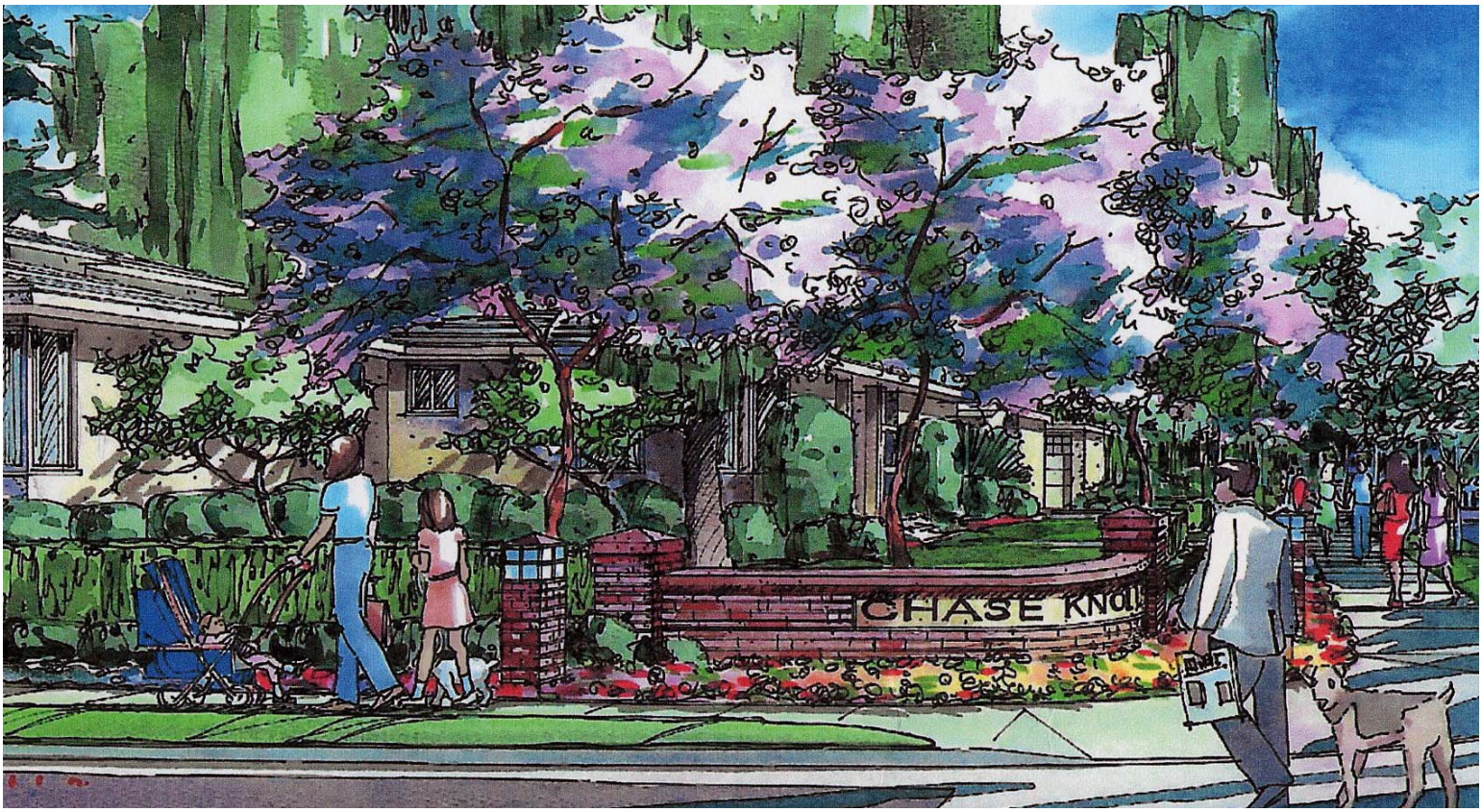
CHASE KNOLLS APARTMENTS

Draft Environmental Impact Report
State Clearinghouse No.: 2003071049

January 2004

Prepared for

City of Los Angeles Planning Department



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Executive Summary

This section provides an overview of the proposed project and its objectives, and summarizes the potential impacts anticipated as a result of project implementation. A summary table identifies these impacts and lists the mitigation measures recommended to reduce significant adverse impacts. The alternatives in the EIR are briefly described.

For a full description of the proposed project, its impacts, and alternatives, the reader is referred to Chapters 2, 3 and 4 of the EIR.

PROJECT OVERVIEW

This Environmental Impact Report (EIR) evaluates the environmental effects that may result from the rehabilitation of existing units and the construction of 141 new residential apartments and tenant amenities at the Chase Knolls Apartments complex (Project). The complex is located at 13401 Riverside Drive, in the community of Sherman Oaks, in the City of Los Angeles. Bounded by Huston Street (north) and Riverside Drive (south), Sunnyslope Avenue (east) and Fulton Avenue (west), the 13.9-acre site is presently improved with 260 apartments in 19 buildings, extensive landscaping, ancillary structures such as carports and laundry facilities, fencing, and two internal private roads. The complex is a City of Los Angeles (City) Historic-Cultural Monument, and is also the subject of a Historic Property Contract, executed under the terms of the Mills Act, which requires the owner to preserve and rehabilitate the site in conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation for a period of ten years.[1]

The proposed new units would be constructed in five three-story buildings on the present site of certain of the carport structures, laundry rooms, and concrete drying yards (see above), located along the service roads. The new buildings would be located along the center spine or east-west access road, and along the north-south access road, toward the center of the project site. The design of the new units is intended to complement the architectural character of the existing buildings, such as their historic materials and features, but differentiated from the old "to protect

[1] In return for preserving and rehabilitating the property in conformance with the U.S. Secretary of Interior's Standards for Rehabilitation, the Agreement provides the owner with a property tax reduction. The site is subject to annual inspections. The Agreement can be terminated at either the City's or the owner's request.

the integrity of the property and its environment" (Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995). The new development would consist of 96 one-bedroom units, ranging from 673 sq. ft. to 880 sq. ft., and 45 two-bedroom units, ranging from 990 sq. ft. to 1,142 sq. ft. All two-bedroom units would also include two bathrooms. Each new building would be approximately 33 feet in height. Most of the buildings would be screened from view from surrounding public right-of-ways and the surrounding neighborhood by existing one- and two-story buildings (approximately 30' in height) located along the perimeter of the site, landscaping, and the site's knolls and terraces.

PROJECT OBJECTIVES

The Project Applicant's goals and objectives for this Project are to:

- Provide a creative way to ensure preservation of the significant historic features of the project site over the long term by strengthening the property's economic performance;
- Preserve and rehabilitate the significant historic features of the site;
- Add multi-family rental opportunities to the site in a way that complements the existing development;
- Provide attractive new housing opportunities in the community, for single-persons, small households, and roommates;
- Provide needed multi-family rental housing for the region consistent with the goals and objectives of the City of Los Angeles General Plan, and General Plan Framework;
- Provide new on-site recreational opportunities for existing and future residents;
- Provide housing near public transit and along transit corridors;
- Complement existing residential neighborhoods in the vicinity of the project site; and
- Obtain approval of a project that will be financially feasible to develop and maintain.

The proposed Project would meet the relevant goals, objectives and policies expressed in the Housing Element of the City of Los Angeles General Plan (1995) and the General Plan Framework.

AREAS OF CONTROVERSY

Section 15123 of the CEQA Guidelines requires than an EIR summary identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Some issues of concern were expressed at a public scooping meeting for the EIR and through responses to the Notice of Preparation. The following concerns were expressed:

- Concerns were expressed regarding additional traffic attributed to the proposed Project and its effects on the project site and the surrounding area.

- Concerns were expressed regarding the potential for the proposed Project to affect noise and air quality, both at the project site and in the surrounding area.

- Concerns were expressed regarding the ability of police and fire protection and emergency services to provide adequate service to the site.

- Concerns were expressed regarding the effect of proposed Project elements, such as Project amenities, and new construction on the historic elements of the project site, including landscaping, and architecture.

