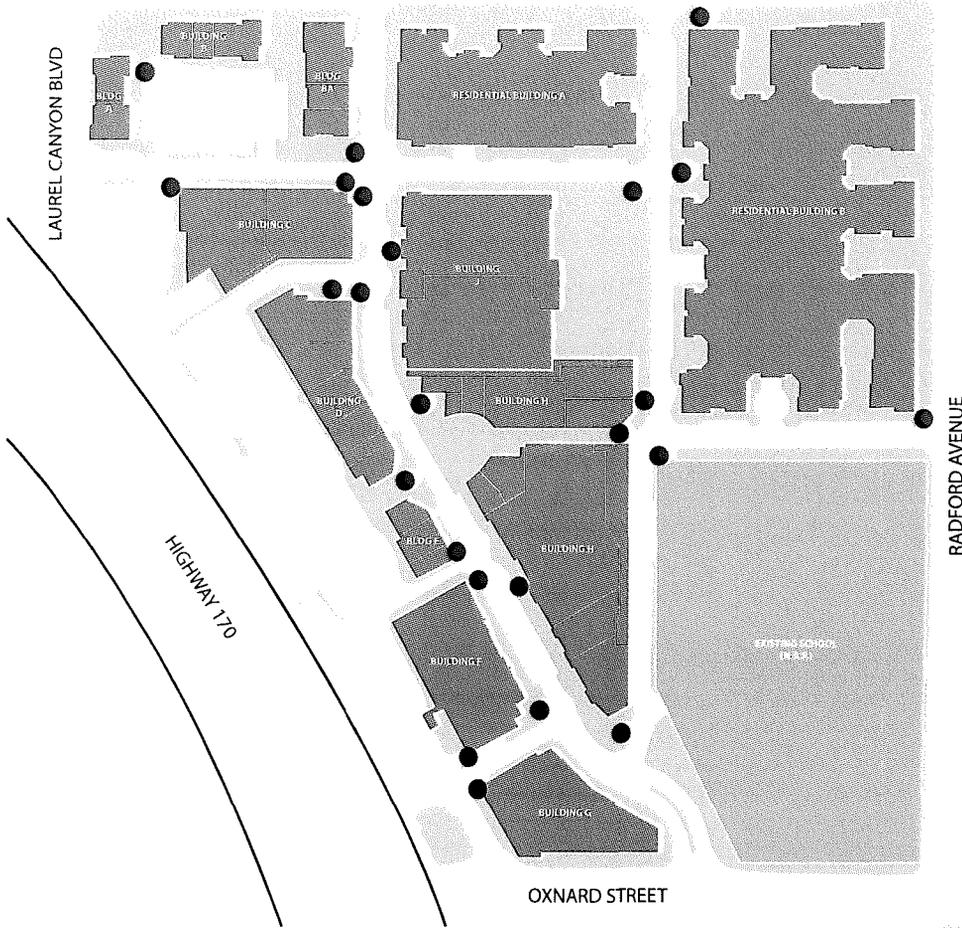
MSP INCLUDES THE FOLLOWING SIGNS:

- F1** PROJECT ID BLADES
- PH** PARKING GARAGE ENTRY ID
- TT** THEATER IDENTIFICATION
- B1** TENANT BLADE - LOCATIONS TO BE DETERMINED BASED ON TENANT SPACES IN COMMERCIAL BUILDINGS A THROUGH J

* LOCATIONS APPROXIMATE

Lower Level Site Plan

ERWIN STREET



Upper Level Site Plan



● PEDESTRIAN PILLAR SIGNS

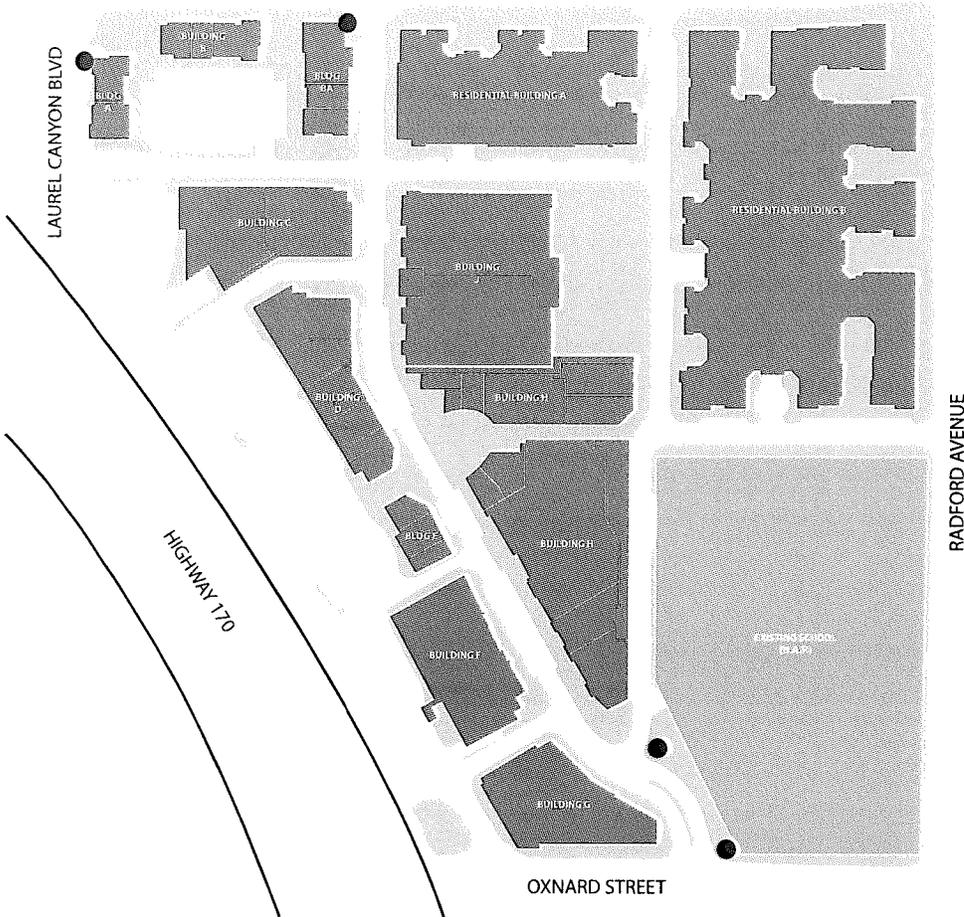
MSP INCLUDES THE FOLLOWING SIGNS:

- RM1** RESIDENTIAL MONUMENT
- VW2** VEHICULAR WAYFINDING - SMALL
- PW** PEDESTRIAN WAYFINDING
- D** DIRECTORY

* LOCATIONS APPROXIMATE

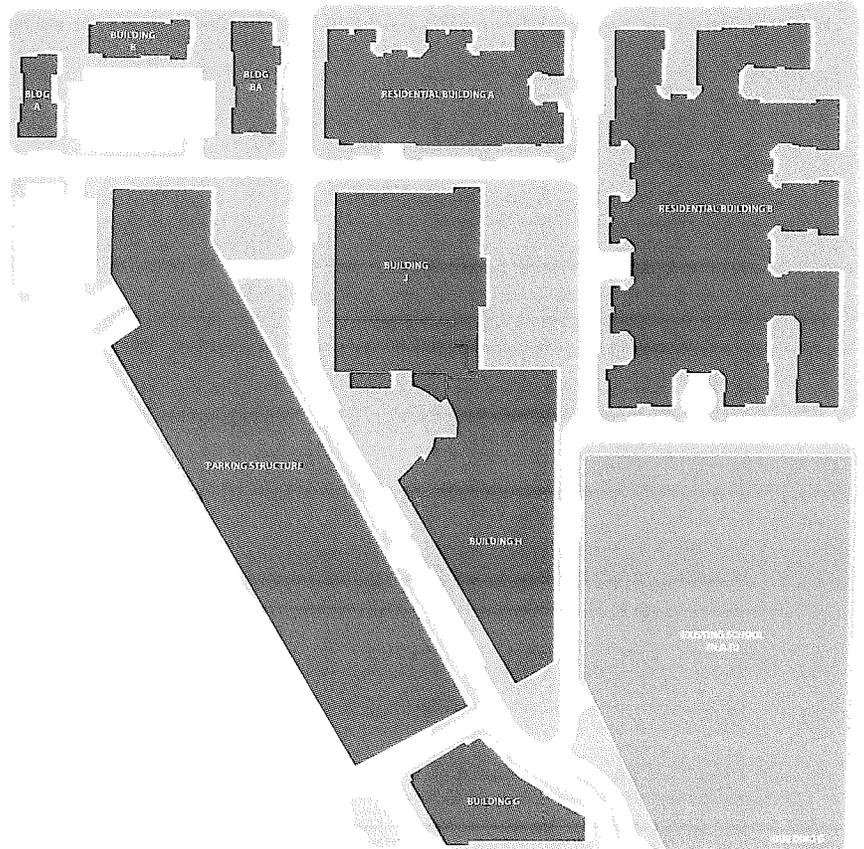
Lower Level Site Plan

ERWIN STREET



OXNARD STREET

Upper Level Site Plan



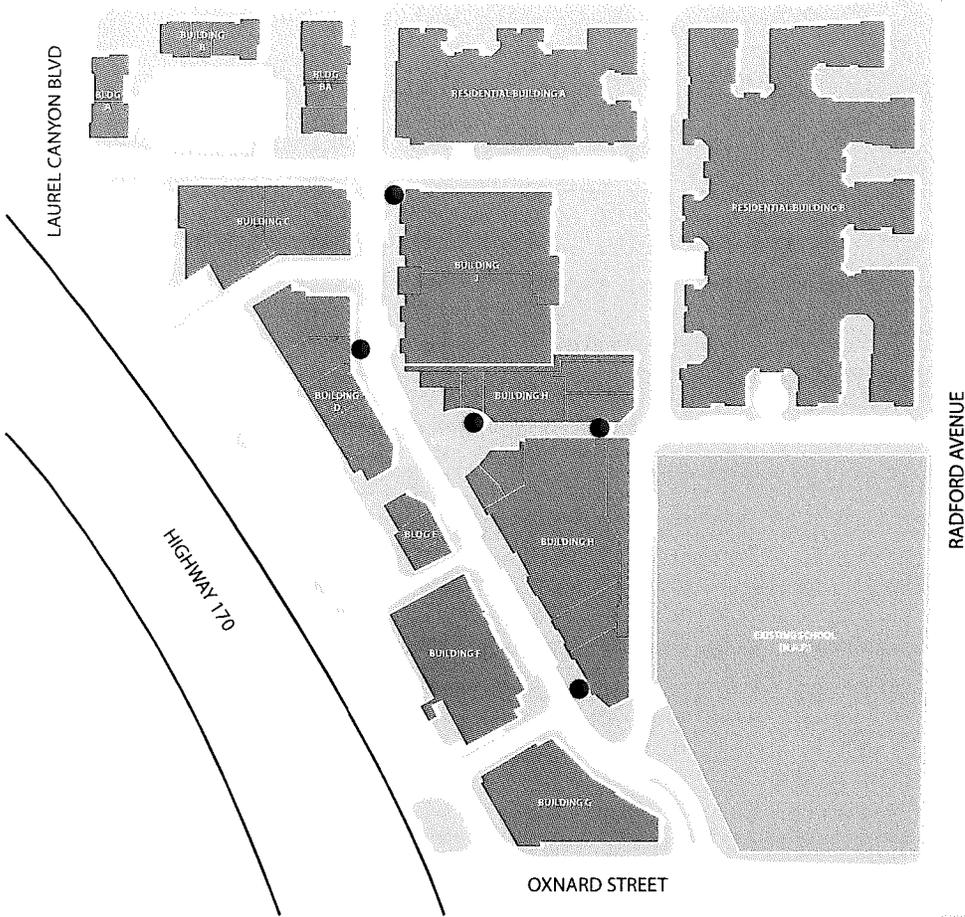
● LARGE PILLAR SIGNS

MSP INCLUDES THE FOLLOWING SIGNS:

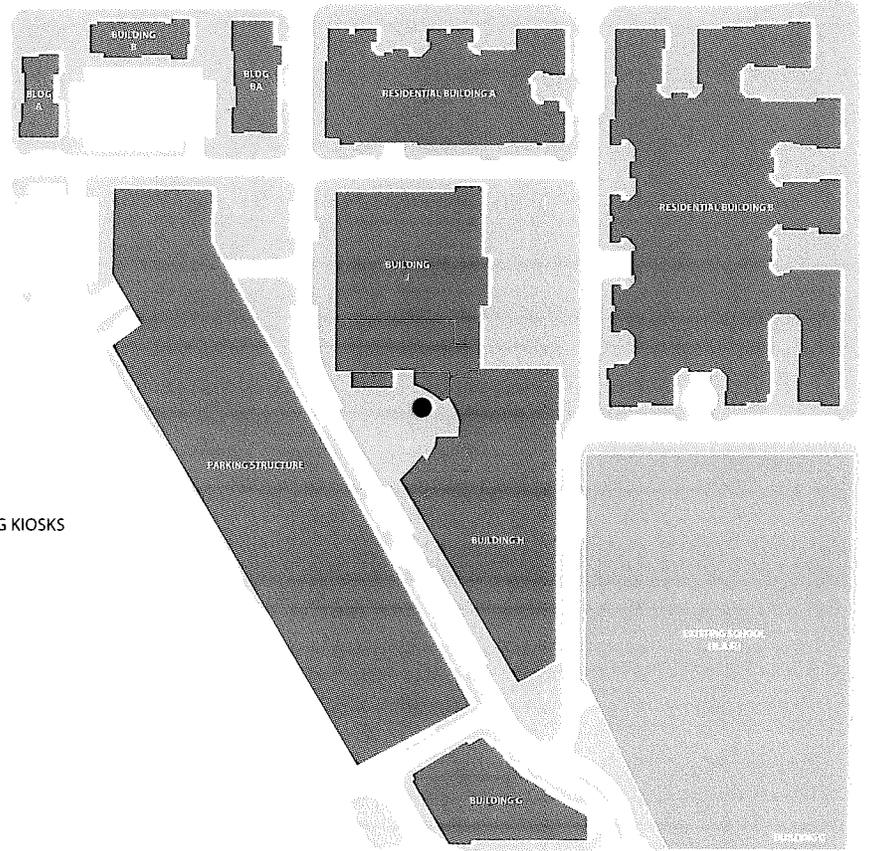
- P1** PRIMARY PROJECT ID
- VW1** VEHICLE WAYFINDING - LARGE

* LOCATIONS APPROXIMATE

Lower Level Site Plan



Upper Level Site Plan



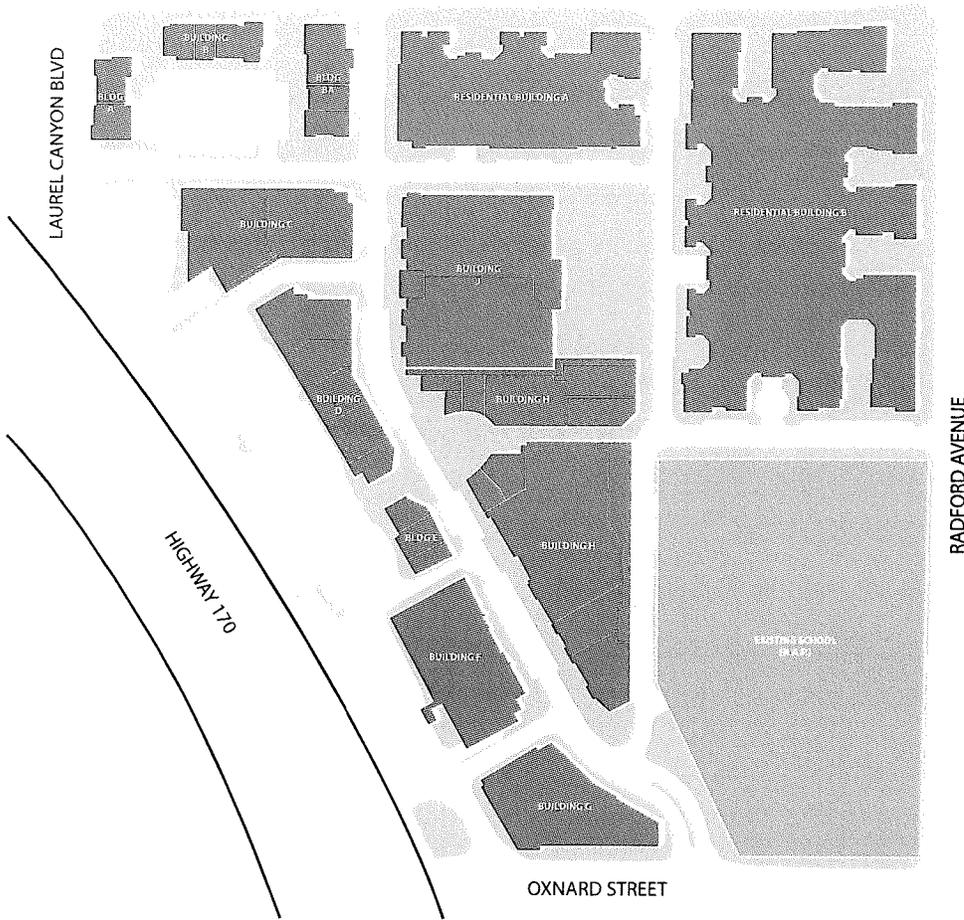
● ADVERTISING KIOSKS

MSP INCLUDES THE FOLLOWING SIGNS:

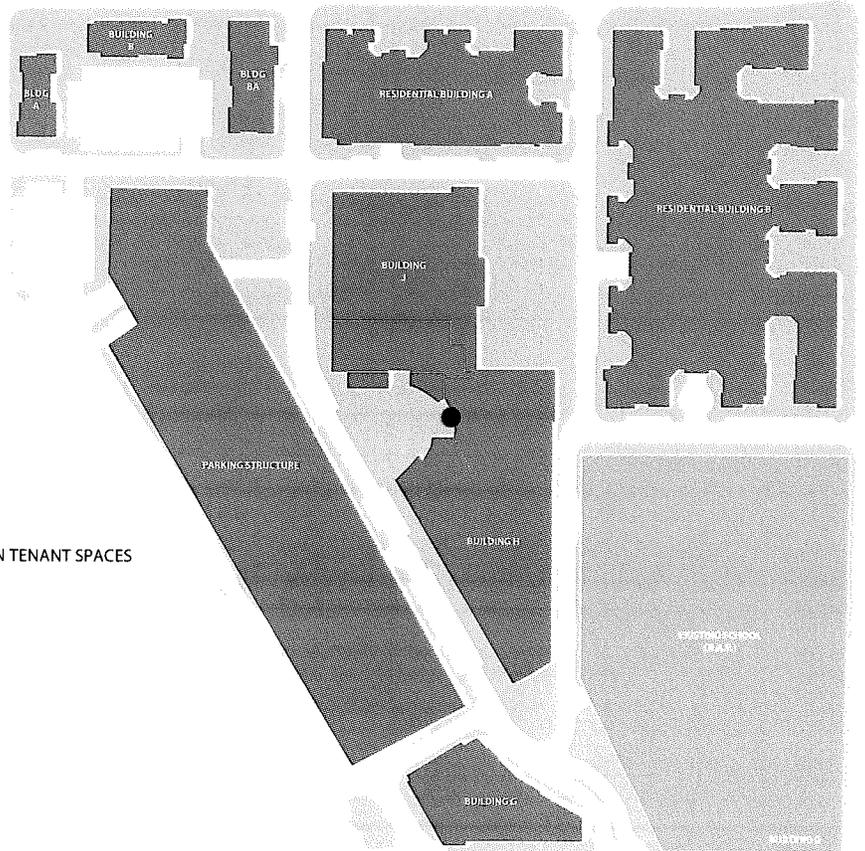
- AK AD KIOSK - LOCATIONS FOR ADDITIONAL ADVERTISING KIOSKS TO BE DETERMINED

* LOCATIONS APPROXIMATE

Lower Level Site Plan



Upper Level Site Plan



● ARCHITECTURAL CANOPY SIGNS

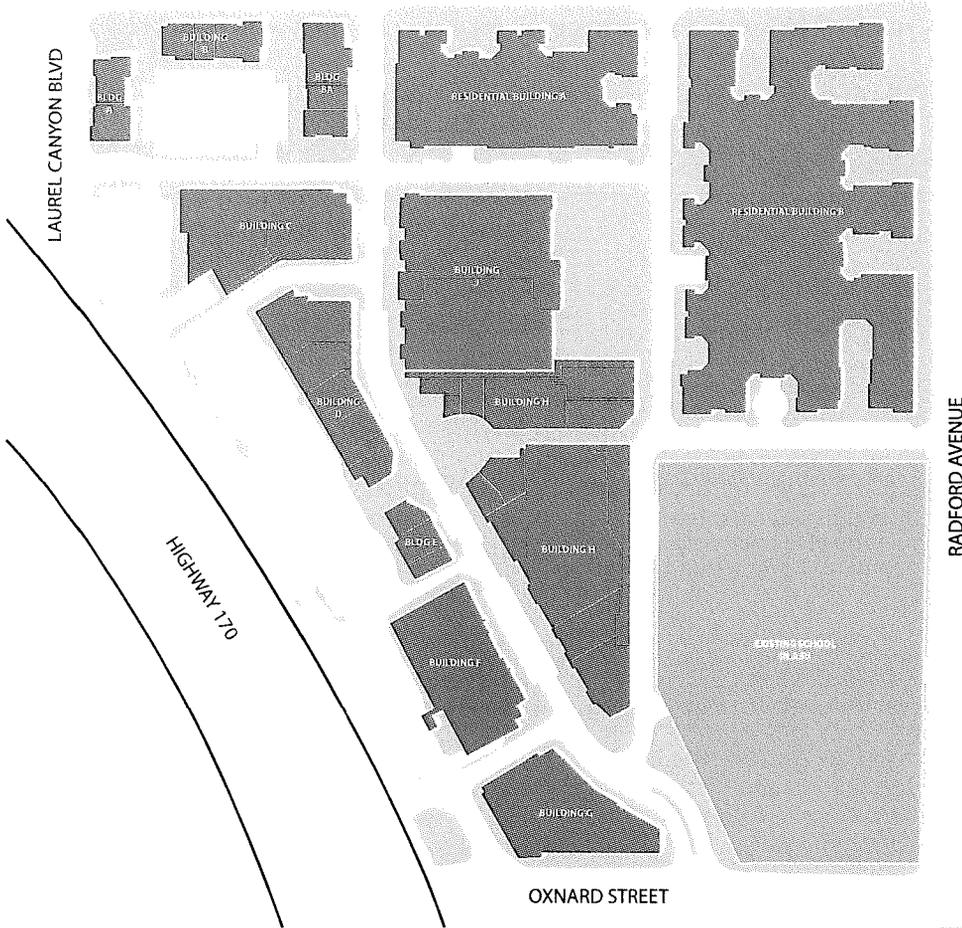
MSP INCLUDES THE FOLLOWING SIGNS:

- CC** CINEMA CANOPY LETTERS
- T1** TENANT ID - LOCATIONS TO BE DETERMINED BASED ON TENANT SPACES IN COMMERCIAL BUILDINGS A THROUGH J

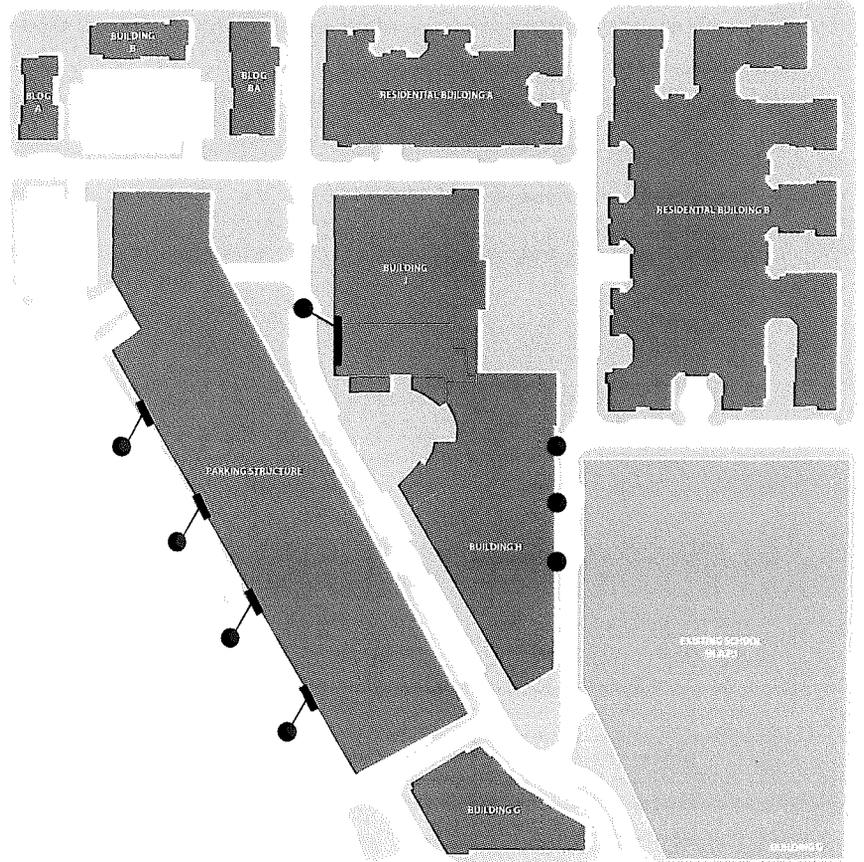
* LOCATIONS APPROXIMATE

Lower Level Site Plan

ERWIN STREET



Upper Level Site Plan



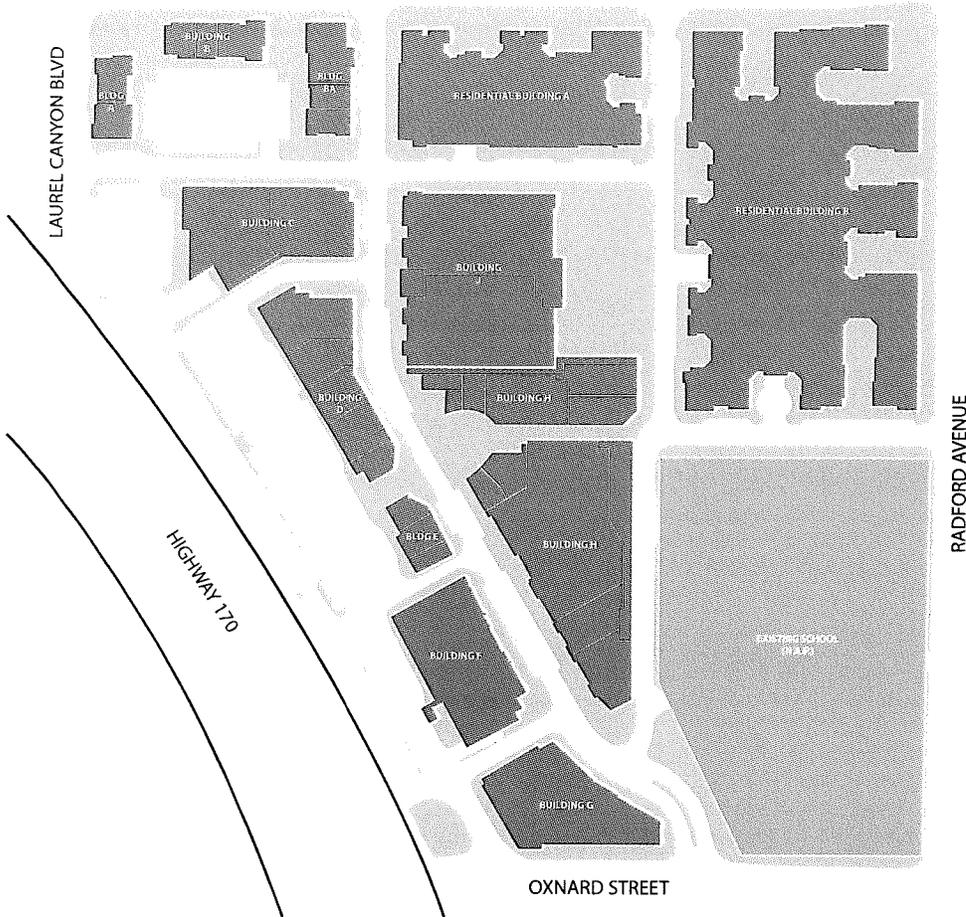
● SUPERGRAPHIC SIGNS

MSP INCLUDES THE FOLLOWING SIGNS:

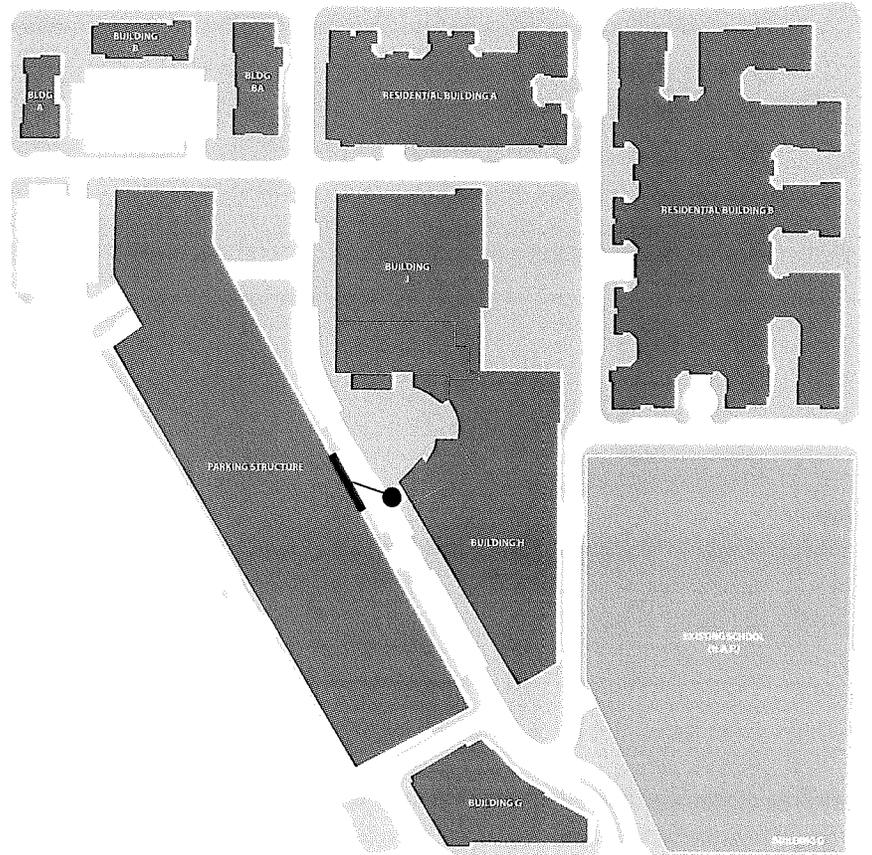
- AP ON PREMISE PASSIVE ADVERTISING PANELS
- PM1 GARAGE ON PREMISE PASSIVE PANELS
- PM2 GARAGE ON/OFF PREMISE PASSIVE ADVERTISING
- PM3 GARAGE ON PREMISE PASSIVE ADVERTISING
- PM4 BLDG. H ON/OFF PREMISE PASSIVE ADVERTISING

* LOCATIONS APPROXIMATE

Lower Level Site Plan



Upper Level Site Plan



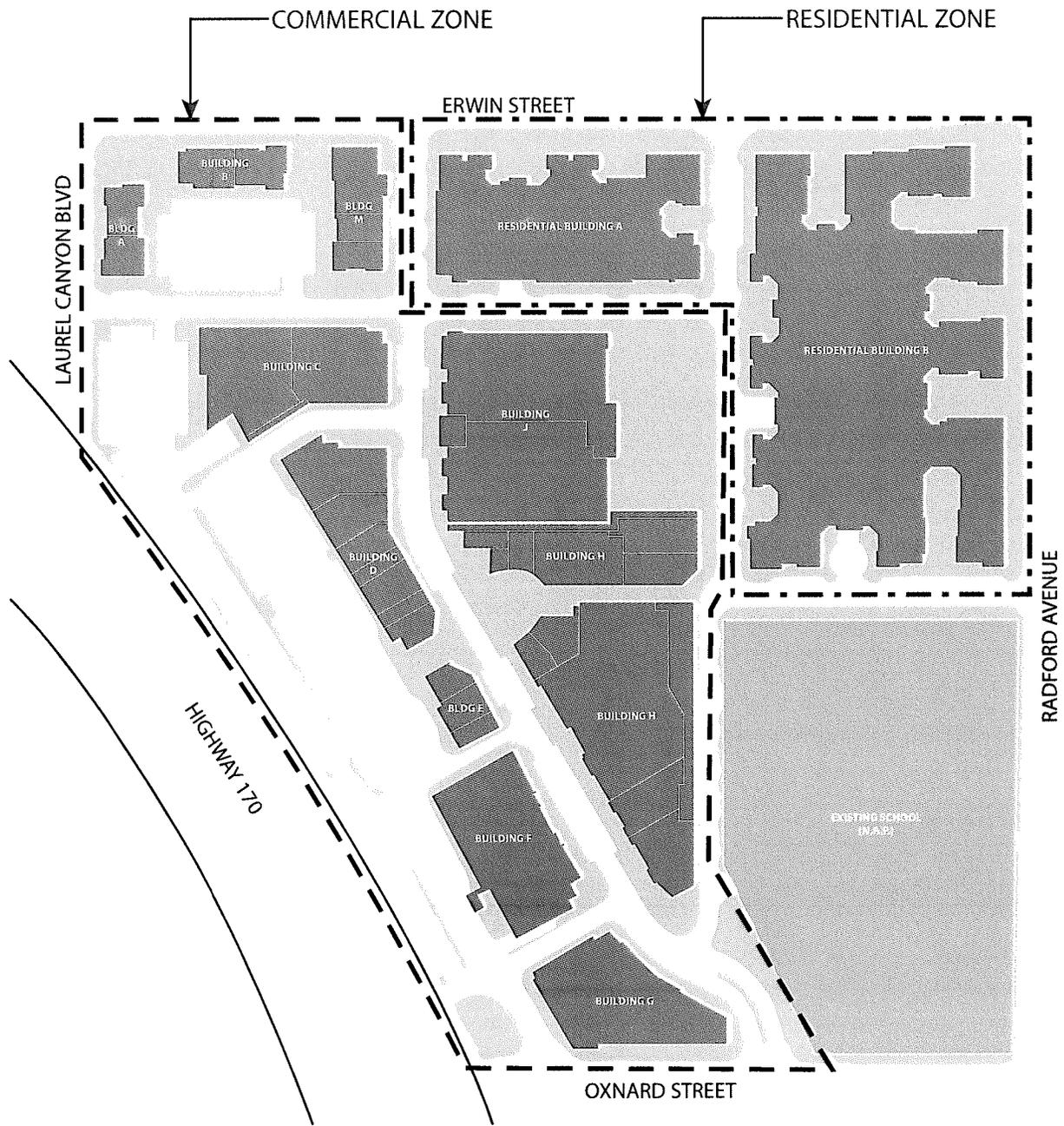
● DIGITAL DISPLAYS

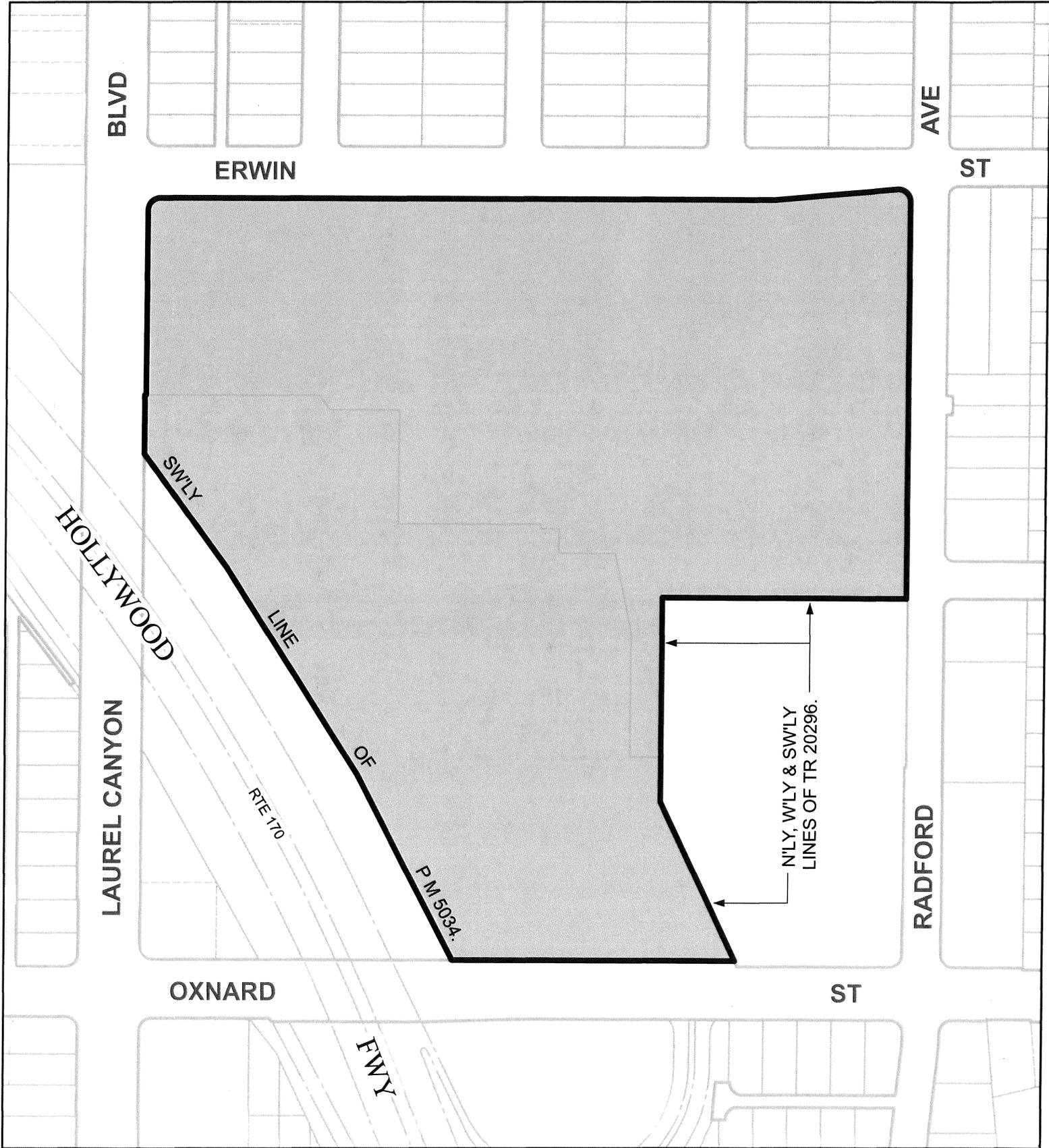
MSP INCLUDES THE FOLLOWING SIGNS:

AM2 INTERNAL LED SCREEN

* LOCATIONS APPROXIMATE

Exhibit B

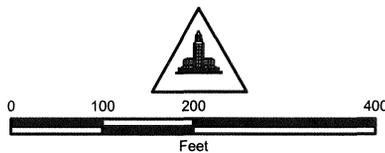




ALL ZONES IN THE AFFECTED AREA REMAIN THE SAME. SUFFIX **SN** WAS ADDED BECAUSE AREA IS NOW INCLUDED IN A SIGN DISTRICT.

NoHo WEST SIGN DISTRICT

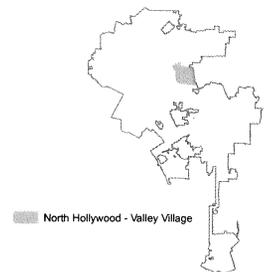
City of Los Angeles



CPC-2015-0889-VZC-SN-VCU-MCUP-SPR-ZAD-ZAA

AA/cf

101116



CONDITIONS OF APPROVAL

A. Entitlement Conditions – Vesting Conditional Use for Floor Area Averaging

1. **Floor Area Ratios.** Maximum Floor Area Ratios and maximum development square-footage for lots within the project site shall be in substantial conformance with Exhibit B - Floor Area Ratio Map, dated September 12, 2016, and as follows:

Commercial Lot 1:	.27 FAR	92,459 square-feet
Residential Lot 2:	2.11 FAR	87,622 square-feet
Residential Lot 3:	2.17 FAR	237,248 square-feet
Commercial Lot 4:	1.36 FAR	300,602 square-feet
Commercial Lot 5:	.25 FAR	123,534 square-feet
Commercial Lot 6:	.31 FAR	188,500 square-feet
Commercial Lot 7:	1.04 FAR	46,285 square-feet

2. **Unified Development.** The applicant shall guarantee to continue the operation and maintenance of the development as a unified development, as defined in LAMC 12.24-W.19, and shall guarantee the continued maintenance of the unifying design elements such as driveways, pedestrian pathways, publically accessible open space areas, and parking areas, as depicted in Exhibit A - Project Plans, dated September 12, 2016.
3. **Covenant.** Prior to the issuance of any building permit, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP 6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

B. Entitlement Conditions – Master Conditional Use for Alcohol Sales.

1. **Grant.** Approved herein is the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for eighteen establishments, in substantial conformance with Exhibit C - Alcohol Sale Locations, dated September 12, 2016.
2. **Plan Approval.** The operator shall file a Plan Approval pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use Permit authorized. The Plan Approval application shall be accompanied by the payment of appropriate fees and must be accepted as complete by the Condition Compliance Unit. Mailing labels shall be provided by the applicant for all abutting owners, for the Council Office, the Neighborhood Council and for the Los Angeles Police Department. The purpose of the Plan Approval procedure is to review the proposed venue in greater detail and tailor specific conditions for each premise including but not limited to hours of operation, seating capacity, size, security, the length of a term grant and/or any requirement for a subsequent Approval of Plans application to evaluate compliance and effectiveness of the conditions of approval. Conditions herein shall be incorporated into the Plan Approval unless in the opinion of the decision-maker the applicant has justified otherwise. A public hearing shall be conducted if the operator proposes to change the

conditions. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agree to the Conditional Use Permit Conditions.

3. **Employee Training.** Within six months of the effective date of the any subsequent plan approvals, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department "Standardized training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Zoning Administrator as evidence of compliance. In the event there is no change in the licensee, within one year of such change, this training program shall be required for all new staff.
4. **Additional 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 Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
5. **Violations.** If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator shall have the right to require the applicant to file a plan approval application together with the associated fees and to hold a public hearing to review the applicant's compliance with, and effectiveness of, the conditions of the grant. The applicant shall be required to submit a summary and supporting documentation demonstrating how compliance with each condition of the grant has been attained. Upon review, the Zoning Administrator may modify, add or delete conditions and reserves the right to conduct the public hearing for nuisance abatement revocation purposes if so warranted by documentation.
6. **Security.** The operator shall install and maintain surveillance cameras in all areas of the restaurant premises, including any outdoor dining area and a 30-day video library that covers all common areas of such business, including all high-risk areas and entrances or exits. The tapes shall be made available to the Police Department upon request.
7. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
8. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been

volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no exterior window signs of any kind or type promoting alcoholic products.
- The alcoholic beverage license for the restaurants shall not be exchanged for “public premises” license unless approved through a new conditional use authorization. “Public Premises” is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no advertising of any alcoholic beverages visible from the exterior of the premises from the food and beverage areas within the restaurant, promoting or indicating the availability of alcoholic beverages.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees. The sale of alcoholic beverages for consumption off the premises of the building is prohibited.
- Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. “No loitering or Public Drinking” signs shall be posted outside the subject facility.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- The sale of distilled spirits by the bottle for same day or future consumption is prohibited.
- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service, which may be from a portable bar.
- In the off-site venue, there shall not be any sale of single cans or bottles of beer, wine coolers, or malt liquor from pre-packaged 6- or 4-packs. The sale of individual cans or bottles of craft beer from 15+ fluid ounce containers is permissible.
- No sale of alcohol shall be permitted at any self-service, automated check-out station (check-out conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service check-out station directly attended by a cashier/check-out clerk specifically assigned solely to that station.

C. Entitlement Conditions – Site Plan Review

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Site Plans, Floor Plans, Building Elevations, and Landscape Plan (Exhibit A - Project Plans, dated September 12, 2016) of 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. **Publically Accessible Open Space.** Publically accessible open spaces shall remain open and accessible to the public daily from the hours of 6 a.m. to 10 p.m. and shall be provided in the following locations, in substantial conformance with Exhibit A - Project Plans, dated September 12, 2016:
 - A minimum 25,000 square-foot park area shall be located along the east side of Commercial Building J.
 - A minimum 8,000 square-foot park area shall be located along the northeast corner of Residential Building B.
3. **Off-street Residential Parking.** Each residential building shall accommodate all Code-required parking within its own legal lot. All residential parking shall be located within the interior of the residential building, with residential or associated uses wrapped around the parking structure, in order to fully screen parking areas.
4. **Off-street Commercial Parking.** The western elevation of the off-street commercial parking structure shall be articulated with architectural features and landscaping in order to screen the structure from the adjacent freeway.

D. Entitlement Conditions – Determination for Transitional Height Deviations

1. **Site Development.** The use and development of the property shall be in substantial conformance with the Site Plans, Floor Plans, Building Elevations, and Transitional Height Plan (Exhibit A - Project Plans and Exhibit D - Transitional Height, dated September 12, 2016) of 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. **Building Height.** The following buildings shall be permitted to exceed the transitional height requirements of the Code, but shall be limited to the following:
 - a. **Commercial Building H.** The eastern portion of Commercial Building H shall be limited to a maximum height of 76 feet from 0 to within 200 feet of the adjacent single-family residential zone.
 - b. **Commercial Building H** shall be a set back a minimum of 40-feet from any adjacent single-family residential zone. Storefronts or primary entrances into the building shall be prohibited along the building's east elevation in order to protect the privacy of the adjacent school use and single-family residential zone.

- c. **Residential Building B.** The southern portion of Residential Building B shall be limited to a maximum height of 34 feet from 50 feet to within 100 feet of the adjacent single-family residential zone, and a maximum height of 64-feet from 100 feet to within 200 feet of the adjacent single-family residential zone property.
- d. **Residential Building B** shall be setback a minimum of 60-feet from the adjacent single-family residential zone. In addition, South-facing balconies above the ground floor shall be prohibited in Residential Building B along the southern-facing building façade, in order to protect the privacy of the adjacent school use and single-family residential zone.

E. Entitlement Conditions – Determination for Shared Parking

1. **Entitlement.** Off-street parking spaces for the commercial uses on commercial Lots 1, 4, 5, 6, and 7 shall be permitted to be shared between the commercial uses, thus allowing for a total of 2,046 required parking spaces for the site in lieu of the 2,389 required by Code. Parking spaces located within Building J shall not be shared and shall be reserved for office uses only. Reserved spaces such as handicap, van pool, or other restricted spaces shall not be shared.
2. **Parking Location.** The maximum distance between each participating building or use and the nearest point of the shared parking facility shall be 750 feet, measured as provided in LAMC Section 12.21-A.4(g)
3. **Reserved Laurel Hall Parking.** During the operation of the adjacent private school, a minimum of 50 off-street parking spaces, in addition to the 2,046 required commercial spaces, shall be located within 600-feet of the school property and shall be clearly marked and reserved for the exclusive use of the private school. Parking signs shall be clearly posted along these parking spaces. The parking spaces shall be provided at no-cost to the private school.
4. **Covenant.** Prior to the utilization of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP 6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

F. Entitlement Conditions – Adjustment for Reduced Rear Setback

1. **Entitlement.** The rear yard setback for Residential Building A may be reduced to 11 feet 6 inches in lieu of the required 18 feet, as shown on Exhibit A, dated September 12, 2016. A minimum separation distance of 18 feet shall be maintained between the south side of Residential Building A and any adjacent building.

FINDINGS

A. GENERAL PLAN / CHARTER FINDINGS.

The proposed zone change, height district change, and sign district are in substantial conformance with the purposes, intent, and provisions of the General Plan. In addition, the proposed land use and sign district ordinances are consistent with and implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

1. **Framework Element.** The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a “Regional Center”, which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs and are typically developed with floor area ratios from 1.5:1 to 6.0:1 and building heights from six to twenty stories, but floor area and height standards may be further refined by local community plans.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, supporting the objectives of the Framework Element.

2. **General Plan Land Use Designation.** The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The site is also subject to Footnote No.3 of the Plan, which states that the Community Commercial designation corresponds to an average Height District No. 1 with a maximum of Height District No. 2. The zone change request to the C2-1 zone and height district and establishment of the Sign District (-SN) is consistent with the proposed land use designation and footnotes and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.
3. **General Plan Text.** The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. The Plan also addresses circulation

issues by stating that “adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development”.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or add any building limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses, under a unified aesthetic and signage program. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. In addition, appropriate traffic mitigation measures and public right-of-way improvements have been imposed as conditions of approval for the project. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

B. ENTITLEMENT FINDINGS

1. VESTING ZONE CHANGE AND HEIGHT DISTRICT CHANGE:

- a) *The recommended zone change and height district change is in conformance with the public necessity, convenience, general welfare and good zoning practice.*

The project site consists of approximately 24.75 acres of property, currently zoned in a “footprint zoning” style, restricting commercial uses to only the footprints of the existing buildings on the site, and otherwise limiting the remainder of the site for surface parking. Existing development consists of a four-story Macy’s department store (465,000 sq. ft.) and annex (10,000 sq. ft.), and a three-story office building (90,000 sq. ft.). The site will be redesigned to accommodate a mix of commercial, retail, and residential development, with amenities, landscaping, and public plazas and parks.

The project site is currently zoned QC4-1L along the three-story office building on the northwest corner of the property, C4-1L on the area surrounding the Macy’s department store, and P-1L for the remaining parking areas. Along the northwest corner, the Q conditions of the current zoning limit building height to three stories, limit building area to 140,000 square feet, set a minimum building setback of 25 feet along Erwin Street, further limit uses to those permitted by the CR zone, require a minimum of three parking spaces per 1,000 feet of floor area, and set other limitations regarding signage and lighting. The C4 zone surrounding the department store building limits commercial uses to a central footprint within the lot, and allows for commercial and multi-family residential uses, with restrictions such as the prohibition of health clubs and certain entertainment uses. The P zone, which

covers the remainder of the site, only allows for surface parking uses. The entirety of the site is also located within the Height District 1L designation, which allows for a floor area ratio of 1.5:1 and limits building heights to 75 feet, with a further limitation on commercial building heights to a maximum of six stories.

The current zoning places several restrictions on the use of site, greatly limiting restaurants and retail establishments within the northwest portion of the site, prohibiting health club uses within the center of the site, and limiting a majority of the site for the sole use of automobile surface parking. The existing 106-foot height of the Macy's department store building exceeds the current 75-foot building height limit of the zone.

In order to revitalize the underutilized Project site with commercial and residential development under a unified designation, a zone change and height district change to the C2 zone and Height District No. 1 is requested. The proposed zoning is consistent with the existing Community Commercial land use designation, which allows for corresponding zones of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The C2 zone allows for general commercial uses, which includes restaurants, retail stores, health clubs, and cinemas, as well as multi-family residential and parking uses. The requested zone change would replace the varied sets of incongruent regulations resulting from the existing mix of QC4, C4, and P zones to a single unified C2 zone. This zone would allow for a broader range of compatible commercial and residential uses to be developed on-site under a cohesive set of zoning standards.

The requested change from Height District 1L to Height District 1 would remove the current 75-foot height limit on the site, thus bringing the existing Macy's building height of 106 feet into conformance with the Height District, and allowing for a 77-foot architectural tower feature to be included as a part of Building J. In addition, Q conditions included as part of the zone change would set height limits for new buildings on the site in order to ensure that any new development is compatible with the surrounding neighborhood context. These height limits for new development on the site include maximum residential buildings heights of 64 and 69 feet and maximum commercial building heights between 32 and 77 feet. The proposed Height District would continue to maintain the same floor area ratio limit of 1.5:1 allowed on the site, and the project's proposed 1.2:1 FAR is in line with this Height District standard.

The context of the project has also been considered in the Zone Change and Height District Change requests. The project site is convenient in location to several major streets, such as Oxnard Street, Laurel Canyon Boulevard, and with regional access from the 170 Freeway. As an infill project, the development will have adequate capacity and connections to existing City services and infrastructure. There is a necessity for housing in all income levels and housing types, and the project will create more opportunity for rental housing in the vicinity. Existing commercial development along Laurel Canyon Boulevard is primarily characterized by shopping centers, single-story retail buildings, and a number of multi-story office buildings in the C2 and C1 zones. Beyond the commercial corridors, development primarily consists of established single-family residential neighborhoods, some multi-family residential buildings, and several public and private schools, in the R1 and RD1.5 zones. A zone change from C4-1L, (Q)C4-1L, and P-1L to (T)(Q)C2-1-SN and the construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would be serve as an regional destination and anchor for the community, while remaining compatible with the use of existing adjacent developments. Therefore, the zone change and height district change is provided as part of public necessity and convenience and in the general welfare of the neighborhood. Furthermore, such zone and height district

change will be in good zoning practice by providing a harmonious density and land use activity for the vicinity.

The action, as recommended, has been made contingent upon compliance with the “(Q)” and “(T)” conditions imposed herein. Specific conditions and mitigation measures have been incorporated to address neighborhood concerns about parking, traffic, adjacency to the school and single-family residential neighborhood, and building design and layout. Additional conditions regarding local traffic improvements, raised crosswalks, and driveway permeability will serve to enhance public safety and encourage groundwater recharge. Furthermore, required phasing for the project has been instituted via a condition to require that a majority of the commercial component be constructed prior to the occupancy of the residential buildings. This condition will guarantee the continued commercial use of this historically commercial site and regional center, and will provide assurances that the existing Macy’s building will not remain as an abandoned or derelict structure on the site, but will rather be rehabilitated and adaptively reused in conjunction with new retail, restaurant, office, and other commercial uses along the project’s main driveway. Such limitations are necessary to protect the best interests of and to assure developments and improvements more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

2. SIGN DISTRICT:

- a) *The proposed Sign District is in conformance with the public necessity, convenience, general welfare and good zoning practice.*

The unique characteristics of the district will be enhanced by the imposition of special sign regulations designed to enhance the theme or unique qualities of the district. The project proposes a comprehensive sign program for the 25-acre site, comparable to other large-scale outdoor shopping developments within the City, and would include:

Commercial component:

- Two entryway “jumbo letter” monument signs identifying the “NoHo West” development
- Entryway pillar signs identifying the site and its tenants
- A freeway-facing series of projecting signs spelling “NoHo West”
- An internal supergraphic sign and three supergraphic signs facing the adjacent school
- Four supergraphic signs along the freeway
- One digital display facing the internal plaza
- Several project identification and multi-tenant panel tower wall signs
- For each tenant space, a projecting sign
- For each tenant space, a wall sign or architectural canopy sign
- Office tenant identification wall signs on the former Macy’s building
- Marquee signage and a large projecting sign for the cinema
- Directional signage, directories, and advertising kiosks
- In-ground decorations, building attached murals, and freestanding art installations

Residential component:

- Monument signs, some integrated with planters
- Pillar signs identifying the buildings

- Residential- and amenity-identification wall signs

The Sign District ordinance (Exhibit E) proposes specially tailored dynamic signage regulations that will advance the goals for redevelopment of the area by creating an engaging visual environment for visitors and residents of the site. The proposed sign program creates a unified aesthetic and sense of identify by concentrating project identification signage along visible corridors, ensuring the appropriate identification of individual tenant spaces, providing functional way-finding signage and directories, and emboldening the central plaza as a focal point of the site through the use of a variety of sign typologies and artistic installations. As such, the NoHo West Sign District conforms to the public necessity, convenience, and general welfare of the city.

The signage regulations reflect good zoning practice in that they establish signage design criteria, standards, locations, illumination levels, and types of permitted and prohibited signs within the district. Appropriate and balanced sign regulations are necessary to maintain compatibility with surrounding development while fostering a vibrant urban environment. As such, signage has been concentrated on the interior of the commercial areas of the site, with minimized signage and light spillover adjacent to the private school and single-family residential areas, and specialized supergraphic signage dedicated to non-commercial signage along the school. Freeway-facing Digital Display signs have been omitted from the Sign District, since these sign types would be primarily viewed from the freeway and would constitute a hazard or danger to freeway vehicles. In addition, freeway-facing Digital Displays would be incompatible with the surrounding neighborhood context, considering that there are currently no freeway-adjacent digital display signs located anywhere along the 170-Freeway corridor. In addition, permitted digital displays and supergraphic signage will be installed on-site in tandem with a program for the removal of billboards within the local vicinity, consistent with community policies and interests in improving the community aesthetic and reducing blight. The Sign District would establish regulations that allow signs which are appropriate for the commercial and residential context of the regional center, and illumination standards of the Sign District would restrict light pollution.

In addition, the proposed Sign District meets the technical requirements for establishment of the district, as defined in LAMC Section 13.11. The district only includes properties in the commercial "C" zone, the site contains at least one block or three acres in area, and the district includes only contiguous parcels. The Sign District was initiated by City Council motion (Council File No. 11-1995) on November 29, 2011. The motion identified the potential for the Sign District to include community public benefits in exchange for projects utilizing signage benefits of the district. To achieve this goal, standards are included for the removal of billboard signage within a three-mile radius of the site at a 10:1 ratio for each square-foot of digital display signage installed on-site, and at a 5:1 ratio for each square-foot of supergraphic signage installed on-site. These standards and the billboard removal program would aide in the reduction of blight in the community, while fostering a distinct identify for the site and region through a coordinated sign program.

3. VESTING CONDITIONAL USE (FLOOR AREA AVERAGING):

- a) The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.*

The averaging of floor area ratios may be permitted for buildings which comprise a unified commercial or mixed-use development in the C zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. However, the floor area ratio of the

unified development, when calculated as a whole, may not exceed the maximum permitted floor area ratio for the height district in which the unified development is located. The project site is comprised of seven separate legal lots, as approved by VTT-73302, and development on the lots would range from 0.3 to 2.3 FAR, with an average 1.2 FAR for the entire site. The average 1.2 FAR would be lower than the maximum 1.5 FAR permitted.

Floor area averaging will allow the project to provide an appropriate mix of uses distributed across the site. The proposed project would enhance the built environment through the unified development of the site, and would include essential and beneficial uses through the synergetic balance of commercial, retail, office, and residential uses. The project will also benefit the community, city, and region by providing quality retail, entertainment, and office uses to area and would activate the regional commercial center of North Hollywood. The project also contributes much-needed multi-family housing units to the City's housing supply. Without the FAR averaging approval, the residential component of the site would be required to take up a greater portion of the land area of the site, limiting efforts to maximize open space areas, public parks and plazas, pedestrian walkability, and public improvements which serve the project. Therefore, FAR averaging will allow full utility and flexibility of the amenities and uses proposed for the site and which serve the greater area.

- b) The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.*

The subject property is zoned for commercial uses and will be redeveloped with a central mixed-use shopping center and offices, with new residential buildings buffering the eastern portion of the site adjacent to the nearby residential neighborhood. The proposed development of the site includes: the adaptive re-use and rehabilitation of the former Macy's building; the creation of a unified commercial center containing a variety of retail, restaurant, health club, and cinema uses, with a multi-family residential component adjacent to the single-family residential neighborhoods; and the strategic installation of public and private recreational amenities throughout the 25-acre site. Building heights for the project will vary from approximately 22 feet to a maximum of 106 feet for the existing Macy's building, and the site and building design has been carefully crafted to minimize impact on neighboring uses. The tallest portions of buildings are concentrated into the center of the site, while building heights taper down closer to the adjacent school and residential uses. No shade/shadow impacts will occur on neighboring properties and conditions of approval have been included to restrict south-facing balconies on Residential Building B in consideration of the privacy and welfare of the adjacent school.

FAR averaging across the development will be desirable to the public convenience and welfare because it facilitates a beneficial mix of uses and allows for a cohesive site design, creating active and safe pedestrian environments and offering a variety of amenities and open space features. The proposed project will not adversely affect the economic welfare of the community, since a vibrant regional shopping center is anticipated to positively impact the financial health of the property and improve the economic vitality of the area via increases in taxable revenue and local employment. Adequate parking, lighting, and security will be provided to ensure that there will be no adverse effect on the welfare of the surrounding community. Therefore, the project's location, uses, height, and other features would be compatible with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety.

- c) *The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.*

The proposed project and floor area distribution is in substantial conformance with the purposes, intent, and provisions of the General Plan. In addition, the project and requests are consistent with and implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

Framework Element. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a “Regional Center”, which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs and are typically developed with floor area ratios from 1.5:1 to 6.0:1 and building heights from six to twenty stories, but floor area and height standards may be further refined by local community plans.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, supporting the objectives of the Framework Element.

General Plan Land Use Designation. The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The site is also subject to Footnote No.3 of the Plan, which states that the Community Commercial designation corresponds to an average Height District No. 1 with a maximum of Height District No. 2. The project’s proposed C2-1 zone, allows for a floor area ratio of 1.5:1, and the proposed average FAR for the site 1.2:1, which is consistent with the proposed zoning, land use designation, and footnotes and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. The Plan also addresses circulation issues by stating that “*adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development*”.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or add any building limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. In addition, appropriate traffic mitigation measures and public right-of-way improvements have been imposed as conditions of approval for the project. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

- d) *The development, although located on separate parcels or lots of record, us a unified development as defined in LACM 12.24.W-19.*

Although located on separate but contiguous parcels, the project is a unified development as defined by LAMC Section 12.24.W.19 because: it is a combination of functional linkages, such as pedestrian or vehicular connections; is characterized by common architectural and landscape features, which constitute distinctive design elements of the development; is composed of two or more contiguous parcels or lots of record separated only by a street or alley; and when viewed from adjoining streets appears to be a consolidated whole. The project contains a mix of uses across the entire site that are designed to work together to create a cohesive development. Both the pedestrian and the vehicular connections are designed to promote connectivity between the commercial, residential, and public amenity portions of the site and functionally link their uses with an emphasis on walkability. The building structures are designed to complement each other with distinctive design elements, and are in harmony with the surrounding neighborhood and nearby shopping centers. The landscape features and open space areas are designed to be accessible from all portions of the site. The functional linkages and comprehensive design and landscaping ensure that the project appears to be a consolidated whole when viewed from adjoining streets. Accordingly, the project is a unified development as defined by LAMC.

4. MASTER CONDITIONAL USE (ON- AND OFF-SITE ALCOHOL SALES)

- a) *The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.*

The applicant is requesting a master conditional use for alcohol sales to a permit the sale and dispensing of a full line of alcoholic beverages for both on- and off-site consumption.

The proposal includes up to eighteen (18) locations throughout the commercial portion of the project site to serve alcohol. These locations include restaurant, cinema, and market components, ranging from 1,500 sq. ft. to 15,500 sq. ft. in size. The market will sell alcohol for off-site consumption only. The approximately 50,000 sq. ft. cinema will serve alcohol in limited areas. The proposed hours of operation are from 7 a.m. to 2 a.m. daily.

The surrounding built environment is substantially developed and urban in character. The site abuts the I-170 Freeway to the west and small-scale commercial development along Laurel Canyon Boulevard. The remainder of the site is surrounded by an established residential neighborhood, primarily composed of single-family residences and some multi-family residential buildings. In addition, the site is directly adjacent to a private school and church. The proposal would concentrate the commercial and alcohol-sale components of the project on the western portion of the site, adjacent to the freeway and commercial areas. New apartment buildings are to be developed on the eastern portion of the site, acting as a buffer to nearby residential areas. The adjacent private school would be buffered and gated from adjacent commercial uses, and all alcohol-serving establishments would face away from the school and inward to the site.