- Concerns were expressed regarding the effects of demolition and construction on air quality, traffic circulation and pedestrian safety, and the potential release of hazardous materials.

- Concerns were expressed regarding the potential for increased flooding along Riverside during heavy storms.

ISSUES TO BE RESOLVED

Most issues related to the proposed Project can be resolved through site planning and project design. Specific issues anticipated to be addressed during the detailed project design phase

include: the compatibility of the proposed architecture with existing buildings and general issues related to visual quality, landscaping, and circulation within the project site.

ALTERNATIVES TO THE PROJECT

Alternatives usually take the form of "no project," a reduced project size, and/or a different project design. The range of alternatives discussed in an EIR is governed by a "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed Project. The range of alternatives associated with the proposed Project include:

- The No Project Alternative: The Project Applicant would make minimal improvements to the site, wait for expiration of the Historical Property Contract, and seek a Zoning Change to maximize density at the project site.

- The Reduced Density Alternative: The Project Applicant would build a project similar to the project proposed by the previous owners, Legacy Partners, which would consists of improvements to existing units, and construction of 47 townhomes in seven buildings along the interior roadways. The Reduced Density Alternative would also include project amenities, and removal of existing trees.

Alternatives Eliminated From Analysis

The potential for developing a similar Project at another site was considered but rejected. The Applicant does not own other property in the vicinity of the project site. In addition, the Applicant' s objectives are closely tied to the project site, which is the subject of an Historical Property Contract with the City, and has been designated by the City of Los Angeles as an Historic-Cultural Monument. Among the primary purposes of the Project are providing a creative way to ensure preservation of the significant historic features of the project site over the long-term by strengthening the property's economic performance, and to preserve and rehabilitate the significant historic features of the site.

Environmental Impacts

Chapter 3 of this EIR considered the environmental impacts associated with seven issue areas. The results of this evaluation are presented on Table ES-1. The impact analysis identified no significant and unavoidable effects to the environment under CEQA.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION FOR THE CHASE KNOLLS APARTMENTS

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3A. Air Quality			
3A1. The proposed Project would be consistent with the Air Quality Management Plan (AQMP). It would not conflict with or obstruct implementation of the AQMP.	LTS	No mitigation is required.	Less than significant.
3A2. Construction of the proposed project would emit criteria pollutants. Estimated daily average construction emissions of NO_x during grading and site preparation would exceed significance thresholds set by the SCAQMD. This is a short term (9 week) temporary impact. Additionally, the project is consistent with the AQMD. The resulting construction emissions are less than significant.	PS	**M-3A.1** All construction equipment shall be properly tuned and maintained. **M-3A.2** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions. **M-3A.3** Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.	
3A3. Operation of the proposed project would emit criteria pollutants. Estimated daily average emissions would not exceed significance thresholds set by the SCAQMD.	LTS	No mitigation required.	Less than significant.
3A4. Construction of the proposed project would emit fugitive dust. There are will be no increase in fugitive dust emissions	PS	**M-3A.4** Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
resulting from project operation. Mitigation Measures will be implemented to assure fugitive dust emissions are less than significant.		**M-3A.5** Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. **M-3A.6** Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers. **M-3A.7** Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets. **M-3A.8** Hydroseed or apply non-toxic stabilizers to inactive construction areas. **M-3A.9** Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). **M-3A.10** Limit traffic speeds on unpaved roads to 15 miles per hour. **M-3A.11** Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April). **M-3A.12** Replant vegetation in disturbed areas as quickly as possible**.**	
3A5. The proposed project is not anticipated to create objectionable odors affecting a substantial number of people.	LTS	No mitigation is required.	Less than significant.
3A6. The proposed project would contribute air emissions to the region that	LTS	No mitigation is feasible.	Less than significant.

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would add to the cumulative baseline.			
3B. Cultural Resources			
3B1. The proposed Project could result in a significant change to an historical resource.		**M-3B.1** All removed trees to be removed shall be identified on site using visible markings. Trees to remain on site (saved trees) shall be preserved using special construction techniques. **M-3B.2** Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, saved trees that are immediately adjacent to or within, the Project construction corridor shall be clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree to hold back fill. The delineation markers shall remain in place for the duration of all Project work. Where proposed development or other site work must encroach upon the dripline of a saved tree, special construction techniques will be required to allow the roots to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used	Less than significant.

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		where advisable. Excavation adjacent to any trees, when permitted, will be in such a manner that will cause only minimal root damage. No burning or use of equipment with an open flame shall occur near or within the dripline. **M-3B.3** If any saved tree is damaged that could cause mortality due to Project implementation, then the Project Applicant shall replace the tree at a 1:1 ratio to the extent feasible. **M-3B.4** The following shall not occur within the dripline of any saved tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals. **M-3B.5** In areas where trees must be removed for new Project elements, add landscaping along the building edges parallel to the service roads to define the edge of the property from adjacent commercial uses. **M-3B.6** The Project Applicant shall replace any vegetation, such as shrubs and bushes, removed or damaged as part of the Project during construction other than in areas proposed to be redeveloped . **M-3B.7** The Project Applicant shall photograph typical carports along Huston Street using Historic American Buildings Survey	

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		(HABS) photographic standards. The location of the photographs shall be keyed to a site plan. The photographs and site plan shall be placed on file with the City of Los Angeles Cultural Affairs Department and the Richard Riordan Central Library. **M-3B.8** The Project Applicant shall be required to construct walls, in materials similar to that of existing carports, to separate parking from residential uses. In addition, areas adjacent to the new walls shall be landscaped. **M-3B.9** The Project Applicant shall construct new buildings that are easily distinguishable from existing historic structure, but that complement the predominant architecture, and existing landscaping. **M-3B.10** The Project Applicant shall be required to hire an historic preservation specialist to monitor the proposed Project throughout the design and construction to ensure project conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings.	
3B2. The proposed Project could inadvertently uncover paleontological or **archaeological** resources.	PS	**M-3B.11** In the event that an archaeological or paleontological resource is inadvertently uncovered, the Project Applicant shall be required to immediately cease all construction at the place of discovery	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		should be halted immediately and a qualified archaeologist and/or paleontologist retained to evaluate the find. If the archaeologist or paleontologist determines that potentially significant paleontological or archaeological materials or human remains are encountered, the archaeologist and/or paleontologist must recover, retrieve, and/or remove any paleontological or archaeological materials. The archaeologist shall provide a copy of documentation of all recovered data and materials found on-site to the regional information center of the California Archaeological Inventory (CAI) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data. Project personnel should not collect cultural resources. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand stones, and mortars and pestles; and locally darkened midden soils containing some of the previously listed items plus fragments of bone and fire affected stones. Historic period site indicators include: fragments of glass, ceramic, and metal objects (including railroad ties and square nails); milled and	

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		split lumber; and structure and feature remains such as building foundations and dumps, respectively.	
3C. Geology and Soils			
3C1. The proposed Project could be subjected to strong ground shaking or liquefaction in the event of an earthquake.	PS	**M-3C.1** A site-specific, design-level geotechnical investigation shall occur prior to approval of new construction within the project site. This investigation shall be conducted by a licensed geotechnical engineer in accordance with the 1997 UBC, which requires structural design that incorporates ground accelerations from known active faults. In addition, the geotechnical investigation shall include a liquefaction analysis in accordance with CGS Publication 117. Geotechnical recommendations, including expected ground motions determined by a registered geotechnical engineer and liquefaction analyses, shall subsequently be incorporated into the final structural design as part of the project. The final seismic considerations for the site shall be submitted to and approved by the City.	Less than significant.
3C2. Subjected to soil erosion or other geologic impacts due to potential adverse affects of construction and underlying soils	LTS	No mitigation is required.	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
at the project site.			
3C3. Together with other area projects, the proposed Project could have cumulative impacts on geology and soils in the project area.	LTS	No mitigation is required.	Less than significant.
3D. Hazards and Hazardous Materials			
3D1a. The proposed project could create a significant hazard to the public or environment through routine transport, storage, use, or disposal of hazardous materials.	PS	**M-3D.1** Prior to issuing building permits, the Project Applicant shall be conduct an assessment of the proposed project site to determine the potential extent of LBP and ACM in existing structures. Should this assessment determine that LBP and/or ACMs are present, the project applicant would be required to comply with asbestos removal regulations, discussed below, and Mitigation Measures M-3D.2 and M-3D.3 shall be implemented for all identified structures. **M-3D.2** A lead-based paint abatement plan containing, but not limited to, the following elements shall be implemented: • Develop an abatement specification approved by an Interim-Certified Project Designer; • Acquire necessary approvals from the Los Angeles County Environmental Health Department for specifications or	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		commencement of abatement activities; • Prepare a site health and safety plan, as needed; • Contain all work areas to prohibit off-site migration of paint chip debris; • Remove all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition; • Provide on-site air monitoring during all abatement activities and background monitoring to ensure no contamination of work areas or adjacent properties; • Cleanup and/or HEPA of vacuum paint chips; • Collect, segregate, and profile waste for disposal determination; and • Provide appropriate disposal of all waste. **M-3D.3** The Project Applicant shall conduct all abatement of ACM and LBP prior to demolition or renovation of existing	

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		structures.	
3D1b. Hazardous materials used on-site during construction (i.e., petroleum products) could be spilled through improper handling or storage, creating a significant hazard to the public or the environment.	LTS	No mitigation is required.	Less than significant.
3D3. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	PS	Refer to mitigation measures **M-3D.1** through **M-3D.4.**	Less than significant.
3D4. The proposed project is not listed on a site compiled pursuant to Government Code Section 65962.5, and as a result could create a significant hazard to the public or the environment.	LTS	No mitigation is required.	Less than significant.
3D5. The proposed project is not located on a site within an airport land use plan, a public airport or a private airstrip, and therefore, would not result in a safety hazard for people residing or working in the project area.	LTS	No mitigation is required.	Less than significant.
3D6. The proposed project would not impair or interfere with the implementation of an adopted emergency response plan or	LTS	No mitigation is required.	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
emergency evacuation plan.			
3D7. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.	LTS	No mitigation is required.	Less than significant.
3D8. Together with other area projects have cumulative hazards impacts.	LTS	No mitigation is required.	Impacts would not be cumulatively considerable.
3E. Hydrology and Water Quality			
3E1. The proposed Project is not anticipated to violate water quality standards or waste discharge requirements, provide substantial sources of polluted runoff, or otherwise substantially degrade overall water quality.	LTS	No mitigation is required.	Less than significant.
3E2. The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	LTS	No mitigation is required.	Less than significant.
3E3. Substantially alter existing drainage patterns resulting in substantial erosion and/or flooding on or off site, or create runoff water that would exceed the capacity of existing or planned storm water drainage system.	LTS	No mitigation is required.	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3E4. Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding from failure of a dam or levee.	LTS	No mitigation is required.	Less than significant.
3G5. The proposed Project, together with other area projects, would not have cumulative hydrology and water quality impacts.	LTS	No mitigation is required.	Impacts would not be cumulatively considerable.
3F. Noise			
3F1. The proposed Project would not expose persons to, or generate, noise levels in excess of standards established in the City Noise Ordinance.	LTS	No mitigation is required.	Less than significant.
3F2. The proposed Project would not result in excessive noise levels during construction activity occurring within 500 feet of a school zone or residence.	PS	**M-3F.1** During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust. **M-3F.2** During construction phases, the contractor shall ensure that all construction be performed in accordance with City of Los Angeles noise standards. The construction contract shall specify that no noise intensive construction or repair work be performed between the hours of 9:00 PM and 7:00 AM on any weekday, or before 8:00 AM or after	Less than significant.

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		6:00 PM on any Saturday or national holiday, or at any time on Sundays. **M-3F.3** During construction phases, the contractor shall store and maintain stationary noise generating equipment as far as possible from the adjacent residents. **M-3F.4** Contractor shall be restricted from playing loud music in the open construction area audible at local residences. **M-3F.5** During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number. **M-3F.6** Prior to any work occurring within 50 feet of residential buildings, a written notice will be sent to those residences indicating the date, and time that construction is scheduled to occur. The notice shall include contact numbers of construction manager and inspector. **M-3F.7** Noise baffling devices such as sound barriers shall be placed between powered equipment and homes within 100 feet of construction activities.	
3F3. The proposed Project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise	LTS	No mitigation is required.	Less than significant.

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Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
levels.			
3F4. The proposed Project would not expose residences to excessive noise levels due to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or private airstrip.	LTS	No mitigation is required.	Less than significant.
3F5. Together with other area projects the proposed Project would not have cumulative noise impacts.	LTS	No mitigation is required.	Impacts would not be cumulatively considerable.
3G. Transportation/Circulation			
3G1. The proposed Project would not impact the existing load and capacity of local intersections or exceed significance criteria established by the LADOT.	LTS	No mitigation is required.	Impacts would not be cumulatively considerable.
3G2:. The proposed Project would provide adequate parking supply.	LTS	No mitigation is required.	Less than significant.
3G3. The proposed Project would not substantially increase hazards due to a design feature or incompatible use.	LTS	No mitigation is required.	Less than significant.
3G4. The proposed Project would have adequate emergency access.	LTS	No mitigation is required.	Less than significant.

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3G5. The proposed Project would not exceed either individually or cumulatively exceed the LOS standard established by the CMP.	LTS	No mitigation is required.	Less than significant.
3G6. The proposed Project and other area projects together do not have the potential to cumulatively significantly impact area traffic.	LTS	No mitigation is required.	Less than significant.

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Chapter 1. Introduction

This Environmental Impact Report (EIR) evaluates the environmental effects that may result from the rehabilitation of existing units and the construction of 141 new residential apartments and tenant amenities at the Chase Knolls Apartments complex (Project). The complex is located at 13401 Riverside Drive, in the community of Sherman Oaks, in the City of Los Angeles. Bounded by Huston Street (north) and Riverside Drive (south), Sunnyslope Avenue (east) and Fulton Avenue (west), the 13.9-acre site is presently improved with 260 apartments in 19 buildings, extensive landscaping, ancillary structures such as carports and laundry facilities, fencing, and two internal private roads. The complex is a City of Los Angeles (City) Historic-Cultural Monument, and is also the subject of an Historic Property Contract, executed under the terms of the Mills Act, which requires the owner to preserve and rehabilitate the site in conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation for a period of ten years.[1]

This EIR has been prepared in conformance with State and City Guidelines for the implementation of the California Environmental Quality Act (CEQA).

1.1 BACKGROUND, SCOPE AND CONTENT

As described in Section 15143 of the CEQA *Guidelines*:

> *The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study.*

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in the EIR. As part of its application, the Project Proponent requested that an EIR be prepared in connection with the City's review and

[1] In return for preserving and rehabilitating the property in conformance with the U.S. Secretary of Interior's Standards for Rehabilitation, the Agreement provides the owner with a property tax reduction. The site is subject to annual inspections. The Agreement can be terminated at either the City's or the owner's request.

consideration of the Project. A Notice of Preparation (NOP) was circulated to responsible agencies and interested parties, including the State Clearinghouse, describing the proposed Project and requesting comments on the scope of the EIR. The comment period began on July 20, 2003, and ended at the close of business on August 18, 2003.[2] A copy of the NOP, and the Environmental Assessment Form (EAF) (also known as an Initial Study (IS) Checklist) are included in Appendix A of this document. During the comment period, a public scoping session was held on June 15, 2003, to provide public input on the scope of the proposed EIR. Both the transcript of the public scoping session and written comments received during the circulation period are included as Appendix B of this document. The following issues were identified in the scoping process as having potentially significant impacts that will be addressed in the EIR, or were identified as issues that, even though the impacts are analyzed to be less than significant, will nonetheless be addressed in the EIR:

- Air quality;
- Cultural resources;
- Geology and soils;
- Hazards and hazardous materials;
- Hydrology and water quality;
- Noise; and
- Transportation/circulation.