Alcohol service will improve the viability and desirability of the food and entertainment businesses in the mixed-use shopping center. In addition, the alcohol sales at the market will provide a service in close proximity to the businesses and residents within the neighborhood. The availability of alcohol sales for on- and off-site consumption is a desirable amenity that is typical of many restaurants, entertainment venues, and markets, and will provide a beneficial service to the immediate community as well as to patrons of the shopping center.

b) The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The proposal includes up to eighteen (18) locations throughout the commercial portion of the project site to serve alcohol. These locations include restaurant, cinema, and market components, ranging from 1,500 sq. ft. to 15,500 sq. ft. in size. The market will sell alcohol for off-site consumption only. The approximately 50,000 sq. ft. cinema will serve alcohol in limited areas. The proposed hours of operation are from 7 a.m. to 2 a.m. daily.

The location of the project's alcohol-sale establishments follows an established pattern of orienting alcohol sales in commercial shopping centers, with all proposed establishments inwardly-oriented towards a central commercial drive, and well-buffered from adjacent residential and private school facilities. The use would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood. The proposed hours of operation are reasonable and the sale of alcohol is incidental to food and entertainment sales at the restaurants, cinema, and market.

No evidence was presented at the hearing or in writing that the sale of alcohol will be materially detrimental to the immediate neighborhood. This grant also includes conditions of approval intended to address alcohol-related issues to safeguard public welfare and enhance public convenience, such as proper employee training and outdoor security lighting. Therefore, as conditioned, it is anticipated that the use will not adversely affect the surrounding neighborhood or public health, welfare, or safety.

- c) *The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.*

The proposed project and request for alcohol sales is in substantial conformance with the purposes, intent, and provisions of the General Plan. In addition, the project and requests are consistent with and implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

Framework Element. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a “Regional Center”, which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, as well as alcohol sale service and sale amenities, supporting the objectives of the Framework Element.

General Plan Land Use Designation. The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The project’s proposed C2-1 zone, allows for alcohol sales, and the proposed sale and service of alcohol is consistent with the proposed zoning and land use designation, and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. Although the Community Plan is silent regarding alcohol sales, the Plan more generally identifies opportunities for commercial areas to complement existing developments and uses through a broad range of commercial uses.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge

Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or alcohol sale limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development and alcohol sales request is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. As conditioned, the sale of a full line of alcohol beverages will enhance the proposed businesses for the site, which include restaurant, cinema, and market uses, will serve local residences and businesses, and will provide services and goods which complement the regional center commercial designation for the site. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

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

The approval of the conditional use will not adversely affect the welfare of the community. The subject property is zoned for commercial uses and will be redeveloped with a central mixed-use shopping center and offices, with new residential buildings buffering the eastern portion of the site adjacent to the nearby residential neighborhood. The proposed use will not adversely affect the economic welfare of the community, since a vibrant regional shopping center is anticipated to positively impact the financial health of the property and improve the economic vitality of the area via increases in taxable revenue and local employment. The dining and entertainment establishments will help to establish the site as a shopping and entertainment destination, containing a well-balanced mix of uses and services. Ample parking, lighting, security and supervision will be provided to ensure that there will be no adverse effect on the welfare of the surrounding community. Therefore, the proposed alcohol sales will not be materially detrimental to the character of the development in the neighborhood.

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

According to the California State Department of Alcoholic Beverage Control ("ABC") licensing criteria, there are two (4) on-site and one (2) off-site licenses allocated within the subject Census Tract No. 1239.01. Currently, there are five (5) on-site and one (1) off-site licenses that exist in the same tract according to the California ABC License Query System.

Of these, there are four establishments dispensing alcoholic beverages within a 1,000 foot radius of the project site, consisting of one convenience store and three restaurants. The applicant is proposing to add a total of 18 on- and off-site licenses in this census tract.

Statistics from the Los Angeles Police Department's North Hollywood Vice Unit reveal that in Crime Reporting District No. 1525, which has jurisdiction over the subject property, a total of 301 crimes (161 Part I Crimes, 140 Part II Arrests) were reported in 2015, compared to the citywide average of 181 crimes and the high crime reporting district average of 217 crimes for the same period. Of the Part II Arrests, 17 were for narcotics or drug arrests, two were for liquor laws, six were for drunkenness in public, none were for disturbing peace or disorderly conduct, and 42 were for driving under the influence (DUI).

An undue concentration of licenses occurs when the addition of a license will negatively impact a neighborhood. However, a concentration is not undue when the approval of a license would benefit the public welfare and convenience. The proposal for the on- and off-site sale of alcohol within a variety of commercial uses of a regional shopping center would benefit the community by providing additional dining and entertainment opportunities in a pedestrian-oriented commercial center. Other potential benefits resulting from allowing alcohol-sales to businesses include employment opportunities for local residents, generation of tax revenue, and a contribution to the long term economic development of the community. The project's site design and security features locate the proposed alcohol uses within a central and controlled pedestrian-oriented setting, which should limit adverse impacts to police services and the surrounding residential neighborhoods. The request will therefore not result in an undue concentration of such establishments within the general neighborhood.

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

The project site is adjacent to a residential neighborhood to the north and east, and includes plans for new multi-family residences on-site. In addition, the site is adjacent to a private school, nursery school, and church. Within 1,000 feet of the site, there are also several other educational facilities, a church, and a public park. However, the commercial shopping center and alcohol-serving uses are oriented towards a central arterial driveway through the site and are buffered from these surrounding sensitive uses by landscaping, driveways, and streets. In addition, this grant has placed numerous conditions on the proposed project, such as a proper site maintenance, security lighting, employee training, and a time limitation on the grant, in order to eliminate or minimize any potentially detrimental effects on adjacent uses.

5. SITE PLAN REVIEW

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

The proposed project is in substantial conformance with the purposes, intent, and provisions of the General Plan, and is consistent with and will implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

Framework Element. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a “Regional Center”, which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs and are typically developed with floor area ratios from 1.5:1 to 6.0:1 and building heights from six to twenty stories, but floor area and height standards may be further refined by local community plans.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, supporting the objectives of the Framework Element.

General Plan Land Use Designation. The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The site is also subject to Footnote No.3 of the Plan, which states that the Community Commercial designation corresponds to an average Height District No. 1 with a maximum of Height District No. 2. The proposed C2-1 zone and establishment of the Sign District (-SN) is consistent with the proposed land use designation and footnotes and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. The Plan also addresses circulation issues by stating that “*adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development*”.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or add any

building limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. In addition, appropriate traffic mitigation measures and public right-of-way improvements have been imposed as conditions of approval for the project. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

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

The surrounding built environment is substantially developed and urban in character. The site abuts the I-170 Freeway to the west and small-scale commercial development along Laurel Canyon Boulevard. The remainder of the site is surrounded by an established residential neighborhood, primarily composed of single-family residences and some multi-family residential buildings. In addition, the site is directly adjacent to a private school and church.

The proposed project consists of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet, to serve as a regional destination and anchor for the community. The following project elements were designed in a manner which is compatible with both existing and future developments in the area:

- A. Building Design. The commercial and residential buildings are designed in a modern and contemporary aesthetic and are consistent with the design policies set forth in the Citywide Design Guidelines and Walkability Checklist. To engage the public open spaces and to screen parking facilities, the residential and commercial buildings have been wrapped with active uses along the ground-floor levels. These ground-floor elevations incorporate prominent pedestrian-scaled entrances and entry plazas, as well as articulated and transparent storefronts, residential entrances, and private porches. Overall, the building elevations utilize a variety of architectural features, building materials, and changes in building depth and color in order to create a consistent rhythm and cohesive theme throughout the project site.
- B. Height/Bulk. Building heights for the project vary from approximately 22 feet to a maximum of 106 feet for the existing Macy's building, and the site and building design has been carefully crafted to minimize height and massing impact on neighboring uses. The tallest portions of buildings are concentrated into the center of the site, while building heights taper down closer to the adjacent school and residential uses. The multi-family residential buildings have employed a wedding-cake-style building design to

step back the taller portions of the building away from the adjacent single-story residences, and several open-air courtyards have been punched in along each of the building facades for additional visual relief. No shade/shadow impacts will occur on neighboring properties and the project has been designed to orient any residential balconies on the south elevation of Residential Building B towards interior courtyards rather than to directly face the school campus.

- C. Setbacks. Building setbacks are consistent with those of the C2 zone and include minimum 15-foot front yard setbacks for portions of the site adjacent to the school and single-family residential uses. Adequate separation distances will be maintained between all buildings within and adjacent to the site.
- D. Off-Street Parking. Residential parking for the project will be accommodated on-site in accordance with the requirements of the Municipal Code within each of the residential buildings. The buildings wrap residential units around internal parking areas, providing adequate screening of parking facilities and in turn creating active pedestrian environments along the building frontages. The project provides a minimum of 2,049 shared parking spaces for the commercial portion of the site, as well as an additional 50 spaces for the sole use of the adjacent private school. According to the submitted parking study, the amount of shared parking would adequately meet commercial parking demand for the site. A majority of on-site parking is accommodated within a four-story parking structure, tucked to the west of the main commercial component and abutting the 170 Freeway. The parking structure is adequately screened from the freeway through the use of architectural features and landscaping. Additional surface parking has been provided along the main arterial drive as well within a surface lot at the northwest corner of the site. Bicycle parking is also provided in accordance with the Municipal Code, and includes visible short-term bicycle parking spaces along building frontages, as well as secure and accessible long-term bicycle parking facilities for residents.
- E. Loading. Any loading or noise-generating back-of-house uses are located away from the school and the adjacent residential buildings, and are generally tucked away from the main arterial drive and pedestrian areas of the site.
- F. Lighting. Implementation of the project will introduce new light sources within the project site, including streetlights, interior building lighting, exterior security lighting, exterior architectural lighting, sign lighting, and digital displays. However, the proposed lighting is typical of commercial and residential projects and is not expected to create unusually high levels of light. Nighttime lighting will be provided to facilitate pedestrian access and safety. On-site lighting installed along building frontages, signage, pedestrian walkways, and common open space areas and will be shielded and directed so as to illuminate these areas rather than adjacent properties.
- G. Landscaping. Landscaping for the site includes native and drought-tolerant plantings that will complement the building style and design, to include: accenting trees for the frontages, landscaped courtyards, and dynamic landscaping concepts within the public parks and plazas.
- H. Trash Collection. The project has enclosed all trash containers from view and has incorporated trash collection features into building designs.

- c) *The project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.*

The site design of the mixed-use development creates an active pedestrian experience along all street frontages and incorporates strong functional pedestrian linkages throughout the site. A variety of additional pedestrian amenities form the central backbone of the site, and includes features such as: a 24,000 square-foot central plaza, a decorative and interactive water feature, and a number of landscaped and outdoor seating areas. Interconnected and well-lit pedestrian areas complement vehicular areas within the site. In addition, a 25,000 square-foot public park area with playground and dog park amenities would be situated immediately east of the former Macy's building, allowing for direct access from the interior offices and directly facing the two residential buildings. An approximately 8,000 square-foot park area would also be situated at the northeast corner of the project site along the residential building. Recreational amenities exclusively for the residents of the apartment buildings would include landscaped open-air courtyard areas, private balconies, a roof terrace, and interior lounges and clubhouse areas. The combination of these various recreational features would provide adequate amenities for the site's users and building residents.

6. DETERMINATION (TRANSITIONAL HEIGHT and SHARED PARKING)

- a) *The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.*

The surrounding built environment is substantially developed and urban in character. The site abuts the I-170 Freeway to the west and small-scale commercial development along Laurel Canyon Boulevard. The remainder of the site is surrounded by an established residential neighborhood, primarily composed of single-family residences and some multi-family residential buildings. In addition, the site is directly adjacent to a private school and church.

The proposed project would enhance the built environment through the unified development of the site, and would include essential and beneficial uses through the synergetic balance of commercial, retail, office, and residential uses. The project will also benefit the community, city, and region by providing quality retail, entertainment, and office uses to area and would activate the regional commercial center of North Hollywood. The project also contributes much-needed multi-family housing units to the City's housing supply.

Transitional Height - Specific

The proposed project requests transitional height deviations for the portion of the site that is adjacent to the private school use in a residential zone. Along the school, the multi-family residential building (Residential Building B) exceeds the 33-foot height limit by one foot within 100 feet of the school, and also exceeds the 61-foot height limit by three-feet within 200 feet of the school. The commercial component of the project also contains a 76-foot tower element and other architectural features that rise to 72 feet in height on Commercial Building H, located approximately 40 feet from the school. These heights are limited to two architectural elements, while the majority of the building height is either 58 or 65 feet in height. These architectural elements exceed the 25-foot height limit by 51 feet within 50 feet of the school, exceed the 33-foot height limit by 43 feet within 100 feet of the school, and exceed the 61-foot height limit by 15 feet within 200 feet of the school.

Transitional height standards are primarily intended to protect single-family uses from massing impacts such as shade/shadows, reduced privacy, and aesthetic incongruity. However, the project's height deviations are primarily located adjacent to a private school and not residential areas. Even so, these adjacent residential buildings and commercial architectural features have been designed to avoid shade/shadow impacts to the school, and minimize intrusions to privacy by facing all residential balconies and all commercial entries or windows away from the school. Allowing for these deviations would permit the project to proceed with building heights and massing that execute architectural features that form a unified aesthetic and enhancement of the built environment, as well as provide adequate floor heights and essential floor area for additional community-serving retail and commercial uses.

Shared Parking - Specific

The Los Angeles Municipal Code requires that the commercial component of the project provide a minimum of 2,389 off-street parking spaces. The applicant requests a Determination for a shared parking agreement, to allow for the required parking spaces to be "shared" between the various commercial uses on-site (office, retail, restaurant, cinema, and health club). Since activity patterns for specific land uses vary throughout the day and year, parking spaces can potentially be utilized by more than one land use. The submitted Parking Study, completed by The Mobility Group in August 2016, modeled and analyzed the site's proposed use mix and concluded that the peak parking demand for the combination of commercial uses in the project would occur at 1 p.m. on a weekday, resulting in the need to provide 2,046 parking spaces on-site. In addition, the applicant is volunteering to reserve an additional 50 parking spaces for the sole use of the adjacent private school.

The project would provide 2,107 parking spaces in the following locations: 377 parking spaces in the office building's basement, 1,544 parking spaces in a multi-story parking structure, and 226 surface parking spaces throughout the site. Expected peak demand for the office building (830 spaces) would typically fill the office building parking and employees would utilize portions of the remaining commercial parking. Therefore, conditions have been included to not allow for the parking spaces within the office building (Commercial Building J) to be shared. The parking structure and surface parking would be able to accommodate any additional office demand, as well as all the retail, restaurant, health club, cinema, and private school demand, with some excess parking left over.

The sharing of on-site parking spaces would allow for an alternate use of the land which would otherwise be needed for parking facilities. This in turn, allows for the current site design and layout, and reduces the required height, bulk/massing, visual impact, and consumption of raw materials and resources that would otherwise be needed to construct additional parking levels of the parking garage. Therefore, the allowance for shared parking would enhance the built environment, while supporting the overall project and its benefits to the community, city, and region.

- b) The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.*

The subject property is zoned for commercial uses and will be redeveloped with a central mixed-use shopping center and offices, with new residential buildings buffering the eastern portion of the site adjacent to the nearby residential neighborhood. The proposed

development of the site includes: the adaptive re-use and rehabilitation of the former Macy's building; the creation of a unified commercial center containing a variety of retail, restaurant, health club, and cinema uses, with a multi-family residential component adjacent to the single-family residential neighborhoods; and the strategic installation of public and private recreational amenities throughout the 25-acre site. Building heights for the project will vary from approximately 22 feet to a maximum of 106 feet for the existing Macy's building, and the site and building design has been carefully crafted to minimize impact on neighboring uses.

Overall, the project facilitates a beneficial mix of uses and allows for a cohesive site design, creating active and safe pedestrian environments and offering a variety of amenities and open space features. The proposed project will not adversely affect the economic welfare of the community, since a vibrant regional shopping center is anticipated to positively impact the financial health of the property and improve the economic vitality of the area via increases in taxable revenue and local employment. Adequate parking, lighting, and security will be provided to ensure that there will be no adverse effect on the welfare of the surrounding community. Therefore, the project's location, uses, height, and other features would be compatible with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety.

Transitional Height - Specific

The tallest portions of buildings are concentrated into the center of the site, while building heights taper down closer to the adjacent school and residential uses. No shade/shadow impacts will occur on neighboring properties and conditions of approval have been included to restrict south-facing balconies on the residential building in consideration of the privacy and welfare of the adjacent school. The commercial building has also been designed to orient away from the school, so that active commercial frontages are only along the northern and western elevations of the building, and any loading or noise-generating back-of-house uses are located farthest from the school. Therefore, the requested building heights will not adversely affect adjacent properties or public health, welfare, and safety.

Shared Parking - Specific

The submitted Parking Study, completed by The Mobility Group in August 2016, modeled and analyzed the site's proposed use mix and concluded that the peak parking demand for the combination of commercial uses in the project would occur at 1 p.m. on a weekday, resulting in the need to provide 2,046 parking spaces on-site. In addition, the applicant is volunteering to reserve an additional 50 parking spaces for the sole use of the adjacent private school. The approval of shared parking spaces would result in an adequate supply for the proposed mix of uses, and no adverse impacts to the surrounding community or public welfare are expected, since parking can be fully accommodated on-site.

- c) *The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.*

The proposed project is in substantial conformance with the purposes, intent, and provisions of the General Plan, and is consistent with and will implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

Framework Element. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use,

housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a “Regional Center”, which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs and are typically developed with floor area ratios from 1.5:1 to 6.0:1 and building heights from six to twenty stories, but floor area and height standards may be further refined by local community plans.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, supporting the objectives of the Framework Element.

General Plan Land Use Designation. The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The site is also subject to Footnote No.3 of the Plan, which states that the Community Commercial designation corresponds to an average Height District No. 1 with a maximum of Height District No. 2. The proposed C2-1 zone and establishment of the Sign District (-SN) is consistent with the proposed land use designation and footnotes and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. The Plan also addresses circulation issues by stating that “*adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development*”.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or add any building limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. In addition, appropriate traffic mitigation measures and public right-of-way improvements have been imposed as conditions of approval for the project. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

- d) *The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.*

Transitional Height - Specific

The surrounding built environment is substantially developed and urban in character. The site abuts the I-170 Freeway to the west and small-scale commercial development along Laurel Canyon Boulevard. The remainder of the site is surrounded by an established residential neighborhood, primarily composed of single-family residences and some multi-family residential buildings. In addition, the site is directly adjacent to a private school and church.

The proposed project consists of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet, to serve as a regional destination and anchor for the community. The commercial and residential buildings are designed in a modern and contemporary aesthetic and are consistent with the design policies set forth in the Citywide Design Guidelines and Walkability Checklist. To engage the public open spaces and to screen parking facilities, the residential and commercial buildings have been wrapped with active uses along the ground-floor levels. These ground-floor elevations incorporate prominent pedestrian-scaled entrances and entry plazas, as well as articulated and transparent storefronts, residential entrances, and private porches. Overall, the building elevations utilize a variety of architectural features, building materials, and changes in building depth and color in order to create a consistent rhythm and cohesive theme throughout the project site.

Building heights for the project vary from approximately 22 feet to a maximum of 106 feet for the existing Macy's building, and the site and building design has been carefully crafted to minimize height and massing impact on neighboring uses. The tallest portions of buildings are concentrated into the center of the site, while building heights taper down closer to the adjacent school and residential uses. The multi-family residential buildings have employed a wedding-cake-style building design to step back the taller portions of the building away from the adjacent single-story residences, and several open-air courtyards have been punched in along each of the building facades for additional visual relief. No shade/shadow impacts will occur on neighboring properties and the project has been designed to orient any residential balconies on the south elevation of Residential Building B towards interior courtyards rather than to directly face the school campus. In addition, Commercial Building J has also been

designed to orient away from the school, so that active commercial frontages are only along the northern and western elevations of the building, and any loading or noise-generating back-of-house uses are located farthest from the school. These building and site characteristics ensure that the project has been designed to be sensitive to the adjacent school where deviations from transitional height requirements might result in the greatest impacts, therefore resulting in an overall project design that is compatible with the scale and character of the adjacent properties and neighborhood.

- e) *A lower total number of parking spaces than would otherwise be required will provide adequate parking for the uses. Such determination is based upon an analysis of parking demand.*

Shared Parking - Specific

The Los Angeles Municipal Code requires that the commercial component of the project provide a minimum of 2,389 off-street parking spaces. The submitted Parking Study, completed by The Mobility Group in August 2016, modeled and analyzed the site's proposed use mix and concluded that the peak parking demand for the combination of commercial uses in the project would occur at 1 p.m. on a weekday, resulting in the need to provide 2,046 parking spaces on-site. In addition, the applicant is volunteering to reserve an additional 50 parking spaces for the sole use of the adjacent private school. The approval of shared parking spaces would result in an adequate supply for the proposed mix of uses, and the applicant would provide some excess parking as well.

- a. *The maximum distance between each participating building or use and the nearest point of the shared parking facility shall be 750 feet, measured as provided in Section 12.21.A4(g).*

Each of the commercial buildings would be less than 750 feet from the nearest shared parking facilities, which include the parking structure and surface parking located throughout the site.

- b. *The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Department of City Planning which describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use will be available taking into account their hours of operation.*

The Parking Study, completed by The Mobility Group in August 2016 provided detailed uses, peak hour information for operation, parking requirements, calculation of parking efficiencies, and identification of the location of shared parking spaces. This information supported the study's findings that adequate parking and access to these facilities will continue after the project's implementation.

- c. *Reserved or otherwise restricted spaces shall not be shared.*

Restricted spaces include handicap stalls that are required to be striped and labeled by the Municipal Code. In addition, 50 additional parking have been set aside within the parking structure and are reserved for the exclusive use of the adjacent school. Neither of these parking space types will be included in the shared parking.

- d. *Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as may be deemed necessary by the Department of City Planning, in order to assure the continued maintenance and operation of the shared spaces, under the terms and conditions set forth in the original shared parking arrangement.*

The project has been conditioned to provide the necessary documents to meet and assure the continued maintenance and operation of shared spaces in accordance with the entitlement grant. Implementation of these conditions will assure proper adherence to the decision makers' standards. Execution of these documents will be necessary.

7. ADJUSTMENT (REDUCED REAR YARD SETBACK)

- a) *While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.*

As part of the application to develop the site, the applicant was approved for a Tract Map to subdivide the property into seven lots, including a lot for the existing Macy's building (Commercial Building J) and a separate lot for Residential Building A along Erwin Street. The request for the reduced rear yard for Residential Building A is primarily due to the restriction of the lot configuration of the site, which has been configured to accommodate the existing subsurface basement of the Macy's Building. The basement extends out northward 50 feet beyond the commercial building edge, up to the property line of the residential building lot. The extension of the subsurface basement requires that the commercial lot encompassing Building J also include the same extension area above-ground within the lot, thereby limiting the lot depth of the Residential Building A lot to approximately 200 feet. Imposing a full 18-foot rear yard for the residential building would further restrict the depth of the building, making the current building configuration, which includes a wrapped and screened internal parking element, infeasible without either reducing residential unit sizes or resulting in unscreened parking areas. Without the granting of the adjustment, the project would require a redesign of the current layout and circulation pattern. It would be impractical to redesign the current residential building configuration or reduce unit sizes, for the purpose of accommodating the underground location of adjacent commercial parking areas, while building separation distances above-ground exceed the 18-foot setback by over 40 feet.

Generally, the purpose and intent of setback regulations is to ensure adequate access to the buildings and privacy, light, and air. Above ground, the new residential building would still maintain a separation distance of at least 60 feet from the adjacent commercial building to the south. This building separation distance is adequate to protect the privacy and ensure proper access to both structures. Therefore, the site's characteristics and the improvements do make strict adherence to the zoning regulations impractical or infeasible, and the existing building separation distances will be maintained, which results in a project that is compatible with the spirit and intent of the setback regulations.

- b) *In light of the project as a whole including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.*

The subject property is zoned for commercial uses and will be redeveloped with a central mixed-use shopping center and offices, with new residential buildings buffering the eastern

portion of the site adjacent to the nearby residential neighborhood. The proposed development of the site includes: the adaptive re-use and rehabilitation of the former Macy's building; the creation of a unified commercial center containing a variety of retail, restaurant, health club, and cinema uses, with a multi-family residential component adjacent to the single-family residential neighborhoods; and the strategic installation of public and private recreational amenities throughout the 25-acre site. Building heights for the project will vary from approximately 22 feet to a maximum of 106 feet for the existing Macy's building, and the site and building design has been carefully crafted to minimize impact on neighboring uses.

Overall, the project facilitates a beneficial mix of uses and allows for a cohesive site design, creating active and safe pedestrian environments and offering a variety of amenities and open space features. The proposed project will not adversely affect the economic welfare of the community, since a vibrant regional shopping center is anticipated to positively impact the financial health of the property and improve the economic vitality of the area via increases in taxable revenue and local employment. Adequate parking, lighting, and security will be provided to ensure that there will be no adverse effect on the welfare of the surrounding community. Therefore, the project's location, uses, height, and other features would be compatible with the surrounding neighborhood, and would not adversely affect public health, welfare, and safety.

Specifically, the reduced rear yard setback for the residential lot would still result in at least 60 feet of separation from the residential structure to the commercial building to the south, with minimal impacts to privacy, noise, and safety. Therefore, the applicant's requests would be compatible with the surrounding development area and would not adversely affect adjacent properties or the public's safety.

- c) *The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.*

The proposed project is in substantial conformance with the purposes, intent, and provisions of the General Plan, and is consistent with and will implement policies in the North Hollywood – Valley Village Community Plan, a component of the Land Use Element of the General Plan:

Framework Element. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The framework plan denotes the project area as a "Regional Center", which is identified as a focal point for regional commerce, identity, and activity, and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Regional Centers are usually major transportation hubs and are typically developed with floor area ratios from 1.5:1 to 6.0:1 and building heights from six to twenty stories, but floor area and height standards may be further refined by local community plans.

The project site is currently underutilized with over twenty acres of surface parking and developed with a four-story commercial building and three-story office building. The proposed project would be an in-fill development comprised of a balanced mix of office, residential, retail, restaurant, fitness, and entertainment uses, with associated identifying and wayfinding signage. The project would intensify the use on the site, providing a mix of housing and employment to the area, supporting the objectives of the Framework Element.

General Plan Land Use Designation. The subject property is located within the North Hollywood – Valley Village Community Plan, updated and adopted by the City Council on May 14, 1996. The existing Plan designates the subject site for Community Commercial land uses with a corresponding zone of CR, C1, C1.5, C2, C4, RAS3, RAS4, P, and PB. The site is also subject to Footnote No.3 of the Plan, which states that the Community Commercial designation corresponds to an average Height District No. 1 with a maximum of Height District No. 2. The proposed C2-1 zone and establishment of the Sign District (-SN) is consistent with the proposed land use designation and footnotes and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The North Hollywood – Valley Village Community Plan further defines a subset of the Framework’s Regional Center area, which includes the project site and the adjacent Valley Plaza shopping center site, as the “Valley-Laurel Plaza Regional Shopping Area” (RSA), and states that the economic health of the community partially depends on the vitality of the Valley-Laurel Plaza RSA. The Plan proposes that the quantity of strip commercial zoning along certain streets outside Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The Plan also addresses commercial and residential issues broadly, and notes that there is “*potential for residential and mixed use development along commercial corridors*” and intends “*to promote economic wellbeing and public convenience through allocating and distributing commercial lands for retail, service and office facilities*”. The Plan also addresses circulation issues by stating that “*adequate highway improvements shall be assured prior to the approval of zoning, permitting intensification of land use in order to avoid congestion and assure proper development*”.

In addition, the site is within the Laurel Canyon Commercial Corridor Redevelopment Project Area for the Laurel Canyon commercial corridor. The Redevelopment Plan was prepared by the Community Redevelopment Agency (CRA) in response to the 1994 Northridge Earthquake to facilitate and provide for the repair and replacement of properties damaged or destroyed by the earthquake. The Plan does not further restrict land uses or add any building limitations which would be applicable to the proposed development. The site is not otherwise located within any other specific plan or special land use district.

The proposed mixed-use development is consistent with the General Plan Framework, Community Plan, land use designations, and Redevelopment Plan. The project will redevelop an underutilized site currently comprised of over 20 acres of surface parking areas as well as limited office and department store uses, and replace it with a higher concentration and variety of commercial uses (such as retail, market, service, and office facilities) and residential uses. The construction of an integrated commercial, retail, and residential development totaling approximately 1.3 million square feet would serve as a regional destination and anchor for the community. This proposal would improve the economic vitality of the area by integrating a mix of uses in-line with Plan policies for the Valley-Laurel Plaza Regional Shopping Area. In addition, appropriate traffic mitigation measures and public right-of-way improvements have been imposed as conditions of approval for the project. Therefore, as conditioned, the proposed project is consistent with the General Plan and the land use designation and will serve to implement the goals and objective of the adopted Community Plan.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

1. INTRODUCTION

INTRODUCTION

The City of Los Angeles (the “City”) has evaluated the environmental impacts of implementation of the NoHo West Project by preparing an environmental impact report (EIR) (Case Number ENV-2015-888-EIR/State Clearinghouse No. 2015041001). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the “CEQA Guidelines”). The findings discussed in this document are made relative to the conclusions of the EIR.

The EIR analyzed both the project originally proposed by the applicant (referred to here as the “Original Project”) and, among other project alternatives, a reduced project labeled Alternative 4B, which was analyzed both with and without an “Office Variation.” The City has selected a further reduced project that is similar to Alternative 4B. The approved project is referred to in these Findings as “Revised Project.” The term “Project” is used in these Findings for statements that are equally applicable to the Original Project, Alternative 4B, and the Revised Project; where a statement applies specifically only to the Original Project, Alternative 4B, or the Revised Project, the more specific terminology is used.

CEQA Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” CEQA Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(CEQA§ 21081[a]; see also CEQA Guidelines §15091[a].)

CEQA Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See also Citizens of Goleta Valley v. Board of Supervisors [Goleta II] (1990) 52 Cal.3d 553, 565.)

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (City of Del Mar v. City of San Diego [1982] 133 Cal.App.3d 410, 417 [City of Del Mar]). “[F]easibility’ under CEQA encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (Ibid.; see also Sequoyah Hills Homeowners Assn. v. City of Oakland [1993] 23 Cal.App.4th 704, 715 [Sequoyah Hills].)

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

Since the EIR identified significant effects that may occur as a result of the Revised Project, and in accordance with the provisions of the Guidelines presented above, the City hereby adopts these findings set forth in this document as part of the approval of the Revised Project. These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Revised Project in a manner consistent with the requirements of CEQA. These findings, in other words, are not solely informational, but rather constitute a binding set of obligations that come into effect with the City’s approval of the Revised Project.

The findings and determinations contained herein are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project and the EIR. The findings and determinations constitute the independent findings and determinations by the City in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Although the findings below identify specific sections within the EIR in support of various conclusions reached below, the City incorporates by reference and adopts as its own, the reasoning and analysis set forth in the EIR and thus relies on that reasoning, even where not specifically mentioned or cited below, in reaching the conclusions set forth below, except where additional evidence is specifically mentioned. This is especially true with respect to the City’s approval of all mitigation measures recommended in the EIR and the reasoning set forth in responses to comments in the EIR. The City further intends that if these findings fail to cross-reference or incorporate by reference any other part of these findings, any finding required or permitted to be made by this City with respect to any particular subject matter of the Project must be deemed made if it appears in any portion of these findings or findings elsewhere in the record. The EIR, comments and responses to comments, and all appendices are hereby fully incorporated herein by this reference.