The following environmental issues were determined during the scoping process not to be significantly impacted by the Project and are not addressed in the EIR:

- Aesthetics (other than as will be addressed for Cultural Resource issues);
- Agricultural resources;
- Biological resources;
- Land use and planning;
- Mineral resources;
- Population and housing;
- Public services;
- Recreation; and
- Utilities and service systems.

[2] The NOP was received by the State Clearinghouse on July 7, 2003, and the comment period was set by the Clearinghouse to begin on July 17, 2003.

This EIR will, for informational purposes, include information on whether the project would induce substantial population growth directly or indirectly, as part of Appendix C. The project would not, as stated in the EAF, displace existing housing or displace persons.

1.2 PURPOSE AND LEGAL AUTHORITY

In accordance with CEQA Section 15121(a), the purpose of an EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project. CEQA Section 15151 contains the following standards for EIR adequacy:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which intelligently takes an account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR would summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.

The Chase Knolls Apartments EIR is an informational document for use by decision makers and the public in their review of the potential impacts of the proposed Project, as well as in the evaluation of alternatives and mitigation measures which may minimize, avoid, or eliminate those impacts. As such, this document includes a full discussion of the project description and the existing environmental setting, environmental impacts, mitigation measures with the residual impacts after mitigation identified, and a reasonable range of project alternatives that could alleviate identified impacts.

To gain the most value from this report, the CEQA *Guidelines* recommend that:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an "early warning system" with regard to potential environmental impacts and subsequent effects on the local community's natural resources.

- A specific environmental impact is not necessarily irreversible or permanent. Incorporating changes recommended in this report during the design and construction phases of project development can wholly or partially mitigate most impacts, particularly in urban, more developed areas.

This report, while a summary of facts, reflects the professional judgment of the author. Therefore, the reader will have to individually weigh the facts it reports.

As the public agency with the authority to approve or deny the Project, the City will consider the information in the EIR along with other information before taking any action on the Project. The conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny or modify the Project, but instead are presented as information intended to aid the decision-making process.

1.3 EIR ORGANIZATION

This Draft EIR is organized into eight chapters, each dealing with a separate aspect of the required content of an EIR as described in the CEQA *Guidelines*; it is intended for use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the EIR is provided. The following sections are contained within the EIR:

Executive Summary: This section contains an overview of the scope of the EIR, as well as a summary of environmental impacts, proposed mitigation, level of significance after mitigation, and unavoidable impacts. Also contained within this section is a summary description of project alternatives and potential growth-inducing impacts.

Chapter 1. Introduction: This chapter provides an overview of the purpose and use of the EIR, the scope of this EIR, the environmental review process for the EIR and the proposed Project, and the general format of the document.

Chapter 2. Project Description and Site Characteristics: This chapter defines the project location, summarizes the proposed Project, and outlines the Project objectives and the need for the new residential units and amenities.

Chapter 3. Environmental Setting, Impacts and Mitigation Measures: This chapter describes and evaluates the environmental issue areas, including the existing environmental setting and background, applicable environmental thresholds, environmental impacts (both short-term and long-term), policy considerations related to the particular environmental issue area under analysis, mitigation measures capable of minimizing environmental harm, and a discussion of cumulative impacts. Where additional actions must be taken to ensure consistency with environmental policies, recommendations are made, as appropriate. By consolidating environmental impact assessment and site-specific policy directives within each impact area, clear linkages between impact assessment and related policy consistency can be established.

Chapter 4. Alternatives Analysis: This chapter analyzes a range of alternatives to the proposed Project, including the following alternatives: no project, reduced project, and redevelopment of the site in accordance with existing zoning and 20 percent affordable housing set aside.

Chapter 5. Other CEQA Considerations: This chapter provides a summary of the proposed project's potential growth-inducing impacts; provides a list of proposed project impacts that are significant and unavoidable by issue area; discusses the environmental effects of the proposed Project found not to be significant; and, identifies any irreversible changes to the natural environment resulting from the proposed Project.

Chapter 6. References: This chapter identifies all references used and cited in the preparation of this report.

Chapter 7. Report Preparation: This chapter identifies the public and private agencies and individuals contacted during the preparation of this report, and all individuals responsible for the preparation of this report.

Chapter 8. Acronyms and Abbreviations: This chapter provides a description of abbreviations and acronyms used throughout the document.

Appendices: Data supporting the analysis or contents of this EIR are provided in appendices to the document. Other reports are available at the offices of Environmental Science Associates, located at 4221 Wilshire Boulevard, Suite 480, Los Angeles, CA 90010-3537.

1.4 EIR PROCESS

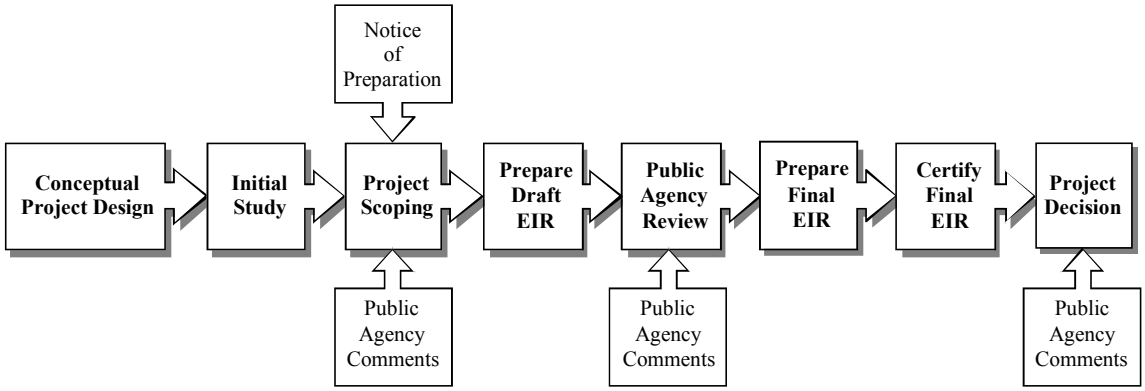
This EIR has been prepared to meet all of the substantive and procedural requirements of CEQA of 1970 (California Public Resources Code Section 21000 et seq.), and the CEQA *Guidelines* (California Code of Regulations, Title 14, Section 15000 et seq.). Accordingly, the City Planning Department has been identified as the Lead Agency for this Project, taking primary responsibility for conducting the environmental review and approving or denying the Project.

As part of its application, the Project Proponent volunteered that an EIR be prepared in connection with the City's review and consideration of the Project. As a first step in complying with the procedural requirements of CEQA, the City prepared an IS to determine whether any aspect of the Project, either individually or cumulatively, may cause a significant effect on the environment and, if so, to narrow the focus (or scope) of the environmental analysis.

After completion of the IS, the City filed a copy of the NOP with the State Clearinghouse in the Governor's Office of Planning and Research as an indication that an EIR would be prepared. In turn, the IS/NOP was distributed to involved public agencies for a 30-day public review period, which began on July 7, 2003 and ended on August 5, 2003. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the EIR. The City received five agency comment letters (including two from the City) on the IS/NOP, which, as noted above, are included in Appendix B of this EIR. A public scoping session was also held on June 15, 2003 to provide public input into the scoping of the proposed EIR.

During the preparation of the Draft EIR, agencies, organizations, and persons that the City believed might have an interest in this Project were specifically contacted. Information, data, and observations from these contacts are included in the EIR. Agencies or interested persons who did not respond during the public review period of the IS/NOP will have an opportunity to comment during the public review period of the Draft EIR, as well as at subsequent hearings on the Project.

It should be noted that environmental impacts might not always be mitigated to a less than significant level. When this occurs, the impacts are considered significant and unavoidable. If a public agency approves a project that has significant unavoidable impacts, the agency must state in writing the specific reasons for approving the Project, based on the Final EIR and any other



information in the public record for the project. This is termed a "statement of overriding considerations" and is used to explain the specific reasons why the benefits of a proposed project make its unavoidable environmental effects acceptable. The statement is prepared, if required, after the Final EIR has been completed, but before action to approve the project has been taken. A graphic description of the EIR preparation process is provided in the following flow chart.

1.5 AVAILABILITY OF THE DRAFT EIR

This Draft EIR has been distributed to affected agencies, and interested parties for a 60-day review period in accordance with Section 15087 of the CEQA Guidelines. During the 60-day public review period, which commences on January 29, 2004 and ends March 29, 2004, the Draft EIR is also available for general public review at the following location:

Los Angeles Planning Department
200 North Spring Street
Los Angeles, CA 90012

Sherman Oaks Branch Library
14245 Moorpark Street
Sherman Oaks, CA 91423

Interested parties may provide written comments on the Draft EIR. Written comments on the Draft EIR must be postmarked by March 29, 2004, and should be addressed to:

Mr. Nicholas Hendricks
City of Los Angeles Planning Department
200 Spring Street, Room 763
Los Angeles, CA 90012

Upon completion of the 60-day public review period, written responses to all comments on environmental issues discussed in the Draft EIR will be prepared and incorporated into the Final EIR. Furthermore, written responses to comments received from any State agencies will be made available to these agencies at least 10 days prior to the public hearing at which the Certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as any other public decision-makers.

Chapter 2. Project Description and Site Characteristics

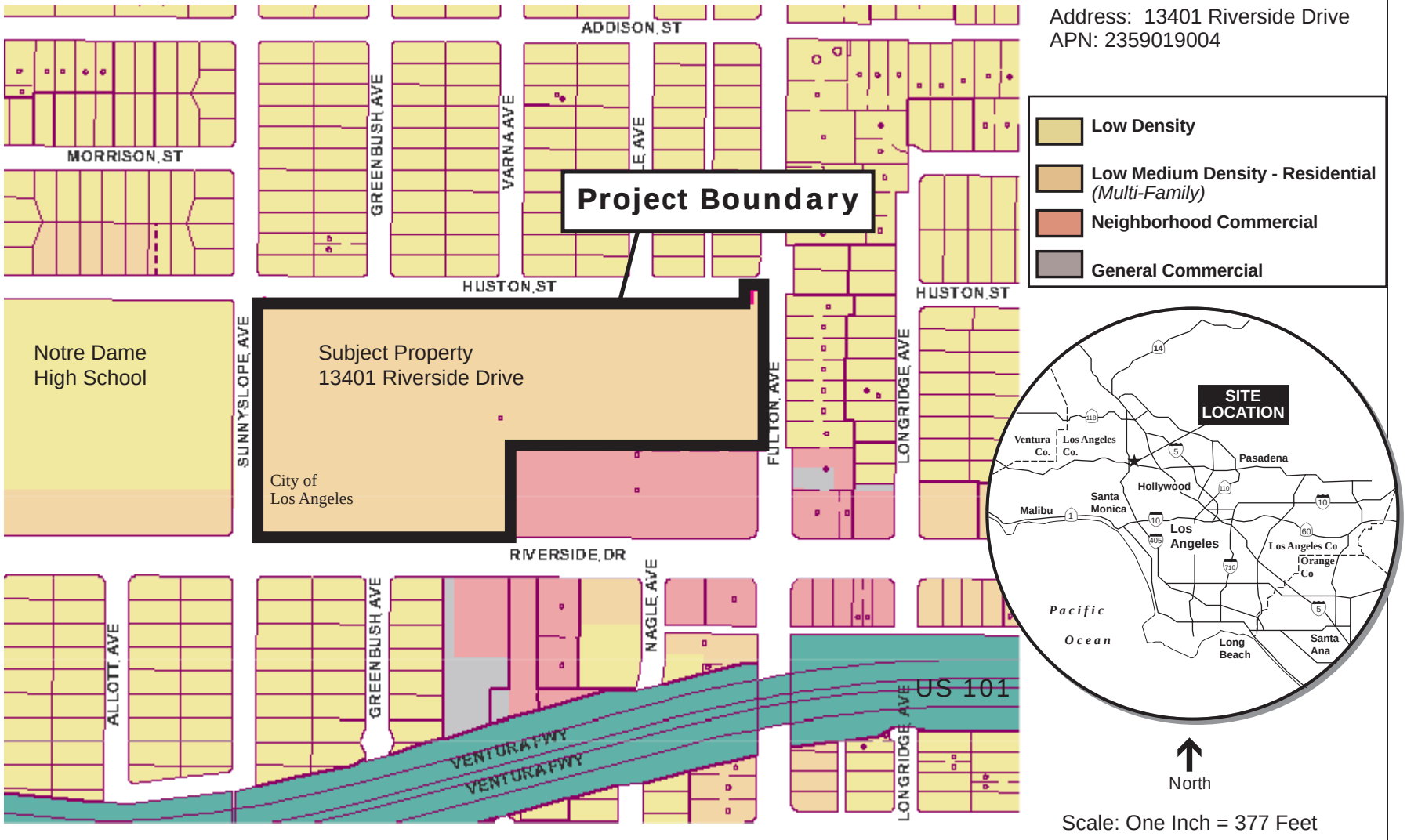
2.1 PROJECT BACKGROUND, PURPOSE AND OBJECTIVES

2.1.1 Project Background

The Chase Knolls Apartments complex, located on a 13.9-acre site at 13401 Riverside Drive in the Sherman Oaks area, consists of 260 one- and two-bedroom apartments in 19 one- and two-story buildings. Between 1947 and 1949, Joseph Chase developed the apartment complex on the former site of the Chase Dairy Farm. In January, 2000, Legacy Partners submitted a proposal to remove the existing apartments and redevelop the site. In July, 2000, the City of Los Angeles designated the complex as an Historic-Cultural Monument, and in November, 2001, the owner and the City signed an Historical Property Contract (attached as Appendix C), executed under the terms of the Mills Act.[1] Under the terms of the contract, the owner agreed to preserve and rehabilitate the site in conformance to the U.S. Secretary of the Interior's Standards for Rehabilitation for a period of ten years.

As discussed in Section 3.B, *Cultural Resources* of this EIR, Legacy Partners subsequently submitted a proposal to redevelop portions of the site, and retain and rehabilitate the existing apartment buildings, add tenant amenities and additional bathrooms, and to add 47 new townhomes to the site in seven buildings where existing carports and laundry pads are located. The Legacy Partners proposal would have required the demolition of carports, removal of laundry rooms, and removal of 257 trees. With respect to this plan, Legacy Partners submitted an *Historic Preservation Certification Application, Part 1 – Evaluation of Significance*, and *Part 2 – Description of Rehabilitation* (attached as Appendices D and E, respectively) to the California Office of Historic Preservation is California's State Historic Preservation Office

[1] The Mills Act allows municipalities to enter into agreements with private owners of historic structures. In return for a reduction of property taxes, the property owner promises to use the money saved on taxes to preserve or restore the property. The site is subject to annual inspections. The Agreement can be terminated at either the City's or the owner's request.



SOURCE: City of Los Angeles, Planning Department (2003)

Figure 2-1
Project Location Map

(SHPO)[2] and the U.S. Secretary of Interior National Park Service (NPS). SHPO and NPS determined[3] that the Legacy Partners project was "consistent with the historic character of the property of the district in which it is located and that the project meets the Secretary of the Interior's 'Standards for Rehabilitation'" (Part 2, *Description of Rehabilitation*).

However, after receiving SHPO and NPS approval, Legacy Partners did not proceed with its revised Project proposal, and instead sold the site to the TransAction Financial Corporation (Project Applicant) in January 2002.

The Project Applicant has designed its proposed Project to follow the concepts reflected in the Legacy Partners project, as approved by SHPO and the National Park Service, with some exceptions designed to answer concerns expressed about the Legacy Partners proposal. Similar to Legacy Partners' most recent proposal, the Project Applicant proposes to retain all existing residences, construct new residences, and provide tenant new and upgraded amenities (the Project). The Project Applicant proposes to add 141 new one- and two-bedroom apartments (a total of 191 bedrooms) in five buildings to the site, as opposed to the 47 three-bedroom townhomes (a total of 141 bedrooms) in seven buildings as proposed by Legacy Partners.