RECORD OF PROCEEDINGS

The record of proceedings includes the documents and other materials that constitute the administrative record upon which the City approved the Revised Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;
- The Draft EIR and Appendices (December 2015) and Final EIR and Appendices (June 2016), and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Revised Project;
- The City of Los Angeles General Plan and related EIR;
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance.
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at City Hall, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

2. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

The 24.7-acre Project Site is located within the North Hollywood-Valley Village Community Plan Area of the City of Los Angeles and approximately 12 miles northwest of Downtown Los Angeles. Regional access to the Project Site is provided by the I-170 (Hollywood) Freeway immediately adjacent to the west and the US-101 (Hollywood) Freeway located 1.70 miles to the south. The addresses of the Project Site are 6100, 6150, 6152, 6152 ½, 6160 North Laurel Canyon Boulevard and 11931, 12001 West Oxnard Street. The Project Site fronts on Laurel Canyon Boulevard and Oxnard Street. The assessor's parcel numbers (APNs) for the Project Site are 2334-011-026 and 2334-011-027. The Project Site is currently developed with an approximately 90,000-square-foot, 3-story office building (currently used as both an office and educational/adult college); and an existing approximately 465,000-square-foot, 4-story Macy's Department Store (which includes an approximately 10,000-square-foot annex building).

PROJECT CHARACTERISTICS

The Project includes redevelopment/reuse of the Project Site with a mix of commercial, retail, and residential land uses. Approximately 16.44 acres (or 716,310 square feet) of the Project Site fronting Laurel Canyon Boulevard and Oxnard Street and near the 170 Freeway would be devoted to commercial use, with new interior access ways and private streets added for circulation. Approximately 8.26 acres (or 359,942 square feet) of the Project Site fronting Radford Avenue and Erwin Street would be developed with multi-family residential units.

The Project analyzed in the Draft EIR (referred to here as the “Original Project”) included the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street and the 10,000-square-foot Macy’s annex building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy’s building. The existing main Macy’s building would be expanded and re-used for approximately 500,000 square feet of office uses. The Original Project also involved the development of the remainder of the Project Site with approximately 300,000 square feet of commercial uses, as follows: approximately 142,513 square feet of retail land uses, 48,687 square feet of restaurant land uses, 40,000 square feet of health club/gym, and 68,800 square feet of cinema uses (with 1,750 seats).

Partly in response to comments received on the Draft EIR, the Project Applicant requested that the City consider a revised project alternative, which was named “Alternative 4B” and included in Section 3, Additions and Corrections, of the Final EIR. Alternative 4B is a reduced project, which includes less office use, fewer residential units, and more retail and restaurant uses when compared to the Original Project.

Alternative 4B includes the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street, the 10,000-square-foot Macy’s annex building, a 13,000-square-foot portion of the Macy’s building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy’s building. Alternative 4B would re-use approximately 205,000 square feet of the main Macy’s building for office uses (on the second through fourth floors) and restaurant uses (on the second floor). The remainder of the main Macy’s building would be converted to 316 parking spaces in the basement (in approximately 150,000 square feet) and approximately 60,000 square feet of retail on the ground floor. In total, Alternative 4B would include the following commercial uses: 189,184 square feet of office uses; 208,171 square feet of retail uses; 66,645 square feet of restaurant uses; 40,000 square feet of health club/gym uses; and 68,000 square feet of cinema uses (with 1,750 seats). In addition to the commercial uses, the Project Site would also be developed with 658 residential units in two buildings.

Potential variations in the mix of uses for the commercial portion of Alternative 4B would include the replacement of up to 65,000 square feet of retail use on the ground floor of the Macy’s building with 65,000 square feet of office use, and the replacement of up to 40,000 square feet of health use in Building G with 40,000 square feet of office (collectively referred to as the “Office Variation”). These variations in the mix of uses within the commercial center would not significantly change any impacts and would not alter the design or building envelope.

The Revised Project approved by the City is a slightly smaller version of Alternative 4B that would eliminate several significant impacts and reduce all impacts compared to the Original Project, and would have substantially similar impacts compared to Alternative 4B. The Revised Project includes a total of 572,000 square feet of commercial uses as follows: 244,150 square feet of office uses; 188,000 square feet of retail uses; 57,850 square feet of restaurant uses; 32,000 square feet of health club/gym uses; and 50,000 square feet of cinema uses (with 1,250

seats). In addition to the commercial uses, the Project Site would also be developed with 642 residential units in two buildings with 701,542 square feet. As compared to Alternative 4B, the Revised Project has 16 less residential units, approximately 12,300 square feet less residential floor area, and the same commercial floor area. Although the mix of commercial uses in the Revised Project is different from Alternative 4B, the mix of uses is within the range analyzed in the Final EIR under Alternative 4B or Alternative 4B/Office Variation.

PROJECT OBJECTIVES

The objectives of the Project are as follows:

1. Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
2. Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
3. Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
4. Provide the opportunity to maintain and re-use the existing Macy's Building.
5. Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
6. Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
7. Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
8. Create a range of construction and permanent jobs.
9. Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
10. Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.
11. Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
12. Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City's goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

ACTIONS REQUIRED

The approvals requested by the Project Applicant include the following:

1. Vesting Zone Change from P-1L, QC4-1L, and C4-1L to (Q)C2-1;
2. Master CUB for alcohol service in Project restaurants and cinema and alcohol sales at grocery store;
3. Transitional Height determination to allow heights to exceed allowances within 199 feet of R1 zoned property;
4. Vesting Conditional Use Permit to allow FAR averaging in a unified development project for the Project;
5. Zoning Administrator's Adjustment to allow a portion of one residential building to observe a 13.5-foot rear yard in lieu of an 18-foot rear yard;
6. Vesting Tentative Tract Map to subdivide the Project Site into five commercial and two residential lots;
7. Site Plan Review for a project over 50,000 square feet and 50 dwelling units;
8. Adoption of a Sign District;
9. Zoning Administrator's Determination for Shared Parking Approval to allow for shared off-street parking between commercial uses; and
10. Haul Route Approval.

3. CEQA REVIEW AND PUBLIC PARTICIPATION

For purposes of CEQA and these Findings, the Record of Proceedings for the Project described in Section 1.2 above includes (but is not limited to) the following documents:

Notice of Preparation. In compliance with CEQA Guidelines §15375 and §15082, the City published the Notice of Preparation (the "NOP"), which was sent to responsible agencies and interested parties for a 30-day review period starting on April 2, 2015, identifying the scope of the environmental issues. The NOP is included in Appendix B to the Draft EIR, and the responses to the NOP from agencies and interested parties are included in Appendix C to the Draft EIR.

Public Scoping Meeting. In compliance with CEQA Guidelines §15206 and §15082(c)(1), as a project of regional significance, a Public Scoping Meeting was held on April 16, 2015, at the Victory Boulevard Elementary School (6315 Radford Avenue, North Hollywood, CA 91606) to give the public the opportunity to provide comments as related to the Project and the issues the public would like addressed in the EIR.

Draft EIR. The Draft EIR was distributed for public review (including the State Clearinghouse) on December 3, 2015 for a 76-day review period with the comment period expiring on February 12, 2016. A Notice of Availability (NOA) was distributed to interested parties that informed them of where they could view the document and how to comment. The Draft EIR was available to the public at City Hall, Department of City Planning. A copy of the document was also posted

online at <http://planning.lacity.org/eir/NohoWest/deir/index.html>. Notices were filed with the County Clerk on December 3, 2015.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse on December 3, 2015, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. A total of 84 comment letters were received by the close of the public comment period. The specific and general responses to comments are in Section 2 (Responses to Comments) of the Final EIR. Responses to public agency comments were distributed to those public agencies on June 28, 2016.

The Final EIR was distributed on June 28, 2016. The Final EIR has been prepared by the City in accordance with CEQA and the CEQA Guidelines. The City has relied on Section 15084(d)(2) of the CEQA Guidelines that allows contracting with another entity, public or private, to prepare the EIR. The City has reviewed drafts of all portions of the EIR and subjected them to its own review and analysis. The Final EIR that was released for public review reflected the independent judgment of the City.

Errata. An Errata of minor corrections to the Final EIR was issued on August 23, 2016, and is available in the City record.

Certification. On July 26, 2016, a joint hearing was held by the City Planning Commission Hearing Examiner and the Deputy Advisory Agency. The Deputy Advisory Agency certified the EIR on September 9, 2016 in connection with its approval of the vesting tentative tract map.

The City certifies, pursuant to section 15090(a) of the CEQA Guidelines, that the Final EIR has been completed in compliance with CEQA; reflects the City's independent judgment and analysis; and has been present to the decision-making body, which reviewed and considered the information in it before approving the Revised Project.

4. LESS THAN SIGNIFICANT IMPACTS WITHOUT MITIGATION

Impacts of the Original Project that were determined to be less than significant in the EIR (including as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified below. The impact area and the appropriate section number follow the impact titling and follow the numbering conventions used in the EIR. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by Alternative 4B or the Revised Project and therefore, no additional findings are needed.

These findings do not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City adopts the reasoning of the EIR, City staff reports, and presentations regarding the Project.

AESTHETICS

The EIR discussed the impacts related to aesthetics in Section 4.B. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential Aesthetic impacts, which are less than significant and do not require mitigation.

Scenic Vistas

Implementation of the Project would not substantially affect any scenic vistas, since scenic vistas available from the Project area are largely obscured by existing development. Impacts related to scenic vistas would be less than significant.

Scenic Resources

The Project Site does not contain scenic resources including trees, rock outcroppings, or other unique or landmark features; none of these resources are located in proximity to the Project Site. Therefore, Project development would not cause the removal of scenic resources and thus, would result in a less than significant impact to scenic resources.

Visual Character and Compatibility

The Project would change the visual character of the Project Site by redeveloping the Site with two residential buildings, and new commercial structures, including a cinema, built around a central plaza with pedestrian and vehicular linkages to all commercial and residential uses. This change would not constitute a substantial degradation to the existing visual character of the Project Site and surrounding areas. Also, the Project would be consistent with the policies contained in the North Hollywood – Valley Village Community Plan and applicable Citywide Design Guidelines.

The Project includes adoption of supplemental zone district known as a Sign District, which would contain site-specific regulations permitting a variety of signage types and styles. The majority of the proposed signs would face the internal areas of the commercial portion of the Project Site and therefore would not be highly visible from the residential areas. The most visible signage includes the parking structure signs and larger Project identification signs. The parking structure signs include large vinyl panels along the west facing elevation of the parking structure as well as digital active displays at the north and south corners of the parking structure. However, these signs would be facing the SR-170 freeway and Laurel Canyon Boulevard. Additional signs would be located in the central plaza area, and therefore, would not be highly visible from the residential areas. The remaining signs would be identification signs located at Project entrances and at the major corners of the Project Site, which is typical of identification signage for a commercial development and would not adversely affect surrounding uses. As such, visual impacts related to the Project's proposed signage would be less than significant.

For all of these reasons, Project impacts related to visual character and compatibility would be less than significant. Implementation of Project Design Features B-1 through B-4 would further minimize Project impacts related to visual character and compatibility.

Project Design Features

- B-1** Temporary fencing would be installed around the Project Site during construction.
- B-2** All mechanical and electrical equipment that is located on the rooftops would be screened from public view.
- B-3** Utility equipment would be placed underground, screened from public view, or incorporated into the design of the Project.

- B-4** All landscaped areas would 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.

Views and Viewsheds

Due to existing surrounding buildings, public views toward the Verdugo Hills, Santa Susana Mountains, and the San Gabriel Mountains are currently partially obstructed. The development of the Project would not obstruct existing recognized or public views. Therefore, Project impacts related to views and viewsheds would be less than significant.

Shade/Shadows

During the winter, no shadow-sensitive uses would be shaded for more than three hours between the hours of 9:00 AM and 3:00 PM. During the summer, no shadow-sensitive uses would be shaded for more than four hours between the hours of 9:00 AM and 5:00 PM. Therefore, Project impacts related to shade/shadows would be less than significant.

Nighttime Light

Due to its scale in relation to existing development in the Project vicinity, light generated from the interior of the proposed buildings could potentially be seen from moderate distances from the Project Site. However, the increase in light that would be generated would not be out-of-character with the existing light sources in the Project vicinity. Furthermore, the light generated from the Project would comply with City regulations. Therefore, Project impacts related to nighttime light would be less than significant. Implementation of Project Design Feature B-5 and Regulatory Compliance Measure B-7 would further minimize Project impacts related to nighttime light.

Project Design Feature

- B-5** All exterior lighting would be designed with internal and/or external glare control and would be designed, arranged, directed, or shielded to contain illumination on-site.

Regulatory Compliance Measure

- B-7** Except as provided in the Sign District regulations adopted for the Project, the Project would comply with the generally applicable provisions of the City of Los Angeles Municipal Code and Building Code related to signage.

Daytime Glare

The Project's potential sources of glare that would be introduced into the Project area would not result in hazardous conditions to motorists or result in substantial glare due to the various features designed to minimize glare-related impacts. Therefore, Project impacts related to daytime glare would be less than significant. Implementation of Project Design Feature B-6 would further minimize Project impacts related to daytime glare.

Project Design Feature

- B-6** The exterior of the proposed structures shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Cumulative Impacts

The development of cumulative projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the visual character of each project to ensure consistency and that design standards are compatible with existing land uses. In addition, similar to the Project, the cumulative projects would be required to submit a landscape plan to the City for review and approval. None of the cumulative projects are located in close enough proximity to the Project to combine with the Project to create additional shadow impacts. The closest cumulative project (Cumulative Project No. 2) is not close enough to combine impacts as to light with the Project for any particular sensitive site.

FINDINGS

As the Revised Project would be smaller than, and of the same design as, the Original Project and would include all of the Project Design Features and the Regulatory Compliance Measure identified for the Original Project, impacts with respect to aesthetics would remain unchanged. Based on the EIR analysis and the whole of the record, the City finds that Revised Project impacts and cumulative impacts related to scenic vistas, scenic resources, visual character and compatibility, views and viewsheds, shade/shadows, nighttime light, and daytime glare would be less than significant.

AIR QUALITY

The EIR discussed the impacts related to air quality in Section 4.C. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses impacts with respect to operational emissions, toxic air contaminants, odors, and AQMP consistency, which are less than significant and do not require mitigation. Air quality emissions during construction are addressed in Section 5.4.C, further below.

Regional Operational Emissions

The Project's net regional operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions. Project impacts related to regional operational emissions would be less than significant. Implementation of Regulatory Compliance Measures C-8 through C-10 (compliance with CARB and SCAQMD regulations) would further reduce the Project's impact with respect to operational air quality.

Localized Operational Emissions

The Project's localized operational emissions would not exceed SCAQMD's localized significance thresholds for NO_x, CO, PM₁₀ and PM_{2.5} emissions. Project impacts related to localized operational emissions would be less than significant. Implementation of Regulatory Compliance Measures C-8 through C-10 (compliance with CARB and SCAQMD regulations) would further reduce the Project's impact with respect to operational air quality.

Sensitive Receptors (Operational Emissions)

Long-term operations of the Project would not exceed CO air quality standards at roadways in the area, and the Project would not result in any CO hotspots. In addition, the Project would not significantly increase the percentage of vehicles operating in cold start mode or substantially worsen traffic flow. For these reasons, the Project would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ associated with mobile sources at sensitive receptors. Therefore, Project operation impacts on sensitive receptors would be less than significant.

Toxic Air Contaminants (TACs)

Given the short-term construction schedule of approximately 31 months, construction of the Project would not represent a long-term (i.e., 70 years) source of TAC emissions on-site. Additionally, typical sources of acutely and chronically hazardous TACs include industrial truck stops and warehouse distribution facilities, neither of which would be included as part of the Project. Therefore, the Project would not result in any significant impacts related to TACs.

Odors

The Project would utilize typical construction techniques, and odors would be typical of most construction sites and temporary in nature. The Project would introduce new retail, restaurants, offices, and residences to the area and would not result in activities that create objectionable odors. Therefore, Project impacts related to odors would be less than significant.

Air Quality Management Plan (AQMP) Consistency

The Project satisfies both of the SCAQMD's criteria for determining consistency, the Project would be consistent with the AQMP, and impacts related to this issue would be less than significant.

Cumulative Impacts

As described in the EIR, SCAQMD thresholds are to be used for evaluating both project-specific and cumulative impacts. Therefore, air quality impacts that are not significant at the Project level also are not cumulatively considerable.

FINDINGS

The Revised Project would result in the same scope of construction as the Original Project, would generate fewer daily trips than the Original Project, and would include all of the Regulatory Compliance Measures identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project impacts and cumulative impacts related to regional operational emissions, localized operational emissions, sensitive receptors (operational emissions), TACs, odors, and AQMP consistency would be less than significant.

BIOLOGICAL RESOURCES

The EIR discussed the impacts related to biological resources in Section 4.A. of the Draft EIR. The following discussion addresses impacts with respect to special status species, riparian habitat/wetlands, migratory wildlife corridors, the City's tree preservation ordinance, and habitat conservation plans, which are less than significant and do not require mitigation.

Candidate, Sensitive, or Special Status Species

The Project Site is located in an urbanized area of the City and is surrounded by existing development. A portion of the Project Site contains some ornamental vegetation, and the Project Site does not support any sensitive species or habitat. Nevertheless, nesting birds are protected under the Federal Migratory Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10), and California Fish and Wildlife Code Section 3503, as expressed in Regulatory Compliance Measure A-1. Implementation of RCM A-1, would ensure that any potential impacts related to nesting birds, should they be encountered, are less than significant.

Riparian Habitat/Wetlands

The Project Site is located in an urbanized area of the City. The site does not contain any riparian habitat, sensitive natural community, or wetland that is identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Therefore, no impacts would occur.

Migratory Wildlife Corridor

The Project Site is located in an urbanized area of the City and is surrounded by existing development and roadway and utility infrastructure. The Project Site contains some ornamental vegetation, but given the developed nature of the Project Site and surrounding area, the area is not used as a wildlife corridor. Additionally, there are no waterways in the Project Site that are used by migratory fish, and there are no wildlife nursery sites in the area. Accordingly, the Project would not interfere 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, and no impact would occur.

Tree Preservation Ordinance

The Project Site contains various ornamental landscaping and 143 non-protected trees that would be replaced as part of the Project in accordance with the City's tree replacement requirements. As such, the Project would not conflict with the City's policy related to tree replacement, and impacts would be less than significant.

Habitat Conservation Plan

The Project Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Accordingly, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.

Cumulative Impacts

Because the Project would cause no impact to biological resources, it would not contribute to any significant cumulative impact to biological resources.

FINDINGS

The Revised Project would be constructed on the same Site as the Original Project, and therefore, would also result in no impact with respect to biological resources. Based on the EIR

analysis and the whole of the record, the City finds that the Revised Project would cause no impact and no cumulative impact related to biological resources.

CULTURAL RESOURCES

The EIR discussed the impacts related to cultural resources in Section 4.D. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses impacts with respect to historic resources, which are less than significant and do not require mitigation. Project impacts with respect to archaeological resources, paleontological resources, and human remains are addressed in Section 5.4.D, further below.

Historic Resources

The May Company building is not currently designated under any national, state, or local landmark programs. The property is not eligible for listing in the National Register, California Register, or for designation as a Los Angeles Historic-Cultural Monument due to a lack of historical or architectural significance and a lack of physical integrity. Additionally, it does not contribute to a potential historic district. Therefore, the May Company building is not historical, and the Project would have no impact related to historic resources.

Cumulative Impacts

Because the Project would cause no impact to historic resources, it would not contribute to any significant cumulative impact to historic resources.

FINDINGS

The Revised Project would be constructed on the same Site as the Original Project, and therefore, would also result in no impact with respect to historic resources. Based on the EIR analysis and the whole of the record, the City finds that the Revised Project would cause no impact and no cumulative impact related to historic resources.

GEOLOGY AND SOILS

The EIR discussed the impacts related to geology and soils in Section 4.E. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential geology and soils impacts, which are less than significant and do not require mitigation.

Fault Rupture

The Project Site is not located within an Alquist-Priolo Special Study or Fault Rupture Study Area, and no known faults are located within the Project Site boundaries. All development associated with the Project would be required by state law to meet Uniform Building Code (UBC) and California Building Code (CBC) requirements. No significant impacts related to fault rupture would occur. Implementation of Regulatory Compliance Measures E-1 and E-2 and Project Design Features E-3 would further minimize Project impacts related to geology and soils, including fault rupture.

Seismic Ground Shaking

The Project Site is located in a seismically active region. However, the Project would conform to all applicable provisions of the City Building Code, CBC, and the UBC. Adherence to current building codes and engineering practices would ensure that the Project would not expose

people, property or infrastructure to seismically-induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, no significant impacts related to seismic ground shaking would occur. Implementation of Regulatory Compliance Measures E-1 and E-2 (for compliance with the City's grading permit regulations and applicable air quality and stormwater standards) and Project Design Features E-3 would further minimize Project impacts related to geology and soils, including seismic ground shaking.

Liquefaction

Based on the Geotechnical Engineering Investigation prepared for the Project, the soils underlying the Project Site would not be capable of liquefaction during a major seismic event. Therefore, Project impacts related to liquefaction would be less than significant.

Landslides

Based on the Geotechnical Engineering Investigation prepared for the Project, the probability of seismically-induced landslides occurring on the Project Site is considered low due to the general lack of elevation difference slope geometry across or adjacent to the Site. Therefore, Project impacts related to landslides would be less than significant.

Substantial Erosion/Loss of Topsoil

During the Project's construction phase, the Project developer would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the Project Site. Also, the Project's developer would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. During the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, Project impacts related to substantial erosion/loss of topsoil would be less than significant.

Soil Stability

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking. However, neither the soil nor geologic conditions would preclude construction of the Project provided the recommendations of the Geotechnical Engineering Investigation are followed and implemented during design and construction. Therefore, Project impacts would be less than significant. Implementation of Regulatory Compliance Measures E-1 and E-2 (for compliance with the City's grading permit regulations and applicable air quality and stormwater standards) and Project Design Features E-3 would further minimize Project impacts related to geology and soils, including soil stability.

Expansive Soils

Based on the Geotechnical Engineering Investigation prepared for the Project, onsite geologic materials are in the very-low expansion range. Therefore, Project impacts related to expansive soils would be less than significant.

Septic Tanks

The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

Project Design Feature

E-3 Geological Engineering Investigation Recommendations

The Project shall comply with the Conclusions and Recommendations found on pages 11 through 49 of the Geotechnical Engineering Investigation, prepared by Geotechnologies, Inc., August 15, 2014, to the satisfaction of the Bureau of Engineering.

Cumulative Impacts

The impacts on each site are specific to that site and its users and would not be in common or contribute to (or be shared with, in an additive sense) the impacts on other sites. None of the cumulative projects propose elements or activities that would cause or accelerate geologic hazards offsite that would contribute to increased geological hazards on the Project Site.

FINDINGS

The Revised Project would be constructed on the same Site as the Original Project and would include all of the Regulatory Compliance Measures and Project Design Features identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to fault rupture, seismic ground shaking, liquefaction, landslides, substantial erosion/loss of topsoil, soil stability, expansive soils, and septic tanks would be less than significant.

GREENHOUSE GAS EMISSIONS

The EIR discussed the impacts related to GHG emissions in Section 4.F. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential greenhouse gas emission impacts; these cumulative impacts are less than significant and do not require mitigation.

GHG Emissions

Construction emissions of CO₂e would peak in 2017, when the Original Project would result in 43,947 pounds per day and Alternative 4B would result in 34,736 pounds per day of CO₂e during potential concurrent Site preparation and grading activities. During Project operations, the emissions for the Original Project and its associated California Air Resources Board (CARB) 2020 No Action Taken (NAT) scenario are estimated to be 29,296 and 42,875 MTCO₂e per year, respectively, which shows the Original Project would reduce emissions by 32 percent from the CARB 2020 NAT scenario. The emissions for Alternative 4B and its associated CARB 2020 NAT scenario are estimated to be 25,717 and 37,568 MTCO₂e per year, respectively, which shows Alternative 4B would reduce emissions by 31 percent from the CARB 2020 NAT scenario. Based on these results, both the Original Project and Alternative 4B meet the reduction target as a numeric threshold (15.3 percent) set forth in the 2014 Revised AB 32 Scoping Plan. Therefore, impacts related to GHG emissions would be less than significant.

Consistency with Applicable Plans and Policies

The Project would be consistent with a number of relevant plans and policies that govern climate change, including the Assembly Bill (AB) 32 Scoping Plan and the City's Green Building ordinance. In particular, the Project is consistent with the AB 32 Scoping Plan, which calls for reducing GHG emissions statewide to 1990 levels by 2020. In addition, the Project is consistent with SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which calls for regional growth and transportation emissions to be consistent with regional and State air pollution objectives. With regard to local policies and regulations, the Project will comply with the City of Los Angeles' Green Building Ordinance standards that reduce emissions beyond a Business As Usual (BAU) scenario. Therefore, Project impacts related to consistency with AB 32 would be less than significant.

FINDINGS

The Revised Project would result in substantially reduced GHG emissions during construction and operations compared to the Original Project. Based on the EIR analysis and the whole of the record, the City finds that the Revised Project's cumulative impacts related to GHG emission and consistency with applicable plans and policies would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

The EIR discussed the impacts related to hazards and hazardous materials in Section 4.G. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential hazards and hazardous materials impacts, which are less than significant and do not require mitigation.

Transport of Hazardous Materials

Construction of the Project would involve the temporary transport, use, or disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All of these materials would be used in a short-term nature during construction activities. Construction of the Project would comply with applicable regulations and would not expose persons to substantial risks resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance and through source reduction, recycling, on-site treatment, etc.), as well as the proper treatment and disposal of such wastes at licensed resource recovery facilities. Hazardous waste transporters would be required to complete and carry with him/her a hazardous waste manifest. Placarding of vehicles carrying hazardous materials would also occur in accordance with Title 49 of the Code of Federal Regulations (CFR). Therefore, Project impacts related to the transport of hazardous materials would be less than significant.

Release of Hazardous Materials

Evidence of polychlorinated biphenyls (PCB) containing equipment (fluorescent light ballasts) was observed on the Project Site at the time of the Site reconnaissance. If asbestos-containing materials (ACMs) are found to be present, they would be abated in compliance with SCAQMD Rule 1403, as well as other State and federal rules and regulations, including CAL-OSHA Asbestos for the Construction Industry Standard, EPA rules and regulations, and industry standards. Lead-based paint (LBP) found in the buildings shall be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance

with applicable federal, state, and local regulations. Therefore, Project impacts related to release of hazardous materials would be less than significant. Regulatory Compliance Measures G-1 through G-3 summarize the existing regulations related to PCBs, ACMs, and LBP that are required to be implemented.

Hazards within One-Quarter Mile of a School

Although schools are within one-quarter mile of the Project Site, the Phase I ESA prepared for the Project Site did not identify any Recognized Environmental Conditions (RECs) associated with the Project Site. Therefore, Project impacts related to hazards within one-quarter mile of a school would be less than significant.

Listed Hazardous Materials Sites

The Project Site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

Airport Land Use Plan or Hazard

The closest airport is the Bob Hope Airport located approximately 1.5 miles northeast of the Site. However, the Project is not within an airport hazard area. In addition, the airport's runways are oriented north-south and east-west, whereas the Project Site is southwest of the airport. The Site is not within the airport influence area. Therefore, no impact related to this issue would occur.

Emergency Response or Evacuation Plan

All emergency plans, procedures, and evacuation signs would be submitted to the Los Angeles Fire Department (LAFD) for inspection and approval prior to their implementation. Therefore, Project impacts related to emergency response or evacuation plan would be less than significant.

Wildland Fires

The Project Site is located within an improved suburban area and is not located within or near any areas susceptible to wildland fires. Therefore, no impacts related to wildland fires would occur.

Cumulative Impacts

The Project, together with cumulative projects, would not create an impact that is cumulatively considerable, as each project would have to comply with site-specific development standards and state hazardous materials handling and transporting regulations. Therefore, cumulative impacts would be less than significant.

FINDINGS

The Revised Project would require approximately the same amount of demolition as the Original Project and would not introduce new uses in addition to those described for the Original Project. The Revised Project would also include the same Regulatory Compliance Measures identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to transport of hazardous materials, release of hazardous materials, hazards within one-quarter mile of a

school, listed hazardous materials sites, airport land use plan or hazard, emergency response or evacuation plan, and wildland fires would be less than significant.

HYDROLOGY AND WATER QUALITY

The EIR discussed the impacts related to hydrology and water quality in Section 4.H. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential hydrology and water quality impacts, which are less than significant and do not require mitigation.

Water Quality

Implementation of appropriate project design features and compliance with local, state and federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water. In order to prevent both short-term (construction) and long-term (operational) impacts to water quality, the Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) water quality permit from the Los Angeles Water Quality Control Board (LARWQCB), and would be designed and constructed to comply with the requirements of the LARWQCB Order No. R4-2012-0175; NPDES Permit No. CAS004001; the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ; and the City of Los Angeles, Department of Public Works, Bureau of Sanitation, Watershed Protection "How to Build Protection for Mother Nature Into Your Project, Standard Urban Stormwater Urban Mitigation Plans (SUSMP) Site-Specific Mitigation Plans." Requirements of the SUSMP are enforced through the City's plan approval and permit process. Therefore, Project impacts related to water quality would be less than significant. Regulatory Compliance Measures H-1 through H-4 support the existing regulations related to water quality that are required to be implemented.

Groundwater

The Project Site is nearly completely impervious. Therefore, limited to no groundwater recharge currently occurs at the Project Site. The Project would not substantially change the amount of impervious surface. In addition, the Project would be served by the municipal water and sewer system, and no production wells for a source of water are planned to be installed. Therefore, Project impacts related to groundwater would be less than significant.

Drainage

The Project would alter the on-site drainage patterns due to the development of the buildings and open space areas, which would change the elevations of the Project Site. However, this alteration would not result in on-site erosion or siltation because all runoff would be directed to the storm drain infrastructure. In addition, the Project would be increasing the landscaping at the Project Site as compared to existing uses. Since the Project Site is entirely paved predominantly by a surface parking lot, the Project would allow for some additional pervious surfaces through landscaped and open space areas. Therefore, no impacts related to drainage would occur.

Runoff

Required design elements, as established in the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles County, would be incorporated into the Project, which would minimize the off-site conveyance of pollutants. Therefore, Project impacts related to runoff would be less than significant.

100-Year Flood

The Project Site is not located within a 100-year flood hazard area. Therefore, the Project would not result in any impacts related to the 100-year flood.

Flooding from Levee or Dam

The Project Site is located within the potential inundation boundary of the Hansen Dam. The risk of failure of Hanson Dam is considered remote and does not present a significant risk of loss, injury or death to people or structures. Therefore, Project impacts related to flooding from levee or dam would be less than significant.

Inundation by Seiche, Tsunami, or Mudflow

No major water-retaining structures are located immediately upgradient from the Project Site. The Project Site is not in an area susceptible to seiches, tsunamis, or mudflows. Therefore, the Project would not result in any impacts related to inundation by seiche, tsunami, or mudflow.

Cumulative Impacts

Similar to the Project, each of the four cumulative projects in the vicinity would be required to prepare and implement a SWPPP and/or SUSMP and undergo a preliminary review by the City to determine what drainage improvement and BMPS would be required to ensure no significant water quality issues occur. In addition, the Project and cumulative projects must implement more stringent BMPs than those in use under existing conditions. For all of these reasons, no significant cumulative impacts to hydrology and water quality would occur.

FINDINGS

The Revised Project would be constructed on the same Site as the Original Project and would include all of the Regulatory Compliance Measures identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to water quality, groundwater, drainage, runoff, 100-year flood, flooding from levee or dam, and inundation by seiche, tsunami, or mudflow would be less than significant.