2.1.2 Project Purpose and Need

Housing production has not kept pace with the growth in demand for housing in the City of Los Angeles. Between 1980 and 1990, the City's population increased by approximately 522,000 people, or 18 percent, while the number of occupied units increased by only 80,000, or 9 percent. As the population of the City and the remainder of Southern California increases, the demand for additional multi- and single-family residential units would increase.

2.1.3 Project Goals and Objectives

The Project Applicant proposes to construct five new approximately three-story buildings with a total of 141 dwelling units at an existing 260-unit historic residential complex, to upgrade amenities at the 13.9-acre site. The proposed Project would add 45 new two-bedroom units and 96 one-bedroom units, and 237 parking spaces to the complex.

[2] In California, the State Historic Preservation Officer, who operates and manages the Office of Historic Preservation, is also referred to as the SHPO.

[3] According to the July 23, 2001 determination, "a formal certification of rehabilitation can only be issued to the owner of a 'certified historic structure' after rehabilitation work is completed" (Part 2, *Description of Rehabilitation*)

The five new buildings would be located toward the center of the project site, along the existing east-west access road, with one of the buildings located along the north-south access road. Parking, partially below ground level, would be provided in each new building. As a result of the Project, the Chase Knolls site would be occupied by a total of 195 two-bedroom units and 206 one-bedroom units or 401 dwelling units and an estimated 519 parking spaces.

The Project Applicant's goals and objectives for this Project are to:

- Provide a creative way to ensure preservation of the significant historic features of the project site over the long term by strengthening the property's economic performance;
- Preserve and rehabilitate the significant historic features of the site;
- Add multi-family rental opportunities to the site in a way that complements the existing development;
- Provide attractive new housing opportunities in the community, for single-persons, small households, and roommates;
- Provide needed multi-family rental housing for the region consistent with the goals and objectives of the City of Los Angeles General Plan, and General Plan Framework;
- Provide new on-site recreational opportunities for existing and future residents;
- Provide housing near public transit and along transit corridors;
- Complement existing residential neighborhoods in the vicinity of the project site; and
- Obtain approval of a project that will be financially feasible to develop and maintain.

The proposed Project would meet the relevant goals, objectives and policies expressed in the Housing Element of the City of Los Angeles General Plan (1995), which include the following:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing affordable to people of all income levels, races, ages, and suitable for all needs.

Objective 1.1

Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.

Policy 1.1.1

Promote neighborhood preservation and rehabilitation to ensure that existing housing is maintained in decent, safe, and sanitary conditions.

Goal 2: A City which actively takes steps to preserve, stabilize, and enhance livability/sustainability in all neighborhoods throughout the City, and maintains the quality of life in all residential areas.

Objective 2.2

Maintain and upgrade existing housing stock to meet Health and safety code requirements through enforcement of existing laws, rather than demolition when feasible.

Policy 2.2.1

Promote the cost effectiveness of rehabilitation of older housing in order to conserve historical resources.

Objective 2.3

Encourage the location of housing, jobs, services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Policy 2.3.1

Encourage and plan for high intensity residential and commercial development in centers, districts and along transit Corridors as designated in the Community

Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.

Goal 4A: An equitable distribution of housing opportunities by type and cost for all residents of the City.

Objective 4.1:

Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each Master Environmental Impact Report Area (Community Plan Areas) to meet the projected housing needs by income of the future population to the year 2010.

Objective 4.2:

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

Objective 4.3:

Conserve scale and character of residential neighborhoods.

The General Plan Framework Land Use Element (1998) also provides relevant goals and objectives:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7:

Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public

infrastructure and services and the residents' quality of life can be maintained or improved.

2.2 PROJECT LOCATION AND SITE CHARACTERISTICS

2.2.1 Regional Setting

Sherman Oaks is located at the southern edge of the San Fernando Valley (the Valley), which encompasses nearly 345 square miles and, in 2000, was home to over 1.6 million people. The Valley stretches from the Los Angeles community of Sylmar and unincorporated Los Angeles County lands in the north to the Los Angeles communities of Woodland Hills, Tarzana, Encino, Sherman Oaks, Studio City and Universal City, and the City of Burbank along its southern edge. Along the western border of the Valley are the cities of Bell Canyon, Hidden Hills and Calabasas; along the eastern border are the cities of Glendale, the Los Angeles community of Tujunga and unincorporated Los Angeles County. Population densities in the Valley range from less than 500 persons per square mile in some northern and western areas to over 22,000 persons per square mile in parts of Glendale at the southeast edge of the Valley. The Valley is bisected by national, state and local roadways that include US-101 (Ventura Freeway), I-405 (San Diego Freeway), I-5, and SR-170 (Hollywood Freeway).

Sherman Oaks is an 8.1-square mile community, located approximately 8 miles west of downtown Los Angeles, along the southern edge of the Valley. Adjacent communities include Studio City and Burbank to the east, Van Nuys to the north, Encino to the south, and West Hollywood to the south. In 2000, the average density in Sherman Oaks was approximately 6,500 persons per square mile; in 2000, the population was approximately 52,700 persons. (See Appendix F for a more detailed description of population and housing regionally and locally.)

2.2.2 Physical Environmental Setting

The Chase Knolls Apartments complex is bounded by Huston Street on the north, Riverside Drive on the south, Fulton Avenue on the east, and Sunnyslope Avenue on the west. (The site does not include the commercial development that occupies the southeastern quadrant of the block, and which is separated from the site by the two private streets.) The garden style apartment complex, characterized by 19 one- and two-story wood-framed residences with stucco exteriors, is organized around three major and five smaller discrete courtyards that include trees and lush vegetation. The 110 one-bedroom units and 150 two-bedroom units range in size from

631 square feet for the smallest one-bedroom unit to 1,099 square feet for the largest two-bedroom unit. Building exteriors are distinguished by detailing around main entrances that include brick, panels of wood siding, porticos, and wood boards. One-story buildings face the streets and are generally at the ends of two-story buildings. One-story carports are located along Huston Street, and along the private streets within the project site. The carports do not have doors and many appear to be in poor condition.

Each of the courtyards is distinct, separated by walls, buildings and landscaping; the courtyards are not linked. The three major courtyards are located along the northern side of the project site, at the foot of Greenbush Avenue, Varna Avenue, and Nagle Avenue. The largest courtyard is located along Huston Drive at the foot of Greenbush Avenue. This main courtyard extends nearly half way through the project site. Each includes curved pedestrian paths that interconnect throughout the site. The five smaller courtyards are also located on Riverside Drive.

The site topography is varied and roughly graded, characterized by knolls and terraces that provide a setting for landscaping and pathways that link the site to the surrounding streets. The site supports a variety of mature landscaping that includes hundreds of trees, some of which may predate the construction of Chase Knolls; grassy manicured lawns; and shrubbery. Existing trees include eucalyptus trees, thought to have been planted between 1938 and 1948; and eucalyptus, liquid amber, Victorian box, apricot, Mexican fan palm, and Italian palm, planted between 1958 and 1968. All buildings are set back from the street with landscaped lawns. In general, landscaping is limited to lawn, trees, and ivy.

Two paved private drives are included in the complex. One spans the entire length of the site in an east-west direction, between Sunnyslope Avenue and Fulton Avenue, and is met in the center by a road running in a north-south direction from Riverside Drive. In addition to the residential buildings on the site, there are 282 carport and surface parking spaces and 14 laundry rooms at Chase Knolls. In general, the carports and laundry rooms are situated behind the units; and are assigned to individual tenants. Adjacent to the laundry rooms are a number of concrete patio areas that were originally used for drying clothes, but most are no longer used for such purposes and are now generally unimproved concrete slabs. Carport structures are presently accessed from on-site alleys or from Huston Drive.