LAND USE AND PLANNING

The EIR discussed the impacts related to land use and planning in Section 4.I. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential land use and planning impacts, which are less than significant and do not require mitigation.

Physically Divide an Established Community

The Project Site is developed and located in a dense suburban area of the City and the Project is not of a size or type to physically divide a community. No impacts related to this issue would occur.

Consistency Analysis

The Project would be substantially consistent with all of the applicable plans, policies, and regulations associated with development of the Project Site. Therefore, no significant impacts related to consistency with applicable plans, policies, and regulations would occur. Regulatory

Compliance Measure I-1 ensures consistency with applicable components of the commercial and residential Citywide design guidelines.

Zoning

With approval of the requested approvals, the Project would conform to the Zoning Code provisions applicable to the Project. Therefore, Project impacts related to zoning would be less than significant.

Conservation Plan

The Project Site is not subject to any applicable habitat conservation plan or natural community conservation plan. No impacts related to this issue would occur.

Cumulative Impacts

Future development associated with the cumulative projects would support additional buildout of Los Angeles and the surrounding area. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers, providing a variety of housing options, and increasing the number of retail and commercial uses. Further, all cumulative projects would be subject to the same local development and mitigation standards as the Project.

FINDINGS

The Revised Project would require the same approvals as the Original Project and would include the same Regulatory Compliance Measure identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to physical division of an established community, consistency with existing land use plans, zoning, and conservation plans would be either less than significant or nonexistent.

NOISE

The EIR discussed the impacts related to noise in Section 4.J. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to operational noise, vibration (from construction and operation), and distance from an airport, which are less than significant and do not require mitigation. Potential impacts with respect to construction noise are addressed in Section 5.4.J, further below.

Operational Noise

The greatest Project-related noise increases would be 0.4 dBA L_{eq} along Laurel Canyon Boulevard between Victory and Sylvan in both directions in the AM peak hour, and 0.5 dBA L_{eq} on the northbound side of Laurel Canyon Boulevard between Victory and Sylvan during the PM peak hour. These increases would be inaudible, and below the 5 dBA increase considered noticeable by the public at large. Therefore, Project impacts related to operational noise would be less than significant.

Construction Vibration

Vibration velocities could range from 0.003 to 0.089 inch/second peak particulate velocity (PPV) at 25 feet from the source activity, with corresponding vibration levels ranging from 58 vibration

decibels (VdB) to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use. The peak particle velocity and vibration levels that would occur at these on- and off-site sensitive uses during construction would be less than the thresholds associated with building damage.

The vibration levels experienced at off-site sensitive receptors could range from 65 VdB at the 11926 Oxnard Street residence to 94 VdB at the Laurel Hall School's mobile classrooms. Pursuant to Federal Transportation Authority (FTA) guidance, the vibration impacts from construction of the Project would exceed the 80 VdB considered acceptable for residences at the two sensitive receptor locations on the Laurel Hall School campus that are adjacent to the Project Site. However, any human annoyance would be temporary and would not be evaluated against FTA standards, because those standards are generally applied to long-term operations. Therefore, Project impacts related to construction vibration would be less than significant.

Operational Vibration

Project-related traffic would expose nearby residential land uses and other sensitive receptors during long-term operations to a vibration level far less than 75 VdB. Therefore, Project impacts related to operational vibration would be less than significant.

Within Two Miles of Airport

Although the Project Site is approximately 1.5 miles southwest of Bob Hope Airport, the Project Site is not located within the Airport Influence Area which extends as far west as Tujunga Boulevard and represents the geographic area that could be impacted by flight paths in and out of the regional airport. The Project Site also does not fall within the airport's 65 dB, 70 dB, or 75 dB Community Noise Equivalent Level (CNEL) noise contours that are associated with airport flights paths that expose the public to elevated noise levels. The Project Site is not located in the vicinity of a private airstrip. Therefore, Project impacts related to being located within two miles of an airport would be less than significant.

Cumulative Impacts

For the reasons stated in the EIR, the Project would not combine with any of the cumulative projects to cause a cumulatively significant operational noise, construction vibration, operational vibration or airport proximity impact. At a minimum of 750 feet from the Project Site, cumulative projects are not near enough to result in cumulative construction noise or vibration impacts; the Project's operational noise and vibration impacts are too small to be cumulatively considerable; and proximity to an airport is a site-specific impact.

FINDINGS

The Revised Project would result in similar vibration-inducing construction activity compared to the Original Project. The Revised Project would not add operational uses to those included in the Original Project, and therefore would generate similar stationary source noise on the Project Site. The Revised Project would generate substantially fewer daily vehicle trips than the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to construction vibration, operational noise, operational vibration, and being located within two miles of an airport would be less than significant.

POPULATION AND HOUSING

The EIR discussed the impacts related to population and housing in Section 4.K. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential population and housing impacts, which are less than significant and do not require mitigation.

Construction

The construction of the Project would result in increased employment opportunities in the construction field, which could potentially result in increased population and demand for housing in the vicinity of the Project Site. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households due to the construction employment associated with the Project. No impacts related to this issue would occur.

Operation Infrastructure

The Project Site is currently developed with several buildings and is located within an urbanized area in the City. Thus, the construction of a potential growth-inducing roadway or other infrastructure extensions would not be required. No impacts related to this issue would occur.

Population and Employee Generation

It is estimated that the Original Project and Alternative 4B would generate approximately 1,848 or 1,638 residents, respectively, using the Growth and Infrastructure Report rate of 2.49 persons per unit for the Community Plan Area based on 2014 estimated population and housing units. It is estimated that the Original Project would generate approximately 2,114 net employees and that Alternative 4B would generate approximately 1,122 net employees, or 1,227 net employees under the Office Variation. The Project would contribute a negligible percentage of the estimated population and housing growth in the City. The Project's residents and housing units would be within the Southern California Association of Governments' (SCAG) estimates and Regional Housing Needs Assessment (RHNA) allocation. Thus, the Project does not represent a substantial or significant growth as compared to the existing characteristics. In addition, the Project would help respond to the unmet housing demand in both the North Hollywood Community Plan and the City as a whole. Specifically, the Project would help achieve a portion of the household growth forecast for the City of Los Angeles, while also being consistent with regional policies to reduce urban sprawl and efficiently utilize existing infrastructure. Therefore, Project impacts related to population and employee generation would be less than significant.

The Revised Project would generate fewer residents than the Original Project and Alternative 4B. The Revised Project would generate fewer employees than the Original Project and approximately the same number of employees as Alternative 4B. Therefore, the Revised Project would not cause substantial, unplanned growth.

Displace Housing or Persons

The Project Site does not include existing residential uses and the Project would not displace a substantial number of existing housing units or displace a substantial number of people. No impacts related to this issue would occur.

Cumulative Impacts

For the reasons stated in the EIR, the Project would not combine with the cumulative projects to cause a significant cumulative impact to population or housing. The Original Project and the cumulative projects combined would add approximately 4,980 residents and 3,623 employees, which would be well within growth projections for the City; both Alternative 4B and the Revised Project would add fewer residents and employees.

FINDINGS

The Revised Project would cause reduced growth in residents and employment compared to the Original Project and reduced growth in residents compared to Alternative 4B. Based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to construction employment, operation infrastructure, population and employee generation, and displacement of housing or persons would be less than significant.

PUBLIC SERVICES

The EIR discussed the impacts related to public services in Section 4.L. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to fire protection, police protection (during operation), schools, parks, and libraries, which are less than significant and do not require mitigation. Potential impacts with respect to police protection (during construction) are addressed in Section 5.4.L, further below.

Fire Protection - Construction

Construction is not considered to be a high-risk activity, and the Los Angeles Fire Department (LAFD) is equipped and prepared to deal with construction-related traffic and fires should they occur. Due to the limited duration of construction activities and compliance with applicable codes, Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, the Project's construction-related impacts on fire protection services would be less than significant. Regulatory Compliance Measures L.1-1 through L.1-4 state compliance with existing fire regulations. Project Design Features L.1-5 through L.1-8 further minimize the Project's need for fire protection services.

Project Design Features

- L.1-5** The construction contractors and work crews shall (1) properly maintain the mechanical equipment according to best practices and the manufacturers' procedures; (2) ensure proper storage of flammable materials; and (3) cleanup of spills of flammable liquid.
- L.1-6** If there are partial closures to streets surrounding the Project Site, flagmen shall be used to facilitate the traffic flow until the street closure around the construction is complete.
- L.1-7** During demolition and construction, LAFD access from major roadways shall remain clear and unobstructed.
- L.1-8** The design of the Project Site shall provide adequate access for LAFD equipment and personnel to the structures.

Fire Protection - Operation

The Water Operations Division of the Los Angeles Department of Water and Power (LADWP) would perform a detailed fire flow study at the time of permit review (plan check) in order to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Division 7, Section 57.09.06 of the Fire Code requirements. The nearest fire station with an engine and truck company (such as a Light Force) is Station No. 89, approximately 1.12 miles away. Additional fire stations are within 2.0 miles (Station Nos. 60 and 102). Therefore, the Project's operational impacts on fire protection services would be less than significant.

Police Protection – Operation

As a result of the Project, the LAPD would add up to three police officers to maintain current resident service ratios. The demand for three additional officers to maintain current resident service ratios would not require the expansion, consolidation, or relocation of the North Hollywood Community Police Station, the construction of which could cause a significant impact. The Project's direct minimal population increase and associated demand for police services, along with the provision of on-site security features, coordination with the LAPD, and incorporation of crime prevention features would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Therefore, Project impacts on police protection services would be less than significant. Project Design Feature L.2-6 further minimizes the Project's need for police protection services.

Project Design Feature

L.2-6 The Project shall provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services.

Schools

The Original Project would result in approximately 1,087 additional LAUSD students and Alternative 4B would result in approximately 763 additional LAUSD students (or 791 students under the Office Variation). The Project Applicant would be required to pay applicable developer fees, which would ensure that Project impacts related to school services would be less than significant. Regulatory Compliance Measure L.3-1 summarizes the existing regulation related to school services required to be implemented.

Regulatory Compliance Measure

L.3-1 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

Based on six acres of regional parkland per 1,000 residents, the Original Project would generate an additional demand for approximately 11 acres of regional parkland and 7.39 acres of neighborhood and community parkland; Alternative 4B would generate demand for 9.8 acres of

regional parkland and 6.6 acres of neighborhood and community parkland. The Project Applicant would be required to pay applicable parkland fees, as stated in Regulatory Compliance Measure L.4-1, which would ensure that Project impacts related to parks would be less than significant.

Libraries

The Project would increase the demand for library services through its resident population, but it would not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. An additional branch is only recommended when a community reaches a population of 90,000. The Project population combined with reasonable localized growth (approximately 0.73% annual growth rate) would not increase the service population to 90,000 persons. Consequently, the LAPL has confirmed that there are no planned improvements to add capacity through expansion of any identified branch or build any new libraries in the area. Therefore, Project impacts related to libraries would be less than significant.

Cumulative Impacts

As stated in the EIR, cumulative development combined with the Project would not cause the LAFD, LAPD or LAPL to construct new or expanded facilities; cumulative school impacts would be mitigated by the payment of Government Code section 65995 school facility development fees; and cumulative park demand would be met through developer park fee payments under City ordinances.

FINDINGS

The Revised Project would result in reduced impacts compared to the Original Project, and approximately the same impacts compared to Alternative 4B, with respect to fire protection services, police protection services (operation), parks, and libraries, and would include all of the Project Design Features and Regulatory Compliance Measures identified for the Original Project and Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to fire protection services, police protection services (operation), schools, parks, and libraries would be less than significant.

TRANSPORTATION/TRAFFIC

The EIR discussed the impacts related to transportation/traffic in Section 4.M. of the Draft EIR and Section 3 of the Final EIR. The following discussion summarizes the Project's impacts with respect to CMP facilities, Caltrans facilities, residential streets, Project Site access, and alternative modes of transportation. The Project's transportation/traffic impacts with respect to construction impacts to schools are addressed in Section 5.4.M, further below. Alternative 4B's transportation/traffic impacts with respect to construction traffic and intersection level of service are addressed in Section 6.4.M, also further below.

CMP Facilities and Caltrans Facilities

Under either the Original Project or Alternative 4B, the number of vehicle trips would not exceed the CMP threshold of 150 trips in any one direction at any of the freeway monitoring locations closest to the Project Site during either AM or PM weekday peak hours.

LADOT and Caltrans have entered into a series of agreements designed, among other things, to establish screening thresholds designed to identify when a project may have potential impacts to Caltrans facilities, including freeway segments and ramps. The applicable screening thresholds are established per agreement between LADOT and Caltrans, memorialized in a Memorandum of Understanding dated October 2013 (the "2013 LADOT/Caltrans MOU"). The 2013 LADOT/Caltrans MOU sets a capacity threshold of 1,500 veh/hr/lane for freeway ramp level of service analysis. The 2013 LADOT/Caltrans MOU and the 1,500 veh/hr/lane screening threshold are applicable to the Project, based on the fact that the Project MOU for the Project's Traffic Study was approved and signed by LADOT on March 4, 2015. Actual traffic counts in the Traffic Study for each off-ramp facility were conducted in November 2014 (see Draft EIR page 4.M-8). Thus, off-ramp level of service for the Project was calculated using the applicable 1,500 vehicles per hour/per lane capacity as specified in the 2013 LADOT/Caltrans MOU. The 2013 LADOT/Caltrans MOU establishes a threshold for all ramps and does not state that a different analysis is needed to determine appropriate ramp capacity for a controlled ramp.

The purpose of the 2013 LADOT/Caltrans MOU is to identify if there is a need for any further CEQA analysis. Per the 2013 LADOT/Caltrans MOU, the following thresholds apply for off-ramps:

- For a freeway off-ramp operating at LOS D, if Project-related vehicle trips were to exceed 2% of the assumed ramp capacity of 1,500 vehicles per hour per lane, then additional analysis is required.
- For a freeway off-ramp operating at LOS E or F, if Project-related vehicle trips were to exceed 1% of the assumed ramp capacity of 1,500 vehicles per hour per lane, then additional analysis is required.

Therefore any freeway off-ramps operating at LOS C or better do not exceed the threshold check, indicating that no significant impacts would be anticipated.

The threshold check was conducted consistent with the 2013 LADOT/Caltrans MOU using traffic count data collected in November 2014. The resulting evaluation showed that all freeway off-ramp locations identified are expected to operate at LOS C or better and therefore do not meet the criteria requiring further analysis. It should be noted that the Traffic Study identified that the existing conditions at the intersection of Oxnard Street & SR-170 Northbound Ramps are LOS C during the AM peak hour and LOS B during the PM peak hour, as shown in Table 2.2 of the Traffic Study, and based on traffic counts conducted in November 2014. In addition, the Traffic Study shows that the freeway off-ramp operates at LOS B in the AM peak hour and LOS C in the PM peak hour, as shown in Table E-3 of the Traffic Study, based on traffic counts conducted in November 2014 and analyzed using the methodology outlined in the 2013 LADOT/Caltrans MOU. The combination of the threshold check results and the existing conditions at the intersection indicate that no significant impacts would be anticipated.

Therefore, Project impacts related to CMP facilities and Caltrans facilities including SR-170, SR-101 and SR-134 would be less than significant.

Project Site Access

Five of the six principal driveway locations would be at mid-block locations, and would be located away from adjacent intersections, at locations with good visibility for both drivers and pedestrians. The sixth driveway location, East Oxnard Street, is the northern leg of the SR-170 Northbound Ramps & Oxnard Street intersection. As this driveway operates as part of a

signalized intersection, pedestrians and bicyclists will be afforded clear visibility and refuge from any potentially hazardous conditions through the use of the existing crosswalks located in three of the intersection approaches. All driveways would be perpendicular to the roadway and are proposed with standard curb-cuts and designs, and would thus afford good visibility to drivers and pedestrians. All Project driveways would be designed in accordance with LADOT standards and approvals. All driveways would operate at LOS D or better, below City thresholds. Therefore, Project impacts related to driveways would be less than significant.

Alternative Transportation Modes

In the Project vicinity, there is an existing bike lane (backbone) along Laurel Canyon Boulevard from Hamlin Street to Riverside Drive. In addition, a future bike lane (backbone) is proposed for Victory Boulevard from Lankershim Boulevard to Clybourn Avenue. The Project would not conflict or interfere with any existing or future bicycle lanes. In addition, transit use was assumed to be negligible due to the distance to major transit stations in the area. Finally, access has been designed to afford clear visibility to pedestrians and bicyclists. Therefore, Project impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

Residential Street Analysis

An analysis of residential street cut-through traffic is included in Appendix E to the Final EIR. A majority of the streets located in close proximity to the Project Site are non-continuous streets due in large part to the location and borders of the Project Site itself. The local streets to the immediate north of the Project Site (Agnes Avenue, Ben Avenue, and Gentry Avenue) are physically separated from the Project Site by an existing raised median located along Erwin Street. As such, vehicle traffic using these streets cannot access the Project Site and would therefore not provide any time-savings or connectivity above that afforded by Radford Avenue or Laurel Canyon Boulevard. The local streets to the immediate east of the Project Site (Carpenter Avenue, Morella Avenue, and Simpson Avenue) do not provide direct access to the Project Site, as they are all oriented in a north-south direction. Again, these streets would not provide any time-savings or increased connectivity that is not available from Radford Avenue. Calvert Street is a local street located east of the Project Site and north of Oxnard Street. This street is also physically separated from the Project Site by an existing raised median prohibiting direct access into the Project Site. As vehicles entering the Project Site would be required to travel either north along Radford Avenue to Erwin Street or south to Oxnard Street to gain access, the use of Calvert Street does not provide any time-savings above that provided by Oxnard Street.

Project traffic using Radford Avenue, or Erwin Street east of the Agnes Avenue intersection, is expected to primarily be traffic from the residential portion of the Project. This traffic is expected to use Radford Avenue to access Victory Boulevard to travel to/from the Project Site to the north and east and is expected to use Oxnard Street to travel to/from the Project Site to the south and east. Residential traffic is also expected to use Erwin Street to access Laurel Canyon Boulevard before turning either north to Victory Boulevard or south to Oxnard Street.

Vehicles traveling to/from the east are not expected to use Erwin Street as it does not provide any time-savings or additional connectivity to the Project Site when compared to either Victory Boulevard or Oxnard Street. As with Erwin Street, none of the other neighborhood streets would provide any time-savings or mobility options that would make them attractive as an alternative "cut-through" route for traffic traveling to the east.

FINDINGS

The Revised Project's impacts with respect to CMP facilities, Caltrans facilities, project site access and alternative transportation modes would be reduced compared to those of the Original Project and approximately the same as those of Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts and cumulative impacts related to CMP facilities, Caltrans facilities, project site access and alternative transportation modes would be less than significant.

UTILITIES AND SERVICE SYSTEMS

The EIR discussed the impacts related to utilities and service systems in Section 4.N. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses all potential utilities and service systems impacts, which are less than significant and do not require mitigation.

Wastewater – Construction

Project construction would involve off-site construction for sewer connection and related infrastructure upgrades if required. This infrastructure construction would not be expected to create a significant impact to the physical environment because: (1) existing service would not be disrupted; (2) replacement of the sewer lines, if required, would be within public and private rights-of-way; and (3) the existing infrastructure (sewer lines and connectors) would be replaced with improved infrastructure in areas that have already been significantly disturbed. Therefore, the Project's construction related impacts related to wastewater would be less than significant. Regulatory Compliance Measure N.1-2 requires compliance with existing regulations related to wastewater service. Project Design Feature N.1-3 further minimizes the Project's demand for wastewater service.

Project Design Feature

N.1-3 In the event of full or partial public street closures, such as during the construction of new wastewater lines, the Construction Traffic Management Plan shall be implemented.

Wastewater – Operation

It is estimated that the Original Project would generate a net total of approximately 149,387 gallons per day (gpd) of wastewater and that Alternative 4B would generate approximately 110,760 gpd (or 112,110 gpd for the Office Variation). There is adequate treatment capacity within the Hyperion Treatment Plant (HTP) system to accommodate the Project, and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity. As HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation is well within the existing capacity, the Project would not exceed the wastewater treatment requirements of LAWQCB. Therefore, Project impacts related to wastewater treatment would be less than significant. Regulatory Compliance Measure N.1-1 states compliance with the Green Building Ordinance related to wastewater service.

Stormwater

The Project would neither create, nor contribute, runoff water that would result in the need for any additional storm water drainage facilities. Low Impact Development (LID) is a storm water management strategy that seeks to prevent impacts of runoff and storm water pollution as close

to its source as possible. Therefore, Project impacts related to stormwater would be less than significant.

Water – Construction

Water consumption would be required to accommodate construction activities, such as soil watering (i.e. for fugitive dust control), clean up, masonry, painting, and other related activities. The construction activities requiring water would not create substantial water demand. Typically, fugitive dust watering is provided by private purveyors and not provided by on-site water sources. Reclaimed/recycled water can be used for dust control. Overall, construction activities would require minimal water consumption and would not be expected to have adverse impact on available water supplies or existing water distribution systems. Therefore, the Project's construction-related impacts on water service would be less than significant. Regulatory Compliance Measure N.2-5 states the project is subject to existing regulations related to water service. Project Design Feature N.2-6 further minimizes the Project's demand for water service.

Project Design Feature

N.2-6 In the event of full or partial public street closures, such as during the construction of new water lines, the Construction Traffic Management Plan shall be implemented.

Water Treatment

The Original Project is estimated to consume a total of approximately 182,370 gpd; Alternative 4B is estimated to consume approximately 133,927 gpd (or 135,655 for the Office Variation). The Project would not require new or expanded water treatment facilities. Therefore, Project impacts related to water treatment would be less than significant. Regulatory Compliance Measures N.2-2, N.2-3, and N.2-4 state that the project will comply with existing regulations such as the Green Building Code, the Water Management Ordinance, and the Low Impact Development Ordinance.

Fire Flow

The Project design includes features to increase the capacity of existing water infrastructure in accordance with LADWP standards, which take into account LAFD fire flow and pressure requirements. The Water Operations Division of the LADWP would perform a detailed fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Fire Code requirements for the Project. In addition, proposed plot plans are required to be submitted to the LAFD for review for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, which would ensure that the Project would not create any undue fire hazard. Therefore, Project impacts related to fire flow would be less than significant. Regulatory Compliance Measure N.2-1 summarizes the above-mentioned existing regulations related to fire flow required to be implemented.

Water Supply

The LADWP Board of Commissioners approved a WSA prepared for the Project in accordance with requirements of Senate Bills 610 and 221. Existing water supply sources would be adequate to serve the Project, and the Project would not require new or expanded water supply sources. Therefore, Project impacts related to water supply would be less than significant.

Solid Waste – Construction

The Project is predicted to generate a total of approximately 10,380 tons of solid waste during demolition and 2,521 tons of solid waste over the construction period. The Mesquite Landfill would have adequate capacity to accept the Project's demolition and construction waste. Therefore, the Project's construction related impacts related to solid waste would be less than significant. Regulatory Compliance Measure N.3-2 indicates that conformance with existing regulations related to solid waste will be implemented. Project Design Feature N.3-4 further minimizes the Project's need for landfill capacity.

Project Design Feature

N.3-4 To the maximum extent feasible, demolition and construction debris including, but not limited to, concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials shall be recycled and salvaged.

Solid Waste – Operation

It is estimated the Original Project would generate a net total of approximately 6.78 tons per day (tpd) of solid waste and Alternative 4B would generate approximately 5.5 tons per day (or 5.1 tpd for the Office Variation). The Sunshine Canyon Landfill can accept 12,100 tpd and currently accepts an average of 7,107 tpd, and could therefore accommodate the additional solid waste resulting from the Project. In addition, the Project could be served by the Mesquite Regional Landfill (simultaneously with Sunshine, or after Sunshine closes in 2033), which can accept 20,000 tons per day, with an overall capacity of 600 million tons and a lifespan of 100 years. Thus, the Project would not cause a need for new or expanded landfill capacity. Therefore, Project impacts related to solid waste would be less than significant. Regulatory Compliance Measures N.3-1 and N.3-3 state that existing Municipal Code requirements to include a designated recycling area and mandatory recycling services will be implemented.

Comply with Recycling Regulations

The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. Solid waste generated on-site by the Project would be disposed of in accordance with all applicable federal, state, and local regulations and policies related to solid waste, including (but not limited to) AB 939, CiSWMPP, SRRE, Ordinance No. 171687 and the Framework Element of the General Plan. The Project developer would provide clearly marked, durable, source sorted recycling bins throughout the Project Site to facilitate recycling in accordance with Ordinance No. 171687. Therefore, Project impacts related to compliance with recycling regulations would be less than significant.

Energy Conservation

Electricity – Construction

Electricity used to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers, and for lighting when necessary for general construction and renovation activity would generally not result in a net increase in on-site electricity use over existing conditions, since the Project Site is currently occupied. Therefore, the Project's construction-related impacts on electricity would be less than significant.

Electricity – Operation

The Original Project would demand approximately 8,567,262 kw-h/year of electricity; Alternative 4B would demand approximately 5,802,942 kw-h/year (or 5,861,942 kw-h/year for the Office Variation). The Project's electricity demand is within the anticipated demand of the LADWP system. Therefore, Project impacts related to electricity would be less than significant. Regulatory Compliance Measures N.4-1 through N.4-3 state that the project will comply with existing regulations such as the City's Green Building Ordinance and Green Building Code, as well as the California Energy Code. Project Design Feature N.4-4 further minimizes the Project's demand for energy.

Project Design Feature

N.4-4 The Project shall use Energy Star appliances where available.

Natural Gas – Construction

Construction equipment fuels (diesel, gas, or natural gas) would be provided by local or regional suppliers and vendors. The Project's construction activities would not require new or expanded natural gas supplies. Therefore, the Project's construction related impacts on natural gas would be less than significant.

Natural Gas – Operation

The Original Project is estimated to demand approximately 3,318,033 cf/month of natural gas; Alternative 4B would demand approximately 2,599,602 cf/month (or 2,505,102 for the Office Variation). It was found that operation of the Project would not require new or expanded natural gas supplies. Therefore, Project impacts related to natural gas would be less than significant.

Transportation Energy

Based on the Original Project's estimated vehicle miles traveled (VMT) of 45,048,578 million per year, and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 22.711 mpg, approximately 1,983,558 gallons of fuel would be required in a year. In 2012, California consumed a total of 337,666 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector. Thus, the Original Project would represent 0.014 percent of the statewide gasoline consumption. Gasoline consumption for Alternative 4B would be substantially reduced due to lower total VMT for a smaller project. Therefore, Project impacts related to transportation energy would be less than significant.

FINDINGS

The Revised Project would generate substantially less wastewater and solid waste than the Original Project, and would consume substantially less water, natural gas, electricity and transportation energy than the Original Project. The Revised Project would generate approximately the same wastewater and solid waste, and would consume approximately the same water, natural gas, electricity and transportation energy, as Alternative 4B. The Revised Project would include all of the Regulatory Compliance Measures and Project Design Features identified for the Original Project. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts related to wastewater, water, solid waste, and energy conservation would be less than significant.

5. LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Revised Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Revised Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

AIR QUALITY

The EIR discussed the impacts related to air quality in Section 4.C. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to construction emissions, which would not result in significant impacts with implementation of the identified mitigation measures.

Regional Construction Emissions

The Project would generate regional VOC and NO_x emissions during the Project's construction phase in excess of the significance threshold for these pollutant emissions. Compliance with SCAQMD Rule 403 and Rule 1113 (Regulatory Compliance Measures C-6 through C-7), and with implementation of Mitigation Measures C-1 through C-5 and Project Design Features C-11 through C-13, the Project's regional construction-related emissions would be reduced and would not exceed the significance thresholds. Impacts would be less than significant.

Mitigation Measures

- C-1** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- C-2** Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.
- C-3** At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.
- C-4** Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades>.

- C-5** Lengthen the period for the application of architectural coatings to four months or limit application of coatings to no more than 35,156 square feet of surface area per day to minimize any daily emissions of VOC that could exceed SCAQMD thresholds of significance.

Project Design Features

- C-11** The Project Applicant shall ensure that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to the Laurel Hall School. The City shall ensure that haul routes are designed to comply with this measure.
- C-12** The Project Applicant shall provide for the funding for the replacement of air filters at the beginning and at the end of construction in any air conditioning units at Laurel Hall School.
- C-13** The Project Applicant shall provide advance notification of the Project's anticipated general construction schedule and a specific schedule for site grading and preparation activities.

Localized Construction Emissions

The Project would generate localized NO_x, PM₁₀, and PM_{2.5} emissions during the Project's construction phase in excess of the significance threshold for these pollutant emissions. Compliance with SCAQMD Rule 403 and Rule 1113 (Regulatory Compliance Measures C-6 through C-7), and with implementation of Mitigation Measures C-1 through C-5, Regulatory Compliance Measures C-6 and C-7, and Project Design Features C-11 through C-13, the Project's localized construction-related emissions would be reduced and would not exceed the significance thresholds. Impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measures C-1 through C-5 listed previously.

Project Design Features

Refer to Project Design Features C-11 through C-13 listed previously.

Sensitive Receptors (Construction-Related Emissions)

Nearby sensitive receptors could be exposed to substantial concentrations of localized pollutants NO₂, PM₁₀, and PM_{2.5} from construction of the Project. Specifically, construction activities would exceed SCAQMD LST thresholds for NO₂, PM₁₀ and PM_{2.5}. Compliance with SCAQMD Rule 403 and Rule 1113 (Regulatory Compliance Measures C-6 through C-7), and with implementation of Mitigation Measures C-1 through C-5 and Project Design Features C-11 through C-13, the Project's localized construction-related emissions would not exceed the significance threshold, and sensitive receptors would not be exposed to substantial pollutant concentrations. Impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measures C-1 through C-5 listed previously.

Project Design Features

Refer to Project Design Features C-11 through C-13 listed previously.

FINDINGS

The Revised Project would substantially reduce construction emissions compared to the Original Project because it would be smaller than the Original Project, and would cause similar construction emissions to those of Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts would be significant absent mitigation, but that Mitigation Measures C-1 through C-5, Regulatory Compliance Measures C-6 and C-7, and Project Design Features C-11 through C-13 are hereby incorporated into the Revised Project and avoid or substantially lessen the significant regional construction emissions, localized construction emissions, sensitive receptors (construction-related emissions) impacts to less than significant.

RATIONALE

As discussed above, the Revised Project would have potentially significant impacts during the construction phase with respect to regional VOC and NO_x emissions, localized NO_x, PM₁₀, and PM_{2.5} emissions, and exposure of nearby sensitive receptors to concentrations of NO₂, PM₁₀ and PM_{2.5} exceeding SCAQMD local significance thresholds. The primary generator of regional VOC and NO_x emissions would be the operation of diesel-fueled construction equipment and VOC emissions from the application of architectural coatings. Localized NO_x, PM₁₀, and PM_{2.5} emissions primarily result from vehicle exhaust and fugitive dust emissions of off-road construction vehicles.

The regional and local construction-related emissions were estimated using SCAQMD's CalEEMod software (2103.2.2 model) based on the Revised Project's proposed construction schedule of 31 months. The air quality thresholds of significance recognize that the South Coast Air Basin is an area with high air pollution potential due to its climate and topography. The thresholds of significance were designed to protect human health and welfare, and the most sensitive persons, including the elderly, children, and people with cardiovascular and chronic respiratory diseases.

Implementation of Mitigation Measures C-1 through C-5, Regulatory Compliance Measures C-6 through C-7, and Project Design Features C-11 through C-13, would reduce the Revised Project's regional and local construction-related emissions below SCAQMD's recommended significance thresholds. Specifically, Mitigation Measures C-1 through C-4 and Regulatory Compliance Measure C-6 would substantially reduce on-site NO_x emissions to below the regional significance threshold and emissions of PM₁₀ and PM_{2.5} to below the local threshold of significance. Mitigation Measure C-5 and Regulatory Compliance Measure C-7 would substantially reduce daily VOC emissions below the regional significance threshold. Further, implementation of Project Design Features C-11 through C-13 would lower the concentrations of NO₂, PM₁₀, and PM_{2.5} below the local significance thresholds for the sensitive receptors near the Project Site. The maximum mitigated regional and localized construction emissions would not exceed the SCAQMD regional and local significance thresholds and construction of the Revised Project after implementation of the above-referenced mitigation measures will not conflict with the purpose of the air quality standards to protect the health and welfare of the population.

Implementation of the above mitigation measures would reduce the Revised Project's impacts with respect to regional construction emissions, localized construction emissions, sensitive receptors (construction-related emissions) during construction to a less than significant level. For these reasons, discussed in more detail in the below-referenced sections of the EIR, construction air quality impacts would be less than significant after mitigation.

REFERENCE

For a complete discussion of impacts with respect to regional construction emissions, localized construction emissions, sensitive receptors (construction-related emissions), please see Section 4.C, Air Quality, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. See Section 2.2 of these Findings above for the Project Characteristics of the Revised Project.

CULTURAL RESOURCES

The EIR discussed the impacts related to cultural resources in Section 4.D. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to archaeological resources, paleontological resources, and human remains, which would not result in significant impacts with implementation of the identified mitigation measures.

Archaeological Resources

No known archaeological resources are located within the Project Site. Further, the Project Site is located in an urbanized area, which has been previously disturbed by construction activities. However, the possibility remains that unknown archaeological resources could be located subsurface. Implementation of Mitigation Measure D-1 would ensure that Project impacts related to archaeological resources would be less than significant.

Mitigation Measure

- D-1** If any archaeological materials are encountered during the course of Project development, all further development activity shall be halted in the area of the discovery and:
- a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center located at California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The archaeologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
 - d. Project development activities may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center at California State University Fullerton.

- e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Paleontological Resources

No known paleontological resources are located within the Project Site. Further, the Project Site is located in an urbanized area, which has been previously disturbed by construction activities. However, the possibility remains that unknown paleontological resources could be located subsurface. Implementation of Mitigation Measure D-2 would ensure that Project impacts related to paleontological resources would be less than significant.

Mitigation Measure

- D-2** If any paleontological materials are encountered during the course of Project development, all further development activities shall be halted in the area of the discovery and:
- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b. The paleontologist’s survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.
 - d. Project development activities may resume once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.
 - e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
 - f. A covenant and agreement binding the applicant to this condition shall be recorded prior to the issuance of a grading permit.

Human Remains

No known human remains are located within the Project Site. Further, the Project Site is located in an urbanized area, which has been previously disturbed by construction activities. However, the possibility remains that unknown archaeological resources (including human remains) could be located subsurface. Implementation of Mitigation Measure D-3 would ensure that Project impacts related to human remains would be less than significant.

Mitigation Measure

- D-3** In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
- a. Stop immediately and contact the County Coroner.
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendant of the deceased Native American.
 - d. The most likely descendant has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
 - e. If the descendant does not make recommendations within 48 hours, the owner shall reinter the remains in an area of the property secure from further disturbance.
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

FINDINGS

The Revised Project would have the same potential impacts to archaeological resources, paleontological resources, and human remains as the Original Project and Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's would be significant absent mitigation, but that Mitigation Measures D-1 through D-3 are hereby incorporated into the Revised Project and avoid or substantially lessen the significant impact related to archaeological resources, paleontological resources, and human remains to less than significant.

RATIONALE

The Project Site is located in an urban area that has previously been disturbed by construction activities and any archaeological resources which may have existed at the time would have likely already been unearthed or disturbed. Although it is unlikely that archaeological resources will be discovered during the construction of the Revised Project, it remains a possibility that archaeological resources could be encountered during excavation. Implementation of Mitigation Measure D-1 would protect any subsurface archaeological resources discovered by ensuring effective monitoring, identification, recovery, and analysis of any archaeological resource found during site preparation. This would safeguard any potential archaeological resource and ensure that important California history or prehistory would be preserved.

Similarly, since the Project Site has previously been disturbed and any paleontological resources existing at the time would have likely been unearthed or disturbed, it is unlikely that paleontological resources would be discovered during construction of the Revised Project. However, it is possible that paleontological resources may be discovered during construction of the Revised Project, and impacts to these resources would be significant. Since implementation of Mitigation Measure D-2 would provide for the preservation and recovery of any paleontological resources encountered during the construction of the Revised Project, the

Revised Project would not directly or indirectly destroy paleontological resources at the Project Site and any potential significant impact to paleontological resources would be reduced to less than significant.

In terms of human remains, the Native American Heritage Commission is unaware of any human remains at the Project Site. As with archaeological and paleontological resources, prior construction activities would likely have unearthed any human remains existing at that time, however, there is a possibility that human remains could be located subsurface and impacts to these human remains would be potentially significant. Since implementation of Mitigation Measure D-3 would ensure the identification, recovery, and proper treatment of any human remains discovered during construction of the Revised Project, the potential impacts related to human remains would be reduced to less than significant.

Implementation of Mitigation Measures D-1 through D-3 would ensure that impacts related to archaeological resources, paleontological resources, and human remains would be reduced to a less than significant level. For the reasons set forth above, and as more fully described in the referenced EIR provisions below, potentially significant impacts to archaeological resources, paleontological resources, and human remains would be reduced to a less than significant level.

REFERENCE

For a complete discussion of Project impacts related to archaeological resources, paleontological resources, and human remains, please see Section 4.D, Cultural Resources, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. See Section 2.2 above for the Project Characteristics of the Revised Project.

NOISE

The EIR discussed the impacts related to noise in Section 4.J. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to construction noise, which would not result in significant impacts with implementation of the identified mitigation measures.

Construction Noise

The estimated construction-related noise levels associated with the Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the Los Angeles Municipal Code (LAMC). During the demolition and grading phases, haul trucks could add an average of 15 trips over a ten-hour workday, which would not double roadway traffic volumes on local streets. Further, the Project Site is immediately adjacent to the SR-170 freeway, allowing immediate access for haul trucks via Oxnard Street, which would minimize travel on local roads with sensitive receptors. Compliance with City of Los Angeles Building Regulations Ordinance No. 178048 regarding construction site noticing (Regulatory Compliance Measure J-7) and implementation of Mitigation Measures J-1 through J-6 and Project Design Feature J-8 would: (1) reduce ambient noise increases at the nearby receptors below the 75 dBA limit established in the LAMC for construction machinery at 50 feet; and (2) reduce noise increases below 10 dBA on any given day, below 5 dBA for more than ten days in a three-month period, and below a 5 dBA noise increase overall. As such, construction noise impacts would be reduced to less than significant.

Mitigation Measures

- J-1** Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.
- J-2** Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight from ground level construction equipment powered by internal combustion engines to the adjacent sensitive receptors shall be installed.
- J-3** All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.
- J-4** All construction areas for staging and warming-up equipment shall be located as far away as possible from adjacent residences and sensitive receptors.
- J-5** Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.
- J-6** A haul route for exporting demolition materials from the site to a nearby landfill shall access the Hollywood Freeway (SR-170) via Oxnard Street and should minimize travel on residential streets with sensitive receptors. Similarly, import of materials should use the SR-170 off-ramp at Oxnard Street.

Project Design Feature

- J-8** The City shall require that truck deliveries and haul routes during construction, to the extent feasible, shall be directed away from Laurel Hall School.

FINDINGS

The Revised Project would reduce the duration of construction noise compared to the Original Project because it would be smaller than the Original Project, and would cause similar construction noise to Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts would be significant absent mitigation, but that Mitigation Measures J-1 through J-6, Regulatory Compliance Measure J-7, and Project Design Feature J-8 are hereby incorporated into the Revised Project and avoid or substantially lessen the significant noise-related land use compatibility impact to less than significant.

RATIONALE

Construction of the Revised Project would generate noise from on-site construction equipment and noise off-site from the use of haul trucks transporting demolition materials from the Project Site.

To determine ambient noise levels near the Project Site, noise measurements were taken at several sensitive receptors near the Project Site. The noise measurements indicated that motor vehicles traveling on adjacent roadways were the predominant cause of noise. Given the ambient noise levels and the proximity of the sensitive receptors to the Project Site, the

estimated construction-related noise levels for the Revised Project would potentially cause the noise impacts from the construction of the Revised Project to exceed the numerical noise threshold of 75 dBA at a distance of 50 feet for construction activities. Further, the construction-related noise levels for the Revised Project would exceed the 5 dBA noise increase threshold identified as significant by the LAMC.

The temporary sound barriers set forth in Mitigation Measure J-2 can achieve a reduction of a minimum of 10 dBA at a distance of 50 feet and can block the line-of-sight from certain ground level construction equipment to the nearby sensitive receptors. Implementation of Mitigation Measure J-2 would decrease the construction-related noise levels for the Revised Project to below 75 dBA at the sensitive receptors. Implementation of Mitigation Measure J-3 would further achieve a sound attenuation of at least 3 dBA at a distance of 50 feet by equipping all powered construction equipment with exhaust mufflers or other noise reduction devices. Mitigation Measures J-1, J-4, and J-5 and Regulatory Compliance Measure J-7 would further reduce the construction-related noise impacts by providing advance notification to off-site residential and schools uses within 500 feet of the Project Site of construction activities, locating construction staging areas and warming-up construction equipment as far away as possible from the sensitive receptors, and providing portable noise sheds for smaller equipment, when feasible. The mitigated construction noise levels are reduced below levels of significance as ambient noise levels at the nearby receptors are below the 75 dBA limit for construction equipment at a distance of 50 feet, and noise increases are reduced below 10 dBA on any given day, below 5 dBA for more than ten days in a three-month period, and below a 5 dBA noise increase overall.

Haul truck activity occurring during the construction of the Revised Project is not expected to significantly increase ambient levels by 5dBA at the sensitive receptors because the haul trucks would not double roadway traffic volumes and the Project Site is immediately adjacent to the SR-170 freeway, allowing immediate access to the freeway from Oxnard Street thereby minimizing travel on local roads. Although noise impacts from haul trucks would be less than significant, implementation of Mitigation Measure J-6 would further minimize noise generated by haul trucks on local roadways with sensitive receptors by ensuring that trucks importing or exporting materials from the Project Site immediately access or exit SR-170 via Oxnard Street. Implementation of Project Design Feature J-8 further reduces off-site construction-related noise impacts on sensitive receptors by requiring truck deliveries and haul routes to be directed away from Laurel Hall School to the extent feasible.

Accordingly, implementation of Mitigation Measures J-1 through J-6, Regulatory Compliance Measure J-7, and Project Design Feature J-8 would ensure that impacts related to construction noise levels are less than significant. For the reasons set forth above, and as more fully described in the referenced EIR provisions below, potentially significant impacts due to construction-related noise would be reduced to a less than significant level.

REFERENCE

For a complete discussion of noise impacts, please see Section 4.J, Noise, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. See Section 2.2 above for the Project Characteristics of the Revised Project.

PUBLIC SERVICES

The EIR discussed the impacts related to Public Service in Section 4.L. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to

police protection (during construction), which would not result in significant impacts with implementation of the identified mitigation measures.

Police Protection - Construction

With implementation of Mitigation Measures L.2.1 and L.2-2, construction of the Project would not be expected to affect the LAPD's ability to respond to emergencies to the extent that there would be a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. Therefore, the Project's construction-related impact on police protection services would be less than significant. Regulatory Compliance Measures L.2-3 and L.2-4 state existing regulations for temporary construction fencing and compliance with "Design Out Crime" guidelines related to police protection services. Project Design Feature L.5-5 further minimizes the Project's need for police protection services.

Mitigation Measures

- L.2-1** The Project Applicant shall provide for the deployment of a private security guard to monitor and patrol the Sites, appropriate to the phase of construction throughout the construction period. The patrol shall be deployed at times that are typical within the local-area construction industry for a Project of this size.
- L.2-2** The Project Applicant shall provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD, to facilitate police response.

Project Design Feature

- L.2-5** Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAPD.

FINDINGS

The Revised Project would cause the same impact with respect to police protection services during construction as the Original Project and Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts would be significant absent mitigation, but that Mitigation Measures L.2-1 and L.2-2, Regulatory Compliance Measures L.2-3 and L.2-4, and Project Design Feature L.2-5 are hereby incorporated into the Revised Project and avoid or substantially lessen the significant impacts to police protection services (construction) to less than significant.

RATIONALE

Construction sites can result in an increase in demand for police protection services since construction sites have increased potential for trespass and theft. Implementation of Mitigation Measure L.2.1 will address the potential impacts related to public services by providing a private security patrol on the Project Site as needed and appropriate during the construction of the Revised Project. Implementation of Mitigation Measure L.2.2 will facilitate police response as LAPD will be provided with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD.

The installation of temporary construction fencing around active construction areas at the Project Site, and incorporation of design guidelines relating to security during construction

pursuant to Regulatory Compliance Measures L.2.3 and L.2.4 will further reduce the potential for trespass and theft. Project Design Feature L.2-5 further minimizes the Revised Project's need for police protection services by requiring marked emergency access points. Accordingly, with the implementation of Mitigation Measures L.2-1 and L.2-2, Regulatory Compliance Measures L.2-3 and L.2-4, and Project Design Feature L.2-5, the Revised Project's impacts to police protection services will be reduced to less than significant. For the reasons set forth above, and as more fully described in the referenced EIR provisions below, potentially significant impacts to police protection during construction would be reduced to a less than significant level.

REFERENCE

For a complete discussion of Project impacts related to public services, please see Section 4.L, Public Services, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. See Section 2.2 above for the Project Characteristics of the Revised Project.

TRANSPORTATION/TRAFFIC

The EIR discussed the impacts related to transportation/traffic in Section 4.M. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential construction traffic impacts with respect to proximity to a school, which would not result in significant impacts with implementation of the identified mitigation measures. Potential impacts with respect to construction traffic and intersection level of service are addressed in Section 6.4.M, further below.

Construction Impacts to Schools

The Project is located adjacent to a private school and one block from a public elementary school. Therefore, potential construction traffic impacts to school operations were evaluated. The Project is adjacent to the Laurel Hall School, which is a private school. The nearest public school is Victory Boulevard Elementary, which is located one block to the north of the Project Site. There are intervening residential buildings between the Project and the school, which would reduce construction traffic impacts to the public school. Due to the proximity of both public and private schools, Mitigation Measure M-8 is recommended, which requires construction activities to be coordinated with these schools. With implementation of mitigation, Project construction impacts related to proximity to a school would be less than significant.

Mitigation Measure

M-8 LAUSD Transportation Branch shall be contacted at (213) 580-2950 regarding the potential impact upon existing school bus routes. Laurel Hall School shall also be contacted regarding the potential impact upon existing school bus routes.

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for transported students.
- During and after construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.

- Pursuant to the California Vehicle Code, other trucks and construction vehicles that encounter school buses using red-flashing-lights must-stop-indicators shall stop.
- The Project Manager or designee shall have to notify the LAUSD Transportation Branch and Laurel Hall School of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas.
- Contractors shall maintain safe and convenient pedestrian routes to all nearby schools. The applicable Pedestrian Route to School map can be found at <http://www.lausd-oehs.org/saferoutestoschools.asp> and a pedestrian route map shall also be requested from Laurel Hall School.
- Contractors shall maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted.
- Contractors shall maintain ongoing communication with Laurel Hall School administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted.
- Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Construction vehicles shall avoid, to the extent feasible, travel on streets immediately adjacent to Laurel Hall School and Victory Elementary School.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, shall occur on or adjacent to a school property. The staging and parking of construction-related vehicles shall be located as far away from Laurel Hall School as feasible.
- Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

FINDINGS

The Revised Project would reduce the duration of construction impacts near schools compared to the Original Project because the Revised Project would be smaller, and therefore require reduced construction activity compared to the Original Project. The Revised Project would cause similar impacts to those of Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts would be significant absent mitigation, but that Mitigation Measure M-8 is hereby incorporated into the Revised Project and avoid or substantially lessen impacts related to proximity to a school to less than significant.

RATIONALE

The Project Site is located adjacent to Laurel Hall School and approximately one block away from Victory Boulevard Elementary. Construction activity associated with the Revised Project is expected to occur over a period of approximately 31 months occurring on weekdays between 7:00 AM and 9:00 PM and between 8:00 AM and 6:00 PM on Saturdays.

During the construction of the Revised Project, haul trips and concrete/delivery trips are expected to travel to and from the Project Site. Haul trips consist of removing demolition debris and are expected to occur Mondays to Saturdays between 7:00 AM and 4:30 PM. Two primary haul routes and two secondary haul routes have been identified for use by trucks traveling to or from the Project Site.

To assess potential impacts, daily truck trips were converted into estimated average passenger-car equivalent (PCE) trips per hour using a passenger-car equivalent of 2.0. The number of truck trips would vary depending on the type of work being performed. During the demolition and site preparation stages, haul truck trips are expected to average between 75 and 150 truck trips per day. This would be equivalent to between 11 and 21 PCE trips per hour. During the grading and construction stages, haul trips would typically average between 100 and 150 trips per day. This would be equivalent to between 14 and 21 PCE trips per hour. No haul trips are expected to occur during the paving and architectural coating stages.

Concrete/delivery truck trips are expected to occur during 28 months of the construction period. These trips would occur throughout the scheduled construction times of 7:00 AM to 9:00 PM weekdays and 8:00 AM to 6:00 PM on Saturdays and holidays. Concrete/delivery truck trips are not expected during the demolition stage. During the site preparation stage, concrete/delivery truck trips are expected to average approximately 75 truck trips per day, equivalent to approximately 11 PCE trips per hour. During the grading and construction stages, concrete/delivery truck trips are expected to range between 75 and 100 trips a day, corresponding to between 11 and 14 PCE trips per hour. During the paving and architectural coating stages, concrete/delivery truck trips are expected to range between 5 and 20 trips per day, or approximately 1 to 3 PCE trips per hour.

The majority of truck trips would occur outside the peak periods. Even during peak traffic periods, these overall volumes of trips would not be expected to cause significant traffic impacts. However, during the construction period, there may be times when the number of trips could potentially cause temporary impacts that would result in some temporary and intermittent reductions in street and intersection capacity on roadways adjacent to the Project Site. Since such increases in delays and travel times would be noticeable to drivers, construction-related traffic impacts to nearby schools would be potentially short-term and temporary significant impacts.

Since the Project Site is located adjacent to Laurel Hall School and one block from Victory Boulevard Elementary, implementation of Mitigation Measure M-8 would reduce any potential traffic impacts related to the construction of the Revised Project to less than significant. Mitigation Measure M-8 requires, to the extent feasible, coordination of construction activities with these schools so that school buses will have unrestricted access to the schools, truck traffic and other construction vehicles do not cause traffic delays for students, and traffic controls ensure pedestrian and vehicular safety. For the reasons set forth above, and as more fully described in the referenced EIR provisions below, potentially significant impacts related to construction in proximity to schools would be reduced to a less than significant level.

REFERENCE

For a complete discussion of Project impacts related to proximity to a school, please see Section 4.M, Transportation and Traffic, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. See Section 2.2 above for the Project Characteristics of the Revised Project.

6. SIGNIFICANT UNAVOIDABLE IMPACTS

The EIR determined that the Project would result in potentially significant environmental impacts related to transportation/traffic. The EIR identified all feasible mitigation measures to reduce these impacts, but even with implementation of feasible mitigation measures, impacts would remain significant and unavoidable for the following impacts:

Transportation/Traffic –Intersection LOS and Construction Traffic

The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

TRANSPORTATION/TRAFFIC

The EIR discussed the impacts related to transportation/traffic in Section 4.M. of the Draft EIR and Section 3 of the Final EIR. The following discussion addresses potential impacts with respect to intersection level of service (LOS) and construction traffic, which cannot be fully mitigated even with the implementation of all feasible mitigation measures, and would result in significant and unavoidable impacts.

LOS Impacts

Future With Project

Under the Future With Project scenario, both the Original Project and Alternative 4B would result in significant impacts at the following four intersections during the AM peak hour:

8. Laurel Canyon Boulevard & Victory Boulevard
11. Laurel Canyon Boulevard & Oxnard Street
12. Laurel Canyon Boulevard & Burbank Boulevard
20. Lankershim Boulevard & Oxnard Street

Under the Future With Project scenario, both the Original Project and Alternative 4B would result in significant impacts at the following six intersections in the PM peak hour:

4. Whitsett Avenue & Victory Boulevard
8. Laurel Canyon Boulevard & Victory Boulevard
11. Laurel Canyon Boulevard & Oxnard Street
12. Laurel Canyon Boulevard & Burbank Boulevard

13. SR-170 NB Ramps & Oxnard Street
17. Lankershim Boulevard/Colfax Ave & Victory Boulevard

The feasibility of specific intersection improvements and mitigation measures was investigated for the intersection locations where the Project would cause significant traffic impacts. This evaluation, which was conducted in conjunction with LADOT staff, looked at the feasibility of restriping traffic lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widenings, potential changes to signal timing and phasing, and other traffic signal operational improvements. Roadway widenings were generally not feasible (due to lack of available right-of-way because of existing buildings or lack of control over adjacent right-of-way).

The following physical improvements and operational mitigation measures have been identified to enhance intersection levels of service. These measures have been reviewed and determined to be feasible by LADOT.

Whitsett Avenue & Victory Boulevard (Intersection #4)

Both the Original Project and Alternative 4B would cause a significant impact at this intersection in the PM peak hour. During the PM peak hour, the Original Project would not cause the level of service to change from LOS F but would cause the volume/capacity (V/C) ratio to increase from 1.047 to 1.062, an increase of 0.015. Similarly, Alternative 4B would not cause the level of service to change from LOS F but would cause the volume/capacity (V/C) ratio to increase from 1.047 to 1.058, an increase of 0.011.

The proposed mitigation measures are to restripe the northbound approach of Whitsett Avenue to provide an exclusive right-turn lane, restripe the southbound approach of Whitsett Avenue to provide an exclusive right-turn lane and modify the existing traffic signal to include both eastbound and westbound left-turn phases and northbound and southbound right-turn overlap phases. These improvements would change both the northbound and southbound approaches from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane (see concept plan in Appendix F of the traffic study). These improvements can be accommodated without any roadway widening but would require the removal of approximately two on-street parking spaces along the west side of Whitsett Avenue. For the Original Project during the PM peak hour, the implementation of these improvements would keep the level of service at LOS F but reduce the V/C ratio from 1.062 to 0.988, a decrease of 0.074. For Alternative 4B, the implementation of these improvements would also keep the level of service at LOS F but reduce the V/C ratio from 1.058 to 0.984, a decrease of 0.074. These mitigation measures would fully mitigate the PM peak hour impact for both the Original Project and Alternative 4B.

Laurel Canyon Boulevard & Victory Boulevard (Intersection #8)

Both the Original Project and Alternative 4B would cause a significant impact at this intersection in both the AM and PM peak hours. During the AM peak hour, the Original Project would not cause the level of service to change from LOS E but would cause the V/C ratio to increase from 0.936 to 0.983, an increase of 0.047. Similarly, Alternative 4B would not cause the level of service to change from LOS E but would cause the V/C ratio to increase from 0.936 to 0.957, an increase of 0.021. During the PM peak hour, the Original Project would cause the level of service to change from LOS E to LOS F and cause the V/C ratio to increase from 0.984 to 1.006, an increase of 0.022. However, during the PM peak hour, Alternative 4B would not cause

the level of service to change from LOS E but would cause the V/C ratio to increase from 0.984 to 0.999, an increase of 0.015.

The proposed mitigation measures are to restripe the southbound approach of Laurel Canyon Boulevard to provide a second left-turn lane and an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to two left-turn lanes, two thru lanes and one exclusive right-turn lane (see concept plan in Appendix F to the traffic study). These improvements can be accommodated without any roadway widening with the removal of the existing raised median. For the Original Project in the AM peak hour, the implementation of these improvements would keep the level of service at LOS E but reduce the V/C ratio from 0.983 to 0.933, a decrease of 0.050. For the Original Project in the PM peak hour, the level of service would improve from LOS F to LOS E and reduce the V/C ratio from 1.006 to 0.947, a decrease of 0.059. For Alternative 4B in the AM peak hour, the implementation of these improvements would keep the level of service at LOS E but reduce the V/C ratio from 0.957 to 0.908, a decrease of 0.049. For Alternative 4B in the PM peak hour, the level of service would remain at LOS E but reduce the V/C ratio from 0.999 to 0.940, a decrease of 0.059. These mitigation measures would fully mitigate both the AM and PM peak hour impacts for both the Original Project and Alternative 4B.

Laurel Canyon Boulevard & Oxnard Street (Intersection #11)

The Original Project would cause a significant impact at this intersection in both the AM and PM peak hours. During the AM peak hour, the Original Project would not cause the level of service to change from LOS F but would cause the V/C ratio to increase from 1.079 to 1.117, an increase of 0.038. During the PM peak hour, the Original Project would again not cause the level of service to change from LOS F but would cause the V/C ratio to increase from 1.021 to 1.049, an increase of 0.028.

Alternative 4B would result in one fewer significant impact at this intersection. After mitigation, only the AM peak hour LOS will remain significant. During the AM peak hour, Alternative 4B would not cause the level of service to change from LOS F but would cause the V/C ratio to increase from 1.079 to 1.104, an increase of 0.025. During the PM peak hour, Alternative 4B would again not cause the level of service to change from LOS F but would cause the V/C ratio to increase from 1.021 to 1.039, an increase of 0.018.

Physical improvements and operational mitigation measures were identified and analyzed, but determined to be infeasible after evaluation by LADOT. LADOT determined that the measures would require the removal of a total of 21 on-street parking spaces to accommodate the proposed improvements and that these parking spaces were necessary to serve existing small businesses in the area.

As an alternative to the infeasible physical improvements, in coordination with LADOT staff, traffic signal operational improvements, requiring the installation of a CCTV camera, were identified at this location. This improvement would enhance the effectiveness of the traffic signal system in the area of the Project, specifically along Laurel Canyon Boulevard.

For the Original Project in the AM peak hour, the implementation of this improvement would not change the level of service but would reduce the V/C ratio from 1.117 to 1.107, a decrease of 0.010. For the Original Project in the PM peak hour, the level of service would remain at LOS F but the V/C ratio would be reduced from 1.049 to 1.039, a decrease of 0.010. This mitigation

measure would partially mitigate the impacts but the significant impacts would remain in both the AM and PM peak hours for the Original Project.

For Alternative 4B the AM peak hour, the implementation of this improvement would not change the level of service but would reduce the V/C ratio from 1.104 to 1.094, a decrease of 0.010 and an overall change in V/C of 0.015. For Alternative 4B in the PM peak hour, the level of service would remain at LOS F but the V/C ratio would be reduced from 1.039 to 1.029, a decrease of 0.010. This mitigation measure would fully mitigate Alternative 4B's PM peak hour impact but would only partially mitigate Alternative 4B's AM peak hour impact. Therefore, the significant impact would remain in the AM peak hour for Alternative 4B, but Alternative 4B would reduce the PM peak hour impact to less than significant.

Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12)

Both the Original Project and Alternative 4B would cause a significant impact at this intersection in both the AM and PM peak hours. During the AM peak hour, the Original Project would not cause the level of service to change from LOS E but would cause the V/C ratio to increase from 0.928 to 0.945, an increase of 0.017. Similarly, during the AM peak hour Alternative 4B would not cause the level of service to change from LOS E but would cause the V/C ratio to increase from 0.928 to 0.938, an increase of 0.010. During the PM peak hour, the Original Project would again not cause the level of service the change from LOS D but would cause the V/C ratio to increase from 0.833 to 0.870, an increase of 0.037. Alternative 4B would also not cause the level of service the change from LOS D but would cause the V/C ratio to increase from 0.833 to 0.862, an increase of 0.029.

Several potential geometric mitigation measures were identified and analyzed, but ultimately determined to be infeasible by LADOT due to the need to remove a total of 15 on-street parking spaces to accommodate the proposed improvements, which parking spaces were necessary to service local residents and businesses.

In coordination with LADOT staff, traffic signal operational improvements consisting of the installation of protected left-turn phasing in all four approaches were identified as a potential mitigation measure. This improvement would enhance the effectiveness of the traffic signal system in the area of the Project, specifically along Laurel Canyon Boulevard.

For the Original Project in the AM peak hour, the implementation of this improvement would change the level of service from LOS E (V/C of 0.945) to LOS D (V/C of 0.882), a decrease of 0.063. For the Original Project in the PM peak hour, the level of service would remain at LOS D but the V/C ratio would be reduced from 0.870 to 0.817, a decrease of 0.053. For Alternative 4B in the AM peak hour, the implementation of this improvement would not change the level of service but would reduce the V/C ratio from 0.938 to 0.928, a decrease of 0.010. For Alternative 4B in the PM peak hour, the level of service would remain at LOS D but the V/C ratio would be reduced from 0.862 to 0.852, a decrease of 0.010. This mitigation measure would fully mitigate both the AM and PM peak hour impacts for both the Original Project and Alternative 4B.

SR-170 Northbound Ramps & Oxnard Street (Intersection #13)

Both the Original Project and Alternative 4B would cause a significant impact at this intersection in the PM peak hour. During the PM peak hour, the Original Project would cause the level of service to change from LOS C (V/C of 0.727) to LOS D (V/C of 0.809), an increase of 0.082. However, Alternative 4B would not cause the level of service to change from LOS C but would cause the V/C ratio to increase from 0.727 to 0.775, an increase of 0.048.

The proposed mitigation measures are to restripe the eastbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include an eastbound right-turn overlap phase. These improvements would change the eastbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane (see concept plan in Appendix F to the traffic study). These improvements can be accommodated without any roadway widening and with a slight reduction in the width of the existing striped median in the eastbound approach. For the Original Project in the PM peak hour, the level of service would change from LOS D (V/C of 0.809) to LOS C (V/C of 0.748), a decrease of 0.061. For Alternative 4B in the PM peak hour, the level of service would remain at LOS C but reduce the V/C ratio from 0.775 to 0.715, a decrease of 0.060. These mitigation measures would fully mitigate the PM peak hour impact for both the Original Project and Alternative 4B.

Lankershim Boulevard/Colfax Avenue & Victory Boulevard (Intersection #17)

Both the Original Project and Alternative 4B would cause a significant impact at this intersection in the PM peak hour. During the PM peak hour, the Original Project would cause the level of service to change from LOS D (V/C of 0.880) to LOS E (V/C of 0.917), an increase of 0.037. Similarly, Alternative 4B would cause the level of service to change from LOS D (V/C of 0.880) to LOS E (V/C of 0.908), an increase of 0.028.

The proposed mitigation measures are to restripe the southbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane (see concept plan in Appendix F to the traffic study). These improvements can be accommodated without any roadway widening but would require the removal of approximately two on-street parking spaces and the relocation of a bus stop along the west side of Lankershim Boulevard. For the Original Project in the PM peak hour, the level of service would change from LOS E (V/C of 0.917) to LOS D (V/C of 0.896), a decrease of 0.021. For Alternative 4B in the PM peak hour, the level of service would change from LOS E (V/C of 0.908) to LOS D (V/C of 0.886), a decrease of 0.022. These mitigation measures would fully mitigate the PM peak hour impact for both the Original Project and Alternative 4B.

Lankershim Boulevard & Oxnard Street (Intersection #20)

The Revised Project reduces to less than significant the AM peak hour impact. Both the Original Project and Alternative 4B would cause a significant impact at this intersection in the AM peak hour. During the AM peak hour, the Original Project would cause the level of service to change from LOS C (V/C of 0.781) to LOS D (V/C of 0.830), an increase of 0.049. Similarly, Alternative 4B would cause the level of service to change from LOS C (V/C of 0.781) to LOS D (V/C of 0.811), an increase of 0.030.