The site is designated *Residential Multiple Family* by the Generalized Land Use Map for the Van Nuys-Sherman Oaks Plan Area, and lies within a [Q]RD1.5-1 Zoning District. The City's General Plan permits approximately 18 to 29 units per acre or a maximum of 403 units on the

site. The City's Zoning Ordinance (Section 12.09.1) permits approximately one unit per 1,500 sq. ft. of lot area in a "RD" Zone or a "Restricted Density Multiple Dwelling Zone," subject to conditions outlined in the Zoning Code, for an approximate total of 404 units. The "Q" designation or "Qualified Classification" indicates that there are restrictions on the property, in this case related to building height, which is restricted to 35 feet.

2.2.3 Surrounding Land Uses

The Chase Knolls Apartment complex is located in an urbanized area, bordered on the north by single-family residences; on the east by single-family residences and commercial office space; on the southeast (contiguous to the subject property) by light-retail; on the south (across Riverside Drive) by light-retail, commercial office, residences, and the Merdinian Armenian Evangelical private elementary school; and on the west by the Notre Dame High School football field. Attended by approximately 1,140 students, Notre Dame high school's classroom buildings are located west of the football field on the north side of Riverside Drive.

The project site is located in the vicinity of residential neighborhoods, schools, shopping centers, and shopping districts. Two public schools are located within 0.3 miles of the project site: Milliken Middle School on Sunnyslope Avenue, north of the project site; and Riverside Elementary School on Riverside Drive, east of the project site. Sherman Oaks Fashion Square, a 35-acre upscale regional shopping mall, occupies the block southwest of Notre Dame High School, approximately 0.5 miles from the western edge of the site. The Van Nuys Sherman Oaks Park lies a few blocks north of the shopping mall and includes jogging trails, play fields, a swimming pool, tennis courts, and picnic areas. Los Angeles Valley College is located approximately one mile north of Chase Knolls, and Sherman Oaks' commercial district is located a little over one-half mile south.

The complex is approximately 0.1 miles north of the US-101, 2.4 miles east of I-405, and 2.4 miles west of SR-170. In addition, the site is approximately 0.5 miles west of Coldwater Canyon Avenue, a major regional north-south arterial.

2.2.4 Rehabilitation of Existing Units and Fencing

The Project Applicant, TransAction Financial Corporation (TAFC), intends to rehabilitate existing units as they become vacant so that it is not necessary to relocate, evict, or inconvenience tenants. As part of the rehabilitation plans, second bathrooms will be added to the

second floor of the complex's 101 two-bedroom units, which are presently served by only one bathroom. Existing and proposed improvements are shown on the plans depicted in Figure 2-2. In addition, the Applicant is updating existing fixtures and applicance, updating electrical and plumbing systems, re-painting, and performing maintenance and improvement of exterior landscaped areas. To improve on-site security, the Project Applicant will also add a fence, with multiple gates, around the perimeter of the property. Currently in the design stage, the fence would allow views into and from the site. Vines and landscaping would soften the appearance of the fence and gates, which would be varied in height.

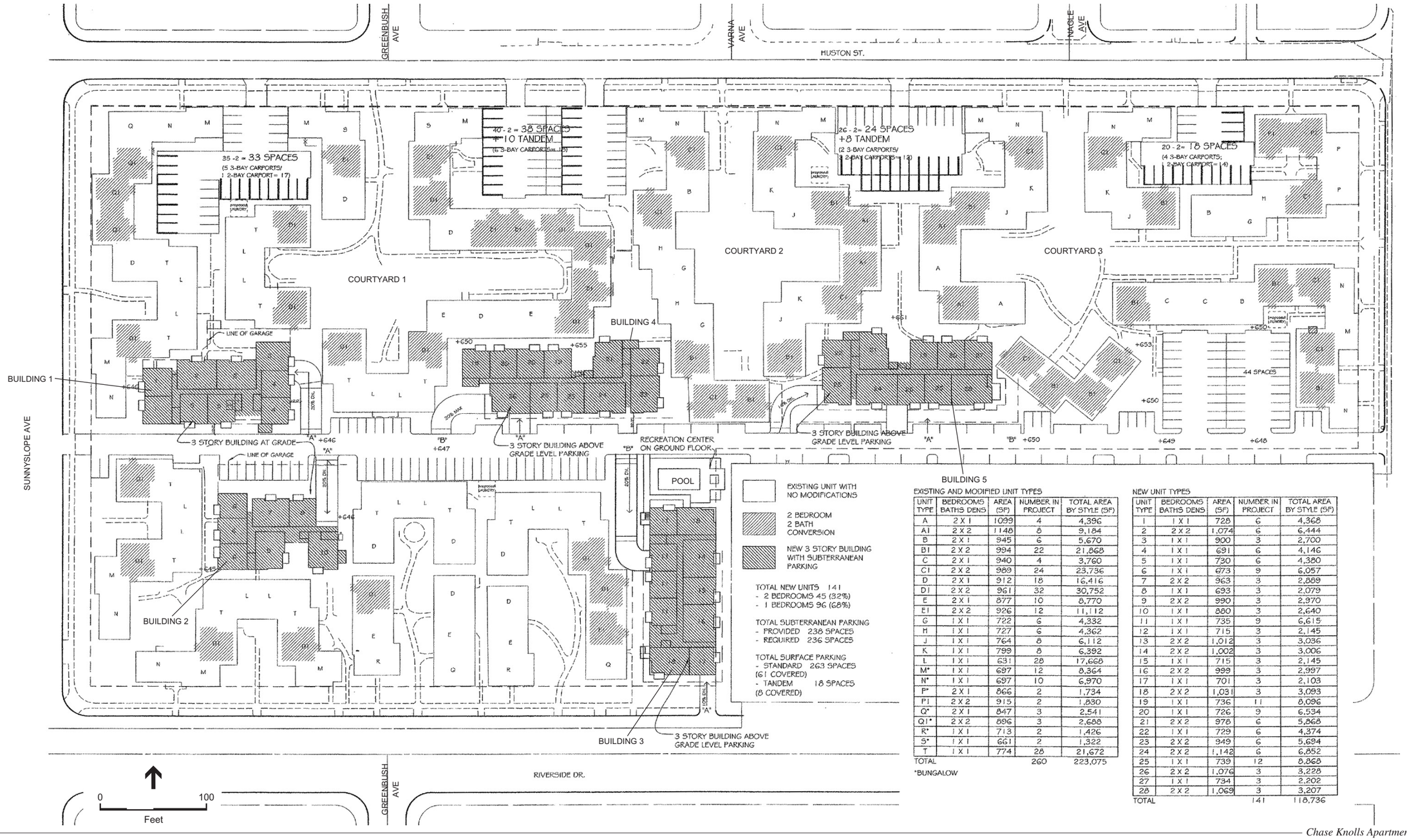
Because the project site is subject to the terms of an Historical Property Contract between the Project Applicant and the City, all of the proposed rehabilitation and additions are required to conform to the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation of Historic Buildings and subject to approval by the City. These improvements are separate and distinct from the proposed Project, as described below.

2.3 PROJECT DESCRIPTION

The Project Applicant, TransAction Financial Corporation, proposes to rehabilitate existing units and construct 141 new residential apartments with underground parking, and tenant amenities such as a pool and a gym, at the Chase Knolls Apartments complex. Located at 13401 Riverside Drive, the complex is located in the community of Sherman Oaks, in the City of Los Angeles. Bounded by Huston Street (north) and Riverside Drive (south), Sunnyslope Avenue (east) and Fulton Avenue (west), the 13.9-acre site is presently improved with 260 apartments, ancillary structures such as carports and laundry facilities, and landscaped areas. Table 2-1 compares existing site conditions with the proposed Project.