The proposed mitigation measures are to restripe the eastbound approach to provide an exclusive right-turn lane, restripe the westbound approach to provide an exclusive right-turn lane and modify the existing traffic signal to include both northbound and southbound left-turn phases and eastbound and westbound right-turn overlap phases. These improvements would change both the eastbound and westbound approaches from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane (see concept plan in Appendix F to the traffic study). These improvements can be

accommodated without any roadway widening but would require the relocation of a bus stop along the south side of Oxnard Street. As a condition of approval, LADOT has stated that lead/lag combination phasing for the eastbound and westbound protected left-turn movements would be required as part of the final traffic signal design to avoid the possibility of “interlock” conditions.

For the Original Project in the AM peak hour, the level of service would not change from LOS D but the V/C ratio would be reduced from 0.830 to 0.805, a decrease of 0.025. These mitigation measures would partially mitigate the Original Project’s AM peak hour impact. However, for Alternative 4B in the AM peak hour, the level of service would change from LOS D (V/C of 0.811) to LOS C (V/C of 0.785), a decrease of 0.026. These mitigation measures would fully mitigate Alternative 4B’s AM peak hour impact.

Mitigation Measures

- M-1** Whitsett Avenue & Victory Boulevard (Intersection #4): Restripe the northbound approach of Whitsett Avenue to provide an exclusive right-turn lane, restripe the southbound approach of Whitsett Avenue to provide an exclusive right-turn lane and modify the existing traffic signal to include both eastbound and westbound left-turn phases and northbound and southbound right-turn overlap phases. These improvements would change both the northbound and southbound approaches from one left-turn lane, one thru lane, and one shared thru/right lane to one left-turn lane, two thru lanes, and one exclusive right-turn lane. These improvements can be accommodated without any roadway widening but would require the removal of approximately two on-street parking spaces along the west side of Whitsett Avenue.
- M-2** Laurel Canyon Boulevard & Victory Boulevard (Intersection #8): Restripe the southbound approach of Laurel Canyon Boulevard to provide a second left-turn lane and an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to two left-turn lanes, two thru lanes and one exclusive right-turn lane.
- M-3** Laurel Canyon Boulevard & Oxnard Street (Intersection #11): Install a CCTV camera at this location, in coordination with LADOT staff.
- M-4** Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12): Install protected left-turn phasing in all four approaches at this intersection.
- M-5** SR-170 Northbound Ramps & Oxnard Street (Intersection #13): Restripe the eastbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include an eastbound right-turn overlap phase. These improvements would change the eastbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane.
- M-6** Lankershim Boulevard/Colfax Avenue & Victory Boulevard (Intersection #17): Restripe the southbound approach to provide an exclusive right-turn lane and to modify the existing traffic signal to include a southbound right-turn overlap phase. These improvements would change the southbound approach from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane.

M-7 Lankershim Boulevard & Oxnard Street (Intersection #20): Restripe the eastbound approach to provide an exclusive right-turn lane, restripe the westbound approach to provide an exclusive right-turn lane and modify the existing traffic signal to include both northbound and southbound left-turn phases and eastbound and westbound right-turn overlap phases. These improvements would change both the eastbound and westbound approaches from one left-turn lane, one thru lane and one shared thru/right lane to one left-turn lane, two thru lanes and one exclusive right-turn lane. These improvements can be accommodated without any roadway widening but would require the relocation of a bus stop along the south side of Oxnard Street. As a condition of approval, LADOT has stated that the lead/lag combination phasing for the eastbound and westbound protected left-turn movements would be required as part of the final traffic signal design to avoid the possibility of “interlock.”

Project Design Feature

The following Project Design Feature has been incorporated into the Project, and is designed to reduce vehicular trips and vehicle miles traveled and promote public transportation and alternative modes of transportation.

M-10 The Project shall incorporate Transportation Demand Management (TDM) strategies, which could include, but are not limited to:

- Provide an Internal Transportation Management Coordination Program with on-site transportation coordinator;
- Implement enhanced pedestrian connections (e.g., improve sidewalks, widen crosswalks adjacent to the Project, install wayfinding signage and pedestrian level lighting, etc.);
- Design the Project to ensure a bicycle, pedestrian, and transit friendly environment;
- Include a provision that all retailers over 10,000 square feet and office users are required to comply with the state parking cash-out law;
- Provide on-site car share amenities;
- Provide rideshare program and support for Project employees and tenants;
- Allow for subsidized transit passes for eligible Project employees and tenants;
- Coordinate with LADOT to determine if the site would be eligible for one or more of the services to be provided by the future Mobility Hubs program (secure bike parking, bike share kiosks, and car-share parking spaces);
- Provide on-site transit routing and schedule information;
- Upgrade bus shelters immediately adjacent to the Project Site;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Guaranteed Ride Home Program; and
- Preferential parking for HOVs, carpools, and vanpools.

Prior to occupancy, a comprehensive TDM program tailored specifically for the Project will be developed.

Impacts After Mitigation

Original Project

For the Original Project, the mitigation program identified above would fully mitigate two AM peak-hour impacts and five PM peak-hour impacts. They would partially mitigate the remaining two AM peak hour impacts and one PM peak hour impact.

AM Peak Hour

Fully mitigated intersections:

8. Laurel Canyon Boulevard & Victory Boulevard
12. Laurel Canyon Boulevard & Burbank Boulevard

Partially mitigated intersections:

11. Laurel Canyon Boulevard & Oxnard Street
20. Lankershim Boulevard & Oxnard Street

PM Peak Hour

Fully mitigated intersections:

4. Whitsett Avenue & Victory Boulevard
8. Laurel Canyon Boulevard & Victory Boulevard
12. Laurel Canyon Boulevard & Burbank Boulevard
13. SR-170 Northbound Ramps & Oxnard Street
17. Lankershim Boulevard/Colfax Avenue & Victory Boulevard

Partially mitigated intersections:

11. Laurel Canyon Boulevard & Oxnard Street

Alternative 4B

For Alternative 4B, the mitigation program identified above would fully mitigate three AM peak hour impacts and six PM peak hour impacts. The mitigation program would partially mitigate one AM peak hour impact at Intersection #11. Full mitigation of this impact is infeasible due to the loss of on-street parking in a high usage commercial area which would result from the physical mitigation which was evaluated. For these reasons, the Alternative 4B's LOS impact would be significant and unavoidable.

AM Peak Hour

Fully mitigated intersections:

8. Laurel Canyon Boulevard & Victory Boulevard
12. Laurel Canyon Boulevard & Burbank Boulevard

20. Lankershim Boulevard & Oxnard Street

Partially mitigated intersection:

11. Laurel Canyon Boulevard & Oxnard Street

PM Peak Hour

Fully mitigated intersections:

4. Whitsett Avenue & Victory Boulevard
8. Laurel Canyon Boulevard & Victory Boulevard
11. Laurel Canyon Boulevard & Oxnard Street
12. Laurel Canyon Boulevard & Burbank Boulevard
13. SR-170 Northbound Ramps & Oxnard Street
17. Lankershim Boulevard/Colfax Avenue & Victory Boulevard

Construction Traffic

Overall, impacts from construction on the transportation system would be temporary and short-term, and could cause some temporary and intermittent reductions in street and intersection capacity on roadways adjacent to the Project Site. As increases in delays and travel times would be noticeable to drivers, traffic impacts would be potentially short-term and temporary significant impacts. While development and implementation of a detailed and comprehensive Construction Traffic Control Plan (Mitigation Measure M-9) and coordination with LAUSD and the Laurel Hall School (Mitigation Measure M-8) (contained above in section 5.4.M of these Findings) would reduce such impacts, it is conservatively concluded that impacts due to truck traffic and construction worker traffic would at times be significant and unavoidable.

Mitigation Measures

M-8 See Section 5.4.M, above.

M-9 **Construction Traffic Management Plan.** The Project shall prepare a Construction Traffic and Parking Management Plans for all stages of construction activity at the Project Site. These will be developed in close coordination with LADOT and will include specific provisions for truck routes and staging and construction worker parking. These plans should include but not be limited to the following, as appropriate:

- Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.
- Development of Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.
- Development of a construction worker transportation demand management plan to encourage use of ridesharing and minimize parking needs.

- Development of a construction worker Parking Management Plan to provide sufficient on-site parking and to minimize temporary impacts to the local street network as a result of construction worker traffic entering or exiting the Project Site.
- An adequate provision for alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.
- To the extent possible schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.
- Develop and submit a Freeway Truck Management Plan to Caltrans.

FINDINGS

The Revised Project would substantially reduce intersection level of service impacts compared to the Original Project because it would be smaller than the Original Project, and would cause similar intersection level of service impacts to those of Alternative 4B. Therefore, based on the EIR analysis and the whole of the record, the City finds that the Revised Project's impacts are significant, and that Mitigation Measures M-1 through M-9 are hereby incorporated into the Revised Project. As stated above, Mitigation Measures M-1 through M-7 would reduce six PM intersection impacts and three AM intersection impacts to less than significant; however one AM intersection impact at Laurel Canyon and Oxnard (Intersection #11) would be substantially lessened but not reduced to less than significant. The City concurs with the LADOT staff determination that full mitigation of Intersection #11 in the AM peak hour is not feasible based on the fact that implementation of physical improvements to avoid this impact would require the removal of 21 on street parking spaces that are essential to the businesses in a commercial area. The City further finds that the adopted mitigation for Intersection #11 will substantially lessen but not avoid the AM impact and is the best feasible alternative mitigation. Project Design Feature M-10 further minimizes Project traffic impacts, but the impact at this intersection would remain significant and unavoidable. Also, while development and implementation of a detailed and comprehensive Construction Traffic Control Plan (Mitigation Measure M-9) and coordination with LAUSD and the Laurel Hall School (Mitigation Measure M-8) would reduce construction impacts, it is conservatively concluded that impacts due to truck traffic and construction worker traffic would at times be significant and unavoidable.

RATIONALE

The Revised Project would result in significant impacts at four intersections during the AM peak hour and six during the PM peak hour. Implementation of Mitigation Measures M-1 through M-7 would reduce all six PM intersection impacts, and three AM intersections, to a less than significant level. No feasible mitigation measures are available that could reduce the AM impact at Laurel Canyon Boulevard & Oxnard Street (Intersection #11) to less than significant.

The Revised Project would cause a significant impact at this intersection in both the AM and PM peak hours. Like Alternative 4B, the Revised Project would not cause the AM and PM levels of service to change from LOS F but would cause the V/C ratio to significantly increase.

Full mitigation of Intersection #11 in the AM peak hour is not feasible because implementation of physical improvements to avoid this impact would require the removal of 21 on street parking spaces that are essential to the businesses in a commercial area. Instead of the infeasible physical improvements, in coordination with LADOT staff, traffic signal operational

improvements, requiring the installation of a CCTV camera, were identified at this location. This improvement would enhance the effectiveness of the traffic signal system in the area of the Revised Project, specifically along Laurel Canyon Boulevard. Implementation of this improvement would reduce the Revised Project's increase in V/C ratio. This mitigation measure would fully mitigate the Revised Project's PM peak hour impact but would only partially mitigate the AM peak hour impact. Therefore, the significant impact would remain in the AM peak hour. Accordingly, the AM peak hour traffic impact at this intersection would be significant and unavoidable.

Summary Intersection Traffic Impacts

Intersection #4: Whitsett Avenue & Victory Boulevard

Original Project: The traffic analysis for the Original Project identified that the Original Project would cause a significant PM peak hour impact. During the PM peak hour, the Original Project would not cause the level of service to change from LOS F, but would cause the V/C to increase from 1.047 to 1.062, an increase of 0.015. Implementation of Mitigation Measure M-1 would keep the level of service at LOS F but reduce the V/C ratio from 1.062 to 0.988, a decrease of 0.074, fully mitigating the PM peak hour impact.

Alternative 4B: During the PM peak hour, Alternative 4B would not cause the level of service to change from LOS F, but would cause the V/C ratio to increase from 1.047 to 1.058, an increase of 0.011. Implementation of Mitigation Measure M-1 would not change the level of service at LOS F, but would reduce the V/C ratio from 1.058 to 0.984, a decrease of 0.074, fully mitigating the PM peak hour impact.

Office Variation: During the PM peak hour, the Office Variation would not cause the level of service to change from LOS F, but would cause the V/C ratio to increase from 1.047 to 1.057, an increase of 0.010. Implementation of Mitigation Measure M-1 would change the level of service from LOS F to LOS E and decrease V/C ratio from 1.058 to 0.994, fully mitigating the PM peak hour impact.

Intersection No. #8: Laurel Canyon Boulevard & Victory Boulevard

Original Project: The traffic analysis identified that the Original Project would cause a significant impact at this intersection in both the AM and PM peak hours. During the AM peak hour, the Project would not cause the level of service to change from LOS E but would cause the V/C ratio to increase from 0.936 to 0.983, an increase of 0.047. During the PM peak hour, the Project would cause the level of service to change from LOS E to LOS F and cause the V/C ratio to increase from 0.984 to 1.006, an increase of 0.022. For the AM peak hour, the implementation of Mitigation Measure M-2 would keep the level of service at LOS E but reduce the V/C ratio from 0.983 to 0.933, a decrease of 0.050. For the PM peak hour, the level of service would improve from LOS F to LOS E and reduce the V/C ratio from 1.006 to 0.947, a decrease of 0.059. These mitigation measures would fully mitigate both the AM and PM peak hour impacts.

Alternative 4B: The traffic analysis for Alternative 4B identified a significant impact during the AM and PM peak hours. During the AM peak hour, the Alternative 4B Project would not cause the level of service to change from LOS E, but would cause the V/C ratio to increase from 0.936 to 0.957, an increase of 0.021. During the PM peak hour, the Alternative 4B also would not cause the level of service to change from LOS E, but would cause the V/C ratio to increase from 0.984 to 0.999, an increase of 0.015. Implementation of Mitigation Measure M-2 would not

change the AM peak hour level of service from LOS E, but would reduce the V/C ratio from 0.957 to 0.908, a decrease of 0.049. For the PM peak hour, the level of service would also remain at LOS E, but the V/C ratio would be reduced from 0.999 to 0.940, a decrease of 0.059. Accordingly, both the AM and PM peak hours would be fully mitigated.

Office Variation: The traffic analysis for the Office Variation identified a significant impact during the AM and PM peak hours. During the AM peak hour, the Office Variation would not change the level of service from LOS E, however, the V/C ratio would increase from 0.936 to 0.964, an increase of 0.028. During the PM Peak hour, the Office Variation would not change the level of service from LOS E, but would increase V/C from 0.984 to 0.999, an increase of 0.015. Implementation of Mitigation Measure M-2 would not change the AM peak hour level of service from LOS E, but would reduce the V/C ratio from 0.964 to 0.915, a decrease of 0.049. During the PM peak hour, the V/C ratio would decrease from 0.999 to 0.940, a decrease of 0.059. Accordingly, both the AM and PM peak hours would be fully mitigated.

Intersection #13: SR-170 Northbound Ramps & Oxnard Street

Original Project: The traffic analysis identified that the Original Project would cause a significant impact at this intersection in the PM peak hour. During the PM peak hour, the Original Project would cause the level of service to change from LOS C (V/C of 0.727) to LOS D (V/C of 0.809), an increase of 0.082. Mitigation Measure M-5 would fully mitigate the PM peak hour impact. The level of service would change from LOS D (V/C of 0.809) to LOS C (V/C of 0.748), a decrease of 0.061.

Alternative 4B: The traffic analysis for Alternative 4B identified a significant impact at this intersection in the PM peak hour. During the PM peak hour, the level of service would not change from LOS C, but would cause the V/C ratio to increase from 0.727 to 0.775, an increase of 0.048. Implementation of Mitigation Measure M-5 would cause the level of service to remain at LOS C, but would reduce the V/C ratio from 0.775 to 0.715, a decrease of 0.060, fully mitigating the PM peak hour impact.

Office Variation: The traffic analysis for the Office Variation identified a significant impact during the PM peak hour. During the PM peak hour, the level of service would remain at LOS C, but the V/C ratio would increase from 0.727 to 0.772, an increase of 0.045. Implementation of Mitigation Measure M-5 would reduce the V/C ratio from 0.772 to 0.712, a decrease of 0.060, fully mitigating the PM peak hour impact.

Intersection #17: Lankershim Boulevard/Colfax Avenue & Victory Boulevard

Original Project: The traffic analysis for the Original Project identified a significant impact at this intersection in the PM peak hour. During the PM peak hour, the Project would cause the level of service to change from LOS D (V/C of 0.880) to LOS E (V/C of 0.917), an increase of 0.037. Mitigation Measure M-6 would decrease the level of service from LOS E (V/C of 0.917) to LOS D (V/C of 0.896), a decrease of 0.021, fully mitigating the PM peak hour impact.

Alternative 4B: The traffic analysis for Alternative 4B identified a significant impact during the PM peak hour. During the PM peak hour, Alternative 4B would cause the level of service to change from LOS D (V/C of 0.880) to LOS E (V/C of 0.908) an increase of 0.028. Implementation of Mitigation Measure M-6, would change the level of service from LOS E (V/C of 0.908) to LOS D (V/C of 0.886), a decrease of 0.022, fully mitigating the PM peak hour impact.

Office Variation: The traffic analysis for the Office Variation identified a significant impact during the PM peak hour. During the PM peak hour, the Office Variation would increase the level of service from LOS D (V/C of 0.880) to LOS E (V/C of 0.905), an increase of 0.025. Implementation of Mitigation Measure M-6 would change the level of service from LOS E (V/C of 0.905) to LOS D (V/C of 0.886), a decrease of 0.019 fully mitigating the PM peak hour impact.

Intersection #11: Laurel Canyon Boulevard & Oxnard Street

Original Project: The traffic analysis identified partially mitigated significant impacts during the AM and PM peak hours. For the AM peak hour the Original Project would increase the V/C ratio to 1.117 with LOS F, an increase in V/C ratio of 0.038, making it a significant impact. With mitigation for the Original Project, the V/C ratio would be 1.108 with LOS F, producing an increase in V/C ratio of 0.028 and a partially mitigated significant impact. For the PM peak hour the Original Project would result in a V/C ratio of 1.049 with LOS F, an increase in V/C ratio of 0.028 and a significant impact. With mitigation for the Original Project, the V/C ratio would be 1.039 with LOS F, an increase in V/C ratio of 0.018 and a significant impact with partial mitigation.

Alternative 4B: The traffic analysis identified partially mitigated significant impacts during the AM peak hours. For AM peak hours under Alternative 4B, the V/C ratio would be 1.100 with LOS F, an increase in V/C ratio of 0.021 and a significant impact. With mitigation for Alternative 4B, the AM peak V/C ratio would be 1.090 with LOS F, an increase in V/C ratio of 0.011 and a significant impact with partial mitigation. For PM peak hours under Alternative 4B, the V/C ratio would be 1.039 with LOS F, an increase in V/C ratio of 0.018 and a significant impact. With mitigation for Alternative 4B, the PM peak V/C ratio would be 1.029 with LOS F, an increase in V/C ratio of 0.004 and no significant impact with full mitigation.

Office Variation: The traffic analysis identified a partially mitigated significant impact in the AM peak hours. For AM peak hours under Alternative 4B/Office Variation, the V/C ratio would be 1.104 and LOS F, an increase in V/C ratio of 0.025 and a significant impact. With mitigation for Alternative 4B /Office Variation, the V/C ratio would be 1.094 and LOS F, an increase in V/C ratio of 0.015 and a significant impact with partial mitigation. For PM peak hours under Alternative 4B/Office Variation, the V/C ratio would be 1.039 with LOS F, an increase in V/C ratio of 0.018 and a significant impact. With mitigation for Alternative 4B/Office Variation, the V/C ratio would be 1.029 with LOS F, an increase in V/C ratio of 0.008 and no significant impact with full mitigation.

Intersection #12: Laurel Canyon Boulevard & Burbank Boulevard

Original Project: The traffic analysis showed no AM or PM peak hour significant impact after mitigation. For Intersection #12, AM peak hour, the Original Project would not cause the level of service to change from LOS E, but would cause V/C ratio to increase from 0.928 to 0.945, an increase in V/C ratio of 0.017, making it a significant impact. With mitigation for the Original Project, during the AM peak hour, the V/C ratio would decrease to 0.882 and level of service would change from LOS E to LOS D. For Intersection #12, PM peak hour, without mitigation, the V/C ratio would increase from 0.0833 to 0.870 with LOS D, an increase in V/C ratio of 0.037 and a significant impact. With mitigation for the Original Project during the PM peak hour, the V/C ratio would be reduced to 0.817 with LOS D, a decrease in V/C ratio of 0.053, with no significant impact with full mitigation.

Alternative 4B: The traffic analysis identified no AM or PM peak hours significant impacts after mitigation. For Intersection #12, AM peak hour, under Alternative 4B the V/C ratio would be

0.938 with LOS E, an increase in V/C ratio of 0.010 and a significant impact. With mitigation for Alternative 4B, the V/C ratio would be 0.928 with LOS E, a net change in V/C ratio of 0.010 and no significant impact with full mitigation. For Intersection #12, PM peak hour under Alternative 4B, the V/C ratio would increase from 0.833 to 0.862 with LOS D, an increase in V/C ratio of 0.029 and a significant impact. With mitigation for Alternative 4B, the V/C ratio would be reduced to 0.852 with LOS D, an increase in V/C ratio of 0.010 and no significant impact with full mitigation.

Office Variation: The traffic analysis identified no AM or PM peak hours significant impacts after mitigation. For Intersection #12, AM peak hour, the V/C ratio would increase from 0.928 to 0.938 and LOS E without mitigation, an increase in V/C ratio of 0.010 and a significant impact. With mitigation for Alternative 4B /Office Variation, the V/C ratio would be 0.928 and LOS E, a net change in V/C ratio of 0.010 and no significant impact with full mitigation. For Intersection #12, PM peak hour, the V/C ratio would increase from 0.833 to 0.857 with LOS D, an increase in V/C ratio of 0.024 and a significant impact. With mitigation for Alternative 4B/Office Variation, the V/C ratio would decrease from 0.857 to 0.847 with LOS D, a decrease in V/C ratio of 0.010 and no significant impact with full mitigation.

Intersection #20: Lankershim Boulevard & Oxnard Street

Original Project: The traffic analysis identified an AM peak hours significant impact with partial mitigation. For Intersection #20, AM peak hour, without a project its V/C ratio would be 0.781 with LOS C. With the Original Project, the V/C ratio increases to 0.830 with LOS D, an increase in V/C ratio of 0.049 and LOS, making it a significant impact. With mitigation for the Original Project, the V/C ratio would be reduced from 0.830 to 0.805 with LOS D, a decrease in V/C ratio of 0.025 and LOS, partially mitigating the significant impact.

Alternative 4B: The traffic analysis identified no AM or PM peak hours significant impacts after mitigation. For Intersection #20, AM peak hour, under Alternative 4B the V/C ratio would increase from 0.781 to 0.803 and level of service would change from LOS C to LOS D, an increase in V/C ratio of 0.022 and a significant impact. With mitigation for Alternative 4B, the V/C ratio would decrease from 0.803 to 0.776 and level of service would change from LOS D to LOS C, resulting in a decrease in V/C ratio of 0.027 and no significant impact with full mitigation.

Office Variation: The traffic analysis identified no AM or PM peak hours significant impacts after mitigation. For Intersection #20, AM peak hour, under Alternative 4B/Office Variation level of service would change from LOS C to LOS D and the V/C ratio would increase from 0.781 to 0.811, an increase in V/C ratio of 0.030 and a significant impact. With mitigation for Alternative 4B /Office Variation, the V/C ratio would be reduced from 0.811 to 0.785 and LOS C, an decrease in V/C ratio of -0.026 and LOS, thus there would be no significant impact with full mitigation.

Mitigation Measures

As discussed above, Mitigation Measures M-1 through M-7 would reduce six PM intersection impacts and three AM intersection impacts to less than significant. These will mitigate all potential impacts discussed for the Revised Project, except one AM intersection impact at Laurel Canyon and Oxnard (Intersection #11), which would be substantially lessened but not reduced to less than significant.

REFERENCE

For a complete discussion of Project traffic impacts, please see Section 4.M, Transportation and Traffic, and Section 6, Alternatives, of the Draft EIR. See also, Section 3, Additions and Corrections, of the Final EIR. As set forth in the Statement of Overriding Considerations, these impacts are acceptable in the light of the Project's benefits. See Section 2.2 of these Findings above for the Project Characteristics of the Revised Project.

7. FINDINGS REGARDING PROJECT ALTERNATIVES

Alternatives in the Draft EIR

In order to evaluate a reasonable range of alternatives, Section 6 (Alternatives to the Project) of the Draft EIR includes an analysis of the following six alternatives to the Original Project:

<u>Alternative 1:</u>	No Project
<u>Alternative 2:</u>	Existing Zoning (All Residential)
<u>Alternative 2A:</u>	Existing Zoning (All Commercial)
<u>Alternative 3:</u>	Existing Development with Residential Uses
<u>Alternative 4:</u>	Reduced Density (with Larger Retail Component)
<u>Alternative 5:</u>	Reduced Density (with Larger Retail Component and Fewer Residential Units)

These alternatives and their impacts are summarized below. For purposes of this section, impacts of the alternatives are discussed with reference to the Original Project and the Revised Project, as appropriate.

Section 6 (Alternatives to the Project) of the Draft EIR also discloses that an additional alternative, an "Alternate Project Site Alternative," was identified and considered but rejected without full analysis. The Alternate Project Site Alternative was rejected from further consideration because the Project Applicant does not own any other developable property in the City and cannot "reasonably acquire, control or otherwise have access to [an] alternative site" (refer to Section 15126.6(f)(1) of the CEQA Guidelines). In addition, the Alternate Project Site Alternative in the Project area would likely result in environmental impacts similar to those identified in this EIR, including significant and unavoidable construction traffic and intersection level of service impacts, due to similar existing environmental conditions as those associated with the Project Site (i.e., the developed nature of the Project area, regional air quality, and traffic conditions). Further, the Alternate Project Site Alternative would fail to meet the basic Project Objectives.

Alternatives in the Final EIR

Partly in response to comments received on the Draft EIR, the Project Applicant requested that the City consider a seventh alternative in the Final EIR. This alternative was identified as "Alternative 4B," because it is a modification of the Reduced Density Alternative 4 in the Draft EIR. Alternative 4B is discussed in detail in Section 3 of the Final EIR. Alternative 4B is a reduced project, primarily reducing the number of residential units. Alternative 4B includes less office use, fewer residential units, and more retail and restaurant uses when compared to the Original Project. The analysis of Alternative 4B also included an "Alternative 4B/Office Variation" which included different mix of commercial uses within the commercial portion of the

site, without changing the building layout or design. These alternatives are discussed in detail below.

Alternatives Suggested in Comments

In addition, some commenters requested an all-commercial alternative with a minimum of 500,000 square feet of retail space and a maximum of 500,000 square feet of office space. This requested alternative closely resembles Alternative 1 analyzed in the Draft EIR at pages 6-6 through 6-12. Alternative 1, the No Project Alternative, provides 465,000 square feet of retail and 90,000 square feet of office uses – nearly meeting the commenters' proposed minimum of 500,000 square feet of retail and falling within the commenters' proposed maximum of 500,000 square feet of office. In addition, the Draft EIR provided an analysis of a smaller all-commercial alternative (Alternative 2A discussed on pages 6-41 through 6-56 of the Draft EIR). These alternatives are discussed in detail below.

Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2) that the Project alternatives would either not substantially lessen or avoid any significant effect the Project would have on the environment, or are infeasible. One alternative, Alternative 4B analyzed in the Final EIR, is feasible and does substantially lessen or avoid significant effects of the Project; thus, the Revised Project approved by the City (which is substantially similar to Alternative 4B with slightly reduced residential building heights, residential building floor area and residential unit count) would eliminate several significant impacts and reduce all impacts compared to the Original Project.

ALTERNATIVE 1: NO PROJECT

Description of Alternative

Under Alternative 1, the No Project Alternative, the Project Site would remain in its existing condition. Existing uses, including the approximately 90,000-square-foot, 3-story office building (currently used as both an office and educational/adult college) and 465,000-square-foot, 4-story Macy's Department Store would continue to operate. Although no new development would occur on the Project Site under Alternative 1, this Alternative assumes the development of other reasonably foreseeable future projects in the area of the Project Site.

Impact Summary of Alternative

This Alternative would not cause environmental impacts, but would not meet any of the Project Objectives compared to the Original Project or the Revised Project. Specifically, impacts with respect to visual resources/views, shade/shadow, and light and glare; localized construction emissions, operational emissions, and toxic air contaminants; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use consistency and compatibility; off-site construction noise, operational noise; population, housing, and employment; fire protection, police, schools, parks and recreation, or libraries; wastewater, water supply, solid waste, electricity or natural gas, would result in no impact. Compared to the Original Project and the Revised Project, this Alternative would result in less impacts associated with views, light, glare, and shade/shadow; air quality; cultural resources; greenhouse gas emissions; land use and planning; noise; fire, police, schools, parks, libraries; water, wastewater, solid waste, electricity, and natural gas. In addition, the Original Project and the Revised Project would result in significant unavoidable traffic impacts at two intersections and

one intersection, respectively, under future year 2020 conditions, but this Alternative maintains the existing conditions at the Project Site, therefore, it would avoid these significant traffic impacts.

Findings

Alternative 1: No Project would not cause environmental impacts, because the new impacts projected to occur from development of the Original Project or the Revised Project would be avoided or reduced. Therefore, this Alternative would be the environmentally superior alternative. However, CEQA requires that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives (CEQA Guidelines, Section 15126.6[e][2]). In addition, this Alternative would not satisfy any of the Project Objectives. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make Alternative 1: No Project Alternative infeasible.

Rationale for Findings

Alternative 1, the No Project Alternative, would retain existing uses, including the approximately 90,000-square-foot, 3-story office building (currently used as both an office and educational/adult college) and 465,000-square-foot, 4-story Macy’s Department Store would continue to operate. Since no new development would occur on the Project Site under this Alternative, it would not meet any of the twelve (12) Project Objectives, as outlined below:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Support infill development and redevelopment in existing urban areas to reduce “greenfield” development and urban sprawl.
- Provide the opportunity to maintain and re-use the existing Macy’s Building.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent. City of Los Angeles December 2015 NoHo West Project 6. Alternatives to the Project Draft Environmental Impact Report Page 6-12
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.

- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City's goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

In addition, this Alternative would not provide certain benefits associated with the Original Project or the Revised Project, including the development of additional housing units, creation of new employment opportunities, enhancement of the property and community, or implementation of energy efficiency, energy conservation, or water quality measures. Therefore, for the reasons stated above, this Alternative is infeasible and less desirable than the Original Project and the Revised Project, and is rejected.

Reference

For a complete discussion of impacts associated with Alternative 1, please see Section 6 pages 6-6 to 6-12 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ALTERNATIVE 2: EXISTING ZONING (ALL RESIDENTIAL)

Description of Alternative

Under Alternative 2, the Existing Zoning (All Residential) Alternative, all of the existing buildings on the Project Site would be demolished. In addition, it is assumed that the site would be built-out to the maximum residential uses allowed under the existing C4 zoned portion of the Project Site (344,688 square feet), which is approximately 861 multi-family residential units.

Impact Summary of Alternative

Alternative 2 would result in the same or similar impacts to those of the Original Project and the Revised Project, particularly with respect to cultural resources, geology and soils; hydrology and water quality; off-site construction noise, operational noise; and population, housing, and employment, all of which would be less than significant. This Alternative would develop less floor area, therefore, it would result in reduced impacts with respect to visual resources/views, shade/shadow, light and glare, and greenhouse gas emissions during operation. In addition, this Alternative would avoid significant traffic impacts, because it would result in fewer trips than the Original or Revised Project. Further, this Alternative would result in reduced impacts with respect to fire, police, and schools; water, wastewater, solid waste during operation, electricity, and natural gas when compared to the Original or Revised Project, since it would be smaller than either the Original or Revised Project (in terms of overall square footage). However, this Alternative would result in new significant air quality impacts during construction with respect to NO_x, PM₁₀, and PM_{2.5}, due to the demolition of all of the existing buildings, whereas the Original Project and the Revised Project would demolish only 120,000 square feet of the existing buildings.

Findings

With this Alternative, the new environmental impacts projected to occur would be generally the same or similar to those projected to occur from the Original Project or the Revised Project, however, this Alternative would result in new significant air quality impacts during construction. In addition, this Alternative would not maximize the development possibilities or provide the

critical mass and mix of uses necessary to successfully activate the area. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make this Alternative, the Existing Zoning (All Residential) Alternative, infeasible.

Rationale for Findings

Under this Alternative, the Existing Zoning (All Residential) Alternative, all of the existing buildings on the Project Site would be demolished. In addition, it is assumed that the site would be built-out to the maximum residential uses allowed under the existing C4 zoned portion of the Project Site (344,688 square feet), which is approximately 861 multi-family residential units. Since this Alternative would only provide residential uses, it would not provide the critical mass, mix of uses, and amenities necessary to activate the area. Therefore, this Alternative would not achieve policy objectives relating to enhancement of the community, walkability, and pedestrian activation, to the same extent as the Original Project or the Revised Project. In addition, this Alternative proposes demolition of all of the existing buildings, whereas the Original Project and Revised Project only propose demolition of 120,000 square feet of the existing buildings; thus, this Alternative would result in new significant air quality impacts during construction with respect to NO_x, PM₁₀, and PM_{2.5}. This Alternative does not successfully re-use the existing Macy's building.

Further, this Alternative would only meet three (3) of the twelve (12) Project Objectives, as outlined below:

- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.

Alternative 2 would not meet the following objectives:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Provide the opportunity to maintain and re-use the existing Macy's Building.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project Site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.

- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City's goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Therefore, for the reasons stated above, this Alternative is infeasible and less desirable than the Original Project, and is rejected.

Reference

For a complete discussion of impacts associated with Alternative 2, please see Section 6 pages 6-13 to 6-41 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ALTERNATIVE 2A: EXISTING ZONING (ALL COMMERCIAL)

Description of Alternative

Under Alternative 2A, the Existing Zoning (All Commercial) Alternative, all of the existing buildings on the Project Site would be demolished. It is assumed the Project Site would be built-out with the maximum 1.5 floor area ratio on the existing C4 zoned portion of the Project Site, which is 344,688 square feet in area. This Alternative would have approximately 517,000 square feet of commercial uses and a maximum height of 75 feet which would include: 150,000 square feet of office uses; 227,000 square feet of retail uses; 40,000 square feet of restaurant uses; and 100,000 square feet of cinema uses (2,000 seats).

Impact Summary of Alternative

Alternative 2A would result in the same or similar impacts to those of the Original Project and the Revised Project, particularly with respect to cultural resources, geology and soils; hydrology and water quality; land use and planning; off-site construction noise, and operational noise, all of which would be less than significant. This Alternative would develop less floor area than either the Original Project or the Revised Project, and therefore, it would result in reduced impacts with respect to visual resources and views, shade/shadow, light and glare, and greenhouse gas emissions during operation. In addition, this Alternative would reduce significant traffic impacts associated with the Original Project and the Revised Project, because it would result in fewer trips. Further, this Alternative would result in reduced impacts with respect to fire, police, schools, parks and recreation, and libraries; water, wastewater, solid waste during operation, electricity, and natural gas, since it would be smaller than the Original Project or the Revised Project (in terms of overall square footage). However, because this Alternative proposes demolition of all of the existing buildings, whereas the Original and Revised Project only propose demolition of 120,000 square feet of the existing buildings, this Alternative would result in new significant air quality impacts during construction with respect to NO_x, PM₁₀, and PM_{2.5}. This Alternative does not successfully re-use the existing Macy's building.

Findings

With this Alternative, the new environmental impacts projected to occur from development of the Project would be generally the same or similar to those projected to occur from the Original or Revised Project, however, this Alternative would result in new significant air quality impacts during construction. In addition, this Alternative would not maximize the development possibilities or provide the critical mass and mix of uses to successfully activate the existing underutilized area. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make Alternative 2A, the Existing Zoning (All Commercial) Alternative, infeasible.

Rationale for Findings

Under Alternative 2A, the Existing Zoning (All Commercial) Alternative, all of the existing buildings on the Project Site would be demolished. It is assumed the Project Site would be built-out with the maximum 1.5 floor area ratio on the existing C4 zoned portion of the Project Site, which is 344,688 square feet in area. Alternative 2A would have approximately 517,000 square feet of commercial uses and a maximum height of 75 feet which would include: 150,000 square feet of office uses; 227,000 square feet of retail uses; 40,000 square feet of restaurant uses; and 100,000 square feet of cinema uses (2,000 seats).

Alternative 2A would only provide commercial uses, which would not provide the critical mass and mix of uses necessary to successfully activate the existing underutilized area. As this Alternative does not propose any residential uses, it would not help respond to the unmet housing demand in both the North Hollywood Community Plan Area and the City as a whole. In addition, this Alternative proposes demolition of all of the existing buildings, whereas the Original and Revised Project only proposes demolition of 120,000 square feet of the existing buildings; thus, this Alternative would result in new significant air quality impacts during construction with respect to NO_x, PM₁₀, and PM_{2.5}. Further, this Alternative would not maximize the potential development possibilities at the Project Site to the same extent as the Project, and would not provide a similar mix of uses, or successfully re-use the existing Macy's building. Therefore, this Alternative would not achieve policy objectives relating to enhancement of the community, walkability, pedestrian activation, and reduction in vehicle miles traveled. In fact, this Alternative would only meet six (6) of the twelve (12) Project Objectives, but to a lesser extent than the Original or Revised Project, as outlined below:

- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
- Create a range of construction and permanent jobs.

- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.

Alternative 2A would not meet the following objectives:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Provide the opportunity to maintain and re-use the existing Macy's Building.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City's goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Therefore, for the reasons stated above, this Alternative is infeasible and less desirable than the Original or Revised Project, and is rejected.

Reference

For a complete discussion of impacts associated with Alternative 2A, please see Section 6 pages 6-42 to 6-65 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ALTERNATIVE 3: EXISTING DEVELOPMENT WITH RESIDENTIAL USES

Description of Alternative

Under Alternative 3, the Existing Development with Residential Uses Alternative, approximately 555,000 square feet of existing office and retail uses would remain, and 742 residential units would be added to the existing surface parking area at Radford Avenue and Erwin Street. Parking would be provided in accordance with Code requirements. The existing main Macy's building and the existing office building would be re-used in their current condition and configuration.

Impact Summary of Alternative

Alternative 3 would result in the same or similar impacts to those of the Original or Revised Project, particularly with respect to cultural resources, geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning, off-site construction noise, operational noise; population/housing; and fire, police, schools, parks, and libraries, all of which would be less than significant. This Alternative would develop less floor area, and would not add new commercial buildings, parking structures and signage, therefore, it would result in reduced impacts with respect to views, light, glare, and greenhouse gas emissions during construction and operation, compared to the Original or Revised Project. In addition, due to its smaller scale, this Alternative would result in reduced impacts with respect to water, wastewater, solid waste during construction and operation, electricity, and natural gas. While this Alternative would generate approximately 36 percent fewer trips than the Original Project, it

would still result in one unmitigated significant traffic impact in the AM peak hour, which is less than the Original Project but equal to the traffic impacts of the Revised Project.

Findings

With this Alternative, the new environmental impacts projected to occur from development of the Project would be generally similar to those projected to occur from the Original Project, including one unmitigated significant traffic impact, which is less than the Original Project, and equal to the Revised Project. In addition, this Alternative would not maximize the development possibilities, enhance the commercial appearance or viability of the property, or provide the critical mass and mix of uses to activate the area. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make Alternative 3, the Existing Development with Residential Uses Alternative, infeasible.

Rationale for Findings

Under Alternative 3, the Existing Development with Residential Uses Alternative, approximately 555,000 square feet of existing office and retail uses would remain, and 742 residential units would be added to the existing surface parking area at Radford Avenue and Erwin Street. Parking would be provided in accordance with Code requirements. The existing main Macy's building and the existing office building would be re-used in their current condition and configuration.

This Alternative would generate approximately 36 percent fewer trips than the Original Project, however, it would still result in one unmitigated significant traffic impacts in the AM peak hour, which is a reduced traffic impact compared to the Original Project, and which is equal to the Revised Project's traffic impacts. This Alternative also retains existing outdated retail and office structures on the site, and would not maximize the potential development possibilities at the Project Site to the same extent as the Original or Revised Project. This Alternative would not provide the same diverse mix of uses or create a viable vibrant commercial center on the property. Therefore, this Alternative would not meet policy objectives relating to enhancement of the community, walkability, and pedestrian activation, to the same extent as the Original Project or the Revised Project.

In addition, this Alternative only meet one (1) of the twelve (12) Project Objectives, and would partially meet five (5) of the Project Objectives, as outlined below:

- Provide the opportunity to maintain and re-use the existing Macy's Building.

Alternative 3 would only partially meet the following Project Objectives and to a lesser extent than would the Original Project:

- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.

- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.

Alternative 3 would not meet the following objectives:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Create a range of construction and permanent jobs.
- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City's goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Therefore, for the reasons stated above, this Alternative is infeasible and less desirable than the Original Project, and is rejected.

Reference

For a complete discussion of impacts associated with Alternative 3, please see Section 6 pages 6-66 to 6-92 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ALTERNATIVE 4: REDUCED DENSITY (WITH LARGER RETAIL COMPONENT)

Description of Alternative

Under Alternative 4, the Reduced Density (with Larger Retail Component) Alternative, the 90,000-square-foot office building and approximately 30,000 square feet of the existing Macy's would be demolished. Approximately 200,000 square feet of the main Macy's building would be re-used for office uses, and the remainder of the Macy's building would be converted to 328 parking spaces in the basement and 55,000 square feet of retail uses on the ground floor. In addition, this Alternative would include approximately 385,000 square feet of commercial/retail uses, as follows: 185,000 square feet of retail uses; 60,000 square feet of restaurant uses; 40,000 square feet of health club uses; and 100,000 square feet of cinema uses (with 2,000 seats), as well as 742 residential units.

Impact Summary of Alternative

Alternative 4 would result in the same or similar impacts to those of the Original and Revised Project, particularly with respect to visual resources/views, shade/shadow, and light and glare;

cultural resources, geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; off-site construction noise, operational noise; and population/housing; and fire, police, schools, parks and libraries all of which would be less than significant. This Alternative would result in reduced impacts with respect to water, wastewater, solid waste during operation, electricity, and natural gas. Due to the increase in retail vs. office use, this Alternative would result in a greater number of daily, AM, and PM peak hour trips when compared to the Original Project, resulting in similar significant traffic intersection impacts during the PM peak hour and one fewer significant traffic intersection impact during the AM peak hour as compared to the Original Project. In addition, this Alternative would result in greater significant traffic intersections impacts during the AM and PM peak hour as compared to the Revised Project. Further, this Alternative would result in a significant operational air quality impact with respect to NO_x emissions, which is greater than the Original or Revised Project's less than significant impact.

Findings

With this Alternative, the new environmental impacts projected to occur from development of the Project would be generally similar to those projected to occur from the Original or Revised Project, however, it would result in one fewer significant traffic intersection impact compared to the Original Project and greater significant traffic intersection impacts compared to the Revised Project. In addition, this Alternative would provide the same critical mass of uses necessary to activate the area, and would meet all of the Project Objectives to approximately the same extent as the Original Project. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make Alternative 4, the Existing Development with Residential Uses Alternative, feasible.

Rationale for Findings

Under Alternative 4, the Reduced Density (with Larger Retail Component) Alternative, the 90,000-square-foot office building and approximately 30,000 square feet of the existing Macy's would be demolished. Approximately 200,000 square feet of the main Macy's building would be re-used for office uses, and the remainder of the Macy's building would be converted to 328 parking spaces in the basement and 55,000 square feet of retail uses on the ground floor. In addition, this Alternative would include approximately 385,000 square feet of retail uses, as follows: 185,000 square feet of retail uses; 60,000 square feet of restaurant uses; 40,000 square feet of health club uses; and 100,000 square feet of cinema uses (with 2,000 seats), as well as 742 residential units.

Compared to the Original Project, this Alternative would cause the same significant traffic intersection impact during the PM peak hour, however, it would result in one fewer significant traffic intersection impact during the AM peak hour. Compared to the Revised Project, this Alternative would result in greater significant traffic intersection impacts. In addition, this Alternative would result in slightly reduced impacts with respect to water, wastewater, solid waste during operation, electricity, and natural gas when compared to the Original Project, as this Alternative would generate fewer employees at the Project Site than the Original Project. Further, this Alternative would also provide the same diverse mix of uses as the Original and Revised Project, therefore, it would meet policy objectives relating to enhancement of the community, walkability, pedestrian activation, and reduction in vehicle miles traveled, as well as help respond to the unmet housing demand in both the North Hollywood Community Plan and

the City as a whole. As such, Alternative 4 would meet all twelve (12) of the Project objectives to approximately the same extent as the Project as outlined below:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Support infill development and redevelopment in existing urban areas to reduce “greenfield” development and urban sprawl.
- Provide the opportunity to maintain and re-use the existing Macy’s Building.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.
- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City’s goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Therefore, for the reasons stated above, Alternative 4 is feasible and more desirable than the Original Project.

Reference

For a complete discussion of impacts associated with Alternative 4, please see Section 6 pages 6-93 to 6-126 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ALTERNATIVE 4B

Description of Alternative

Partly in response to comments received on the Draft EIR, the Project Applicant requested that the City consider Alternative 4B, which includes less commercial use and fewer residential units when compared to either the Original Project or Alternative 4.

Alternative 4B includes the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street, the 10,000-square-foot Macy’s annex building, a

13,000-square-foot portion of the Macy's building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy's building. Alternative 4B would re-use approximately 205,000 square feet of the main Macy's building for office uses (on the second through fourth floors) and restaurant uses (on the second floor). The remainder of the main Macy's building would be converted to 316 parking spaces in the basement (in approximately 150,000 square feet) and approximately 60,000 square feet of retail on the ground floor. In total, Alternative 4B would include the following commercial uses: 189,184 square feet of office uses; 208,171 square feet of retail uses; 66,645 square feet of restaurant uses; 40,000 square feet of health club/gym uses; and 68,000 square feet of cinema uses (with 1,750 seats). In addition to the commercial uses, the Project Site would also be developed with 658 residential units in two buildings.

Alternative 4B/Office Variation

Potential variations in the mix of uses for the commercial portion of Alternative 4B would include the replacement of up to 65,000 square feet of retail use on the ground floor of the Macy's building with 65,000 square feet of office use, and the replacement of up to 40,000 square feet of health use in Building G with 40,000 square feet of office (collectively referred to as the "Alternative 4B/Office Variation"). The variation in the mix of uses within the commercial portion of the project would not alter the design or building envelope of the Alternative 4B project. These variations in the mix of uses within the commercial center were evaluated in the Final EIR in Appendix D, and would not result in significant changes to any impacts compared to Alternative 4B.

The Revised Project approved by the City is a slightly smaller version of Alternative 4B with a reduced number of residential units and reduced residential building heights. As compared to Alternative 4B, the Revised Project has 16 less residential units, approximately 12,300 square feet less residential floor area, and the same commercial floor area. Although the mix of commercial uses in the Revised Project is different from Alternative 4B, the mix of uses is within the range analyzed in the Final EIR under Alternative 4B or Alternative 4B/Office Variation. For purposes of environmental analysis, the Revised Project is considered equivalent to and substantially similar to Alternative 4B.

Impact Summary of Alternative

Alternative 4B and the Alternative 4B/Office Variation would result in same or similar impacts to those of the Original Project, particularly with respect to cultural resources, geology and soils; hazards and hazardous materials; hydrology and water quality; off-site construction noise and operational noise; and population/housing, all of which would be less than significant. Due to the reduction in office space and the additional basement parking, the size and height of the parking structure would be reduced from the seven levels for the Project to three and four levels, resulting in reduced impacts to visual resources/views, shade/shadow, and light and glare, as well as greenhouse gas emissions. With respect to traffic impacts, Alternative 4B would result in a fewer number of daily, AM, and PM peak hour trips, and two fewer significant traffic intersection impacts than the Original Project. In addition, this Alternative would result in reduced impacts with respect to water, wastewater, solid waste during operation, electricity, and natural gas when compared to the Original Project, as this Alternative would generate fewer residents and employees at the Project Site, resulting in less demand for those resources. The impacts of Alternative 4B are the same as the Revised Project.

Findings

With this Alternative, the new environmental impacts projected to occur from development of the Project would be generally similar to those projected to occur from the Original Project, however, it would result in two fewer significant traffic intersection impact compared to the Original Project. In addition, this Alternative would provide the same critical mass of uses necessary to activate the area, and would meet all of the Project objectives to approximately the same extent as the Original Project. Since this Alternative would achieve the Project Objectives and result in fewer significant traffic impacts, it is feasible and more desirable than the Original Project. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make Alternative 4B and Alternative 4B/Office Variation, feasible. The Revised Project approved by the City is a slightly smaller version of Alternative 4B that would eliminate several significant impacts and reduce all impacts compared to the Original Project, and has the same impacts as Alternative 4B.

Rationale for Findings

This Alternative includes the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street, the 10,000-square-foot Macy's annex building, a 13,000-square-foot portion of the Macy's building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy's building. This Alternative would re-use approximately 205,000 square feet of the main Macy's building for office uses (on the second through fourth floors) and restaurant uses (on the second floor). The remainder of the main Macy's building would be converted to 316 parking spaces in the basement (in approximately 150,000 square feet) and approximately 60,000 square feet of retail on the ground floor. In total, this Alternative would include the following commercial uses: 189,184 square feet of office uses; 208,171 square feet of retail uses; 66,645 square feet of restaurant uses; 40,000 square feet of health club/gym uses; and 68,000 square feet of cinema uses (with 1,750 seats). In addition to the commercial uses, the Project Site would also be developed with 658 residential units in two buildings.

Alternative 4B/Office Variation

Potential variations in the mix of uses for the commercial portion of this Alternative would include the replacement of up to 65,000 square feet of retail use on the ground floor of the Macy's building with 65,000 square feet of office use, and the replacement of up to 40,000 square feet of health use in Building G with 40,000 square feet of office (collectively referred to as the "Alternative 4B Office Variation"). The variation in the mix of uses within the commercial portion of the project would not alter the design or building envelope of this Alternative. These variations in the mix of uses within the commercial center were evaluated in the Final EIR in Appendix D, and would not result in significant changes to any impacts compared to Alternative 4B.

This Alternative would result in a fewer number of daily, AM, and PM peak hour trips and cause two fewer significant traffic intersection impacts than the Original Project. In addition, this Alternative includes development of the Project Site with a mix of uses, similar to the Original Project, and would provide the same critical mass of uses necessary to activate the area. The impacts of Alternative 4B are the same as the Revised Project. This Alternative would also meet all twelve (12) of the following Project Objectives:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.

- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Support infill development and redevelopment in existing urban areas to reduce “greenfield” development and urban sprawl.
- Provide the opportunity to maintain and re-use the existing Macy’s Building.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.
- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City’s goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Therefore, for the reasons stated above, this Alternative (and therefore, the Revised Project) is feasible and more desirable than the Original Project. The Revised Project approved by the City is a slightly smaller version of Alternative 4B with a reduced number of residential units and reduced residential building heights. As compared to Alternative 4B, the Revised Project has 16 less residential units, approximately 12,300 square feet less residential floor area, and the same commercial floor area. Although the mix of commercial uses in the Revised Project is different from Alternative 4B, the mix of uses is within the range analyzed in the Final EIR under Alternative 4B or Alternative 4B/Office Variation. All impacts from the Revised Project are substantially similar to the impacts of Alternative 4B and Alternative 4B/Office Variation as described in the EIR. Thus, by approval of the Revised Project, the City is, in effect, adopting this Alternative.

Reference

For a complete discussion of impacts associated with Alternative 4B and Alternative 4B/Office Variation, please see Section 3, Additions and Corrections, of the Final EIR and Appendix D of the Final EIR.

ALTERNATIVE 5: REDUCED DENSITY (WITH LARGER RETAIL COMPONENT AND FEWER RESIDENTIAL UNITS)

Description of Alternative

Under Alternative 5, the Reduced Density (with Larger Retail Component and Fewer Residential Units) Alternative, the 90,000-square-foot office building and approximately 30,000 square feet of the existing Macy's would be demolished. Approximately 200,000 square feet of the main Macy's building would be re-used for office uses. The remainder of the Macy's building and the remainder of the Project Site would be developed with approximately 440,000 square feet of commercial uses, as follows: 240,000 square feet of retail uses; 60,000 square feet of restaurant uses; 40,000 square feet of health club uses; and 100,000 square feet of cinema uses (with 2,000 seats). In addition, this Alternative would include 200 residential units.

Impact Summary of Alternative

Alternative 4 would result in the same or similar impacts to those of the Original or Revised Project, particularly with respect to cultural resources, geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; off-site construction noise and operational noise, all of which would be less than significant. Due to the reduction in office space (which would therefore require less parking) and the additional basement parking, the size and height of the parking structure would be reduced from the Original Project, similar to the Revised Project. In addition, because of the smaller number of residential units, the height of the residential component of Alternative 5 would also be reduced when compared to the Original and Revised Project. Thus, when compared to the Original and Revised Project, Alternative 5 would develop less floor area, and, therefore, could result in reduced impacts with respect to visual resources/views, shade/shadow, and light and glare compared to the Project's less than significant (with mitigation) impacts. With respect to traffic impacts, this Alternative would result in fewer trips than the Original Project, and would eliminate one of the significantly impacted traffic intersections, but greater than the Revised Project. In addition, this Alternative would result in reduced impacts with respect to fire, police, schools, parks, and libraries; water, wastewater, solid waste during operation, electricity and natural gas when compared to the Original and Revised Project, since it would be smaller (in terms of overall square footage).

Findings

With this Alternative, the new environmental impacts projected to occur from development of the Project would be generally similar to those projected to occur from the Original or Revised Project, and would result in one fewer significant traffic intersection impact compared to the Original Project, but greater traffic impacts compared to the Revised Project. However, this Alternative only proposes 200 residential units, therefore, it would not respond to the unmet housing demand in both the North Hollywood Community Plan Area and the City as a whole to the same extent as the Original Project. Further, this Alternative would not provide the same critical mass and mix of uses necessary to successfully and sustainably activate the area. Pursuant to Public Resources Code Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations identified in Section 8 of these Findings (Statement of Overriding Considerations), make this Alternative, the Reduced Density (with Larger Retail Component and Fewer Residential Units) Alternative, infeasible.

Rationale for Findings

Under Alternative 5, the Reduced Density (with Larger Retail Component and Fewer Residential Units) Alternative, the 90,000-square-foot office building and approximately 30,000 square feet of the existing Macy's would be demolished. Approximately 200,000 square feet of the main Macy's building would be re-used for office uses. The remainder of the Macy's building and the remainder of the Project Site would be developed with approximately 440,000 square feet of

commercial uses, as follows: 240,000 square feet of retail uses; 60,000 square feet of restaurant uses; 40,000 square feet of health club uses; and 100,000 square feet of cinema uses (with 2,000 seats). In addition, this Alternative would include 200 residential units.

As this Alternative only proposes 200 residential units, it would not meet the following two (2) Project Objectives:

- Create a sustainable balance of commercial and housing uses to encourage mixed-use living.
- Redevelop the Project Site in a manner that promotes and enhances a healthy and diverse economy in North Hollywood.

This Alternative would meet the following ten (10) Project Objectives:

- Redevelop a currently underutilized site into a mixed-use, transit-oriented development that combines retail, office, and residential uses.
- Support infill development and redevelopment in existing urban areas to reduce “greenfield” development and urban sprawl.
- Provide the opportunity to maintain and re-use the existing Macy’s Building.
- Activate and encourage pedestrian and bicycle activity by developing a mix of complementary land uses, and by providing bicycle parking and pedestrian linkages within the Project site; an attractive pedestrian experience on Erwin Street, Radford Drive and within the open and green spaces, walkways, plazas, and other gathering spaces.
- Improve the aesthetic quality of the Project Site by removing or upgrading outdated buildings by designing an integrated unified architectural commercial center with linkages to adjacent housing.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-qualified equivalent.
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night, which provides natural surveillance.
- Improve the job-housing balance in the eastern San Fernando Valley area by providing new housing within a major employment center.
- Provide retail, office, and housing along a major transit-served transportation corridor in furtherance of City’s goals and policies to reduce vehicle miles traveled (VMT) and to reduce pollutant emission, including greenhouse gas emissions.

Further, this Alternative would not help address the housing demand in both the North Hollywood Community Plan Area and the City to the same extent as the Original or Revised Project, and may not be economically sustainable due to the low density of the housing, which cannot support the redevelopment of the commercial portion of the Project Site.

Therefore, for the reasons stated above, this Alternative is infeasible and less desirable than the Original Project, and is rejected.

Reference

For a complete discussion of impacts associated with this Alternative, please see Section 6 pages 6-127 to 6-161 of the Draft EIR. In addition, the Draft EIR provides a summary comparative matrix on Table 6-110.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the State CEQA Guidelines requires that an analysis of alternatives shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that, if the “no project” alternative is the environmentally superior alternative, the EIR shall also identify another environmentally superior alternative among the remaining alternatives.

In the EIR, Alternative 1: No Project is considered the overall environmentally superior alternative as it would avoid nearly all of the impacts that would occur under the Original or Revised Project. It should be noted however that although most impacts would be avoided, beneficial aspects of the project such as upgrading the property, enhancing the community and the fulfillment of numerous regional and City plan and policy goals for the area would not occur.

Based on the analysis of alternatives in the Draft EIR, Alternative 3: Existing Development with Residential Uses is identified as the environmentally superior alternative. Alternative 3’s impacts would be generally similar or reduced to those of the Original Project, including one unmitigated AM peak significant traffic intersection impact, which is less than the Original Project, and equal to the Revised Project. However, since Alternative 3 would keep all existing commercial buildings and only develop new residential buildings, this Alternative would not maximize the development possibilities, enhance the commercial appearance or viability of the property, or provide the critical mass and mix of uses to activate the area.

However, based on the analysis of the revised alternatives in the Final EIR, Alternative 4B: Reduced Density (with Larger Retail Component) and the Office Variation is identified as the environmentally superior alternative. Alternative 4B analyzed in the Final EIR is equal to Alternative 3 in reducing impacts, including traffic impacts, as compared to the Original Project. In addition, Alternative 4B meets all of the same objectives as the Original Project. Therefore, the City finds that Alternative 4B is considered the environmentally superior alternative. As discussed in more detail in these Findings above, the City finds that Alternative 3 is not a feasible alternative, and further that Alternative 3, while superior to the Original Project, is not environmentally superior to the Revised Project due to the reduction in traffic and size in the Revised Project.

8. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the Revised Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. Pursuant to CEQA Guidelines Section 15093(b), the decision-maker must adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. To adopt a Statement of Overriding Considerations, the decision-maker must balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project

outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

As described in Sections 1 through 7 of these CEQA Findings of Fact, the City has considered all mitigation measures and alternatives to substantially lessen or avoid the Revised Project’s significant and unavoidable impacts and found that both additional mitigation measures and environmentally favorable alternatives to be infeasible. Based on analysis contained in the EIR, the City has adopted a variant of Alternative 4B – the Revised Project – because it substantially reduces some of the impacts of the Original Project, while meeting all of the Original Project’s objectives. As discussed in Section 6 of these Findings, implementation of feasible mitigation measures adopted as part of the Revised Project will reduce all impacts to a less than significant level, with the exception of the identified construction traffic impacts and traffic/transportation level of service impacts, which cannot be mitigated to a less than significant level.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Revised Project. Thus, having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Revised Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Revised Project against the Revised Project’s significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

These below-stated reasons summarize the benefits, goals, and objectives of the Revised Project, and provide, in addition to the above findings, the detailed rationale for the benefits of the Revised Project. Each of the overriding considerations, consisting of economic, social, aesthetic, and environmental benefits for the Revised Project, justify adoption of the Revised Project and certification of the completed EIR, and each of these overriding considerations, independently, is sufficient to override all remaining significant and unavoidable impacts of the Revised Project.

1. Implementation of the Revised Project will redevelop an underutilized site into a more vibrant mixed-use, pedestrian-friendly development which combines complementary uses, such as office, retail, and residential uses that are designed to serve residents, the surrounding neighborhood, visitors, and the larger community in furtherance of Community Plan goals.
2. Implementation of the Revised Project will help respond to the City’s critical housing deficiency, as well as the Mayor’s housing goal to add 100,000 new residential units within the City by 2020, and further the goals of the City’s Housing Element of its General Plan by adding over 640 rental housing units to the Project Site.
3. Implementation of the Revised Project will result in a unified and cohesive development that will enhance the aesthetics of the community, by rehabilitating and repurposing an older structure (the Macy’s building) and replacing a large surface parking lot with updated, modern-designed buildings that are integrated with the surrounding urban environment.
4. Implementation of the Revised Project will support efforts to achieve local and regional sustainability and mobility goals by promoting and encouraging transit usage and the reduction of automobile trips through the incorporation of pedestrian pathways, transit linkages, ample bicycle parking and storage, a well-balanced mix of on-site amenities,

and a Traffic Demand Management program to encourage more efficient and alternative modes of transportation.

5. Implementation of the Revised Project will serve existing and new residents with increased visitor-serving land use opportunities, and will provide a more vibrant mixed-use environment with new amenities, landscaped open space, public gathering spaces, an approximately 27,000 square-foot central park, new pedestrian crosswalks, and various streetscape improvements.
6. Implementation of the Revised Project will incorporate sustainable and green building design and construction consistent with the California Green Building Code and City of Los Angeles Green Plan, as well as additional features such as solar panels and electric vehicle parking, to promote resource conservation and achieve a LEED-qualified equivalent development.
7. Implementation of the Revised Project will create a substantial number of temporary construction jobs and permanent jobs at the Project Site.

9. FINDINGS ON MITIGATION MONITORING PLAN

Pursuant to Section 15091 (a)(1) of the CEQA Guidelines, the City finds that implementation of the mitigation measures, regulatory compliance measures, and project design features included in Section 4 of the Final EIR would substantially lessen the significant environmental effects resulting from the Project. These mitigation measures, regulatory compliance measures, and project design features have been required in, or incorporated into the Project. In accordance with Section 15091(d) and Section 15097 of the CEQA Guidelines that require a public agency to adopt a program for reporting or monitoring required changes or conditions of approval to substantially lessen significant environmental effects, the Mitigation Monitoring Plan provided as Section 4 of the Final EIR is hereby adopted as the mitigation monitoring plan for this Project.

10. FINDINGS ON CHANGES TO THE DRAFT EIR AND RECIRCULATION

CHANGES TO THE DRAFT EIR

In response to comments from the public and other public agencies, the Project has incorporated changes subsequent to publication of the Draft EIR. All of the changes to the Draft EIR are described in Section 3 of the Final EIR. An Errata of minor corrections to the Final EIR was issued on August 23, 2016, and is available in the City record.

FINDINGS REGARDING FINAL EIR

Pursuant to CEQA, on the basis of the review and consideration of the Final EIR, the City finds the following:

1. Factual corrections and minor changes have been set forth as clarifications and modifications to the Draft EIR;
2. The factual corrections and minor changes to the Draft EIR are not substantial changes in the Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigated or avoid such an effect, or a feasible project alternative;

3. The factual corrections and minor changes to the Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft EIR;
4. The factual corrections and minor changes in the Draft EIR will not involve mitigation measures or alternatives that are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect on the environment; and
5. The factual corrections and minor changes to the Draft EIR do not render the Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Draft EIR have been met. Incorporation of the factual corrections and minor changes to the Draft EIR into the Final EIR does not require the Final EIR to be circulated for public comment.