2.3.1 Demolition and Tree Removal

The proposed Project would require demolition of all existing carports to provide sites for the new apartment units and additional parking; removal of laundry pads; removal of a small amount of lawn area; and removal of approximately 95 trees in areas affected by new construction. Over half of the trees that would be removed flank the east-west access road, or are located on the western side of the north-south road. The remainder would be removed from areas near carports that would be demolished and replaced with surface parking. All landscaping removed as part of



EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
A	2 X 1	1099	4	4,396
A1	2 X 2	1148	8	9,184
B	2 X 1	945	6	5,670
B1	2 X 2	994	22	21,868
C	2 X 1	940	4	3,760
C1	2 X 2	989	24	23,736
D	2 X 1	912	18	16,416
D1	2 X 2	961	32	30,752
E	2 X 1	877	10	8,770
E1	2 X 2	926	12	11,112
G	1 X 1	722	6	4,332
H	1 X 1	727	6	4,362
J	1 X 1	764	8	6,112
K	1 X 1	798	8	6,392
L	1 X 1	631	28	17,668
M*	1 X 1	697	12	8,364
N*	1 X 1	697	10	6,970
P*	2 X 1	866	2	1,734
P1	2 X 2	915	2	1,830
Q*	2 X 1	847	3	2,541
Q1*	2 X 2	896	3	2,688
R*	1 X 1	713	2	1,426
S*	1 X 1	661	2	1,322
T	1 X 1	774	28	21,672
TOTAL			260	223,075

*BUNGALOW

NEW UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
1	1 X 1	728	6	4,368
2	2 X 2	1,074	6	6,444
3	1 X 1	900	3	2,700
4	1 X 1	691	6	4,146
5	1 X 1	730	6	4,380
6	1 X 1	673	9	6,057
7	2 X 2	963	3	2,889
8	1 X 1	693	3	2,079
9	2 X 2	990	3	2,970
10	1 X 1	880	3	2,640
11	1 X 1	735	9	6,615
12	1 X 1	715	3	2,145
13	2 X 2	1,012	3	3,036
14	2 X 2	1,002	3	3,006
15	1 X 1	715	3	2,145
16	2 X 2	999	3	2,997
17	1 X 1	701	3	2,103
18	2 X 2	1,031	3	3,093
19	1 X 1	736	11	8,096
20	1 X 1	726	9	6,534
21	2 X 2	978	6	5,868
22	1 X 1	729	6	4,374
23	2 X 2	949	6	5,694
24	2 X 2	1,142	6	6,852
25	1 X 1	739	12	8,868
26	2 X 2	1,076	3	3,228
27	1 X 1	734	3	2,202
28	2 X 2	1,069	3	3,207
TOTAL			141	118,736

SOURCE: David Forbes Hibbert, AIA (2003), ESA (2003)

Figure 2-2
Chase Knolls Proposed Site Plan
Chase Knolls Apartments

TABLE 2-1: EXISTING USES AND PROPOSED NEW USES FOR THE CHASE KNOLLS APARTMENT COMPLEX

CHARACTERISTIC	EXISTING	PROPOSED
Two-Bedroom/One-Bath Units	150 units	None
One Bedroom/One Bath Units	110 units	206 units
Two-Bedroom/Two-Bath Units	None	195 units
Total Number of Dwelling Units	260 units	401 units
Number of Residential Buildings	19 buildings	24 buildings
Total Number of Parking Spaces	282 spaces	519 spaces
Covered Parking Spaces (carports)	265	69 spaces
Surface Parking Spaces (uncovered)	17	212 spaces
Underground Parking Spaces	None	238 spaces
Site Amenities	14 laundry rooms drying yards	4 laundry rooms 850 sq. ft. gym (Building 4) 800 sq. ft. pool (Building 4)
Units Per Acre	18.4 units per acre	28.8 units per acre
Building Heights	One- and Two-Stories or Maximum of Approximately 15 to 25 feet	One- to Slightly over Three Stories or Maximum of Approximately 33 feet

SOURCE: Environmental Science Associates (2003)

the Project would be replaced as part of the Project. A list of the trees likely to be removed is listed in Appendix G, with a map showing their location at the project site. As a part of the Project, the Project Applicant proposes to adopt the recommendations described in Appendix G, and noted below. Throughout the design process and whenever possible, the Applicant would work to further reduce the number of trees that would be removed.

- Replace all *Pittosporum undulatum, Liquidambar styraciflua, Arbutus unedo, Eucalyptus erythrocorys, Cupressus semervirens, Eucalyptus polyanthemos, Pittosporum undulatum, Eucalyptus ficifolia, Washingtonia robusta, Eucalyptus sideroxylon, Grevillea robusta, Avocado, and Apricot* trees, 30 to 45 years old, with a 36-inch box tree of the same

species in the vicinity of the existing tree. The tree type would be specified as recommended by a landscape architect and arborist as part of the overall site design.

- Replace all *Pinus Halepensis*, 55 to 65 years old, with an 8-foot box tree of the same species in the vicinity of the existing tree.

- Replace all *Eucalyptus polyanthemos*, 35 to 45 years old, with a 48-inch tree in the vicinity of the existing tree. The tree type would be specified as recommended by a landscape architect and arborist as part of the overall site design.

- Replace all *Eucalyptus citriodora*, 55 to 65 years old, with a 3 to 15 g.c. trees of the same species in the vicinity of the existing tree.

- Replace all *Schinus terebinthefolius*, *and Magnolia grandiflora*, 20 to 30 years old, with a 36-inch box tree in the vicinity of the existing trees. The tree type would be specified as recommended by a landscape architect and arborist as part of the overall site design.

Parking spaces presently provided by the carports would be replaced by a combination of new carports and on-site surface parking areas. The concrete laundry pads located within the footprint of proposed development would be removed and replaced with updated laundry facilities within existing buildings.

2.3.2 New Residential Units

The proposed new units would be constructed in five three-story buildings on the present site of certain of the carport structures, laundry rooms, and concrete drying yards (see above), located along the service roads. The new buildings would be located along the center spine or east-west access road, and along the north-south access road, toward the center of the project site. The design of the new units is intended to complement the architectural character of the existing buildings, such as their historic materials and features, but differentiated from the old "to protect the integrity of the property and its environment" (Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995). Figure 2-2 provides a site plan, and Figures 2-3 through 2-12 provide elevations of each proposed building, and one cross-section that includes the new proposed Building 4 and its relationship to the height of existing building.

NORTH ELEVATION

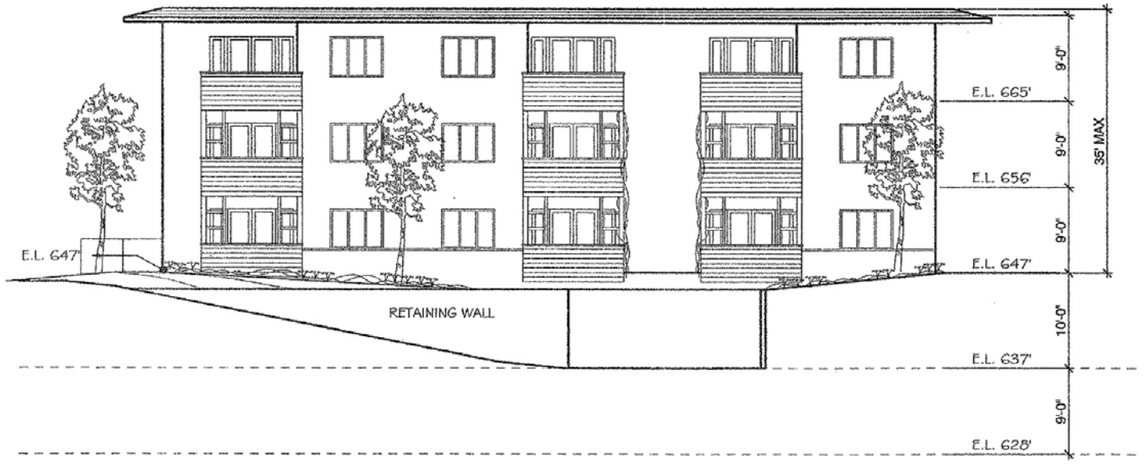
SOUTH ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-3
Building One: North and South Elevations
Chase Knolls Apartments

WEST ELEVATION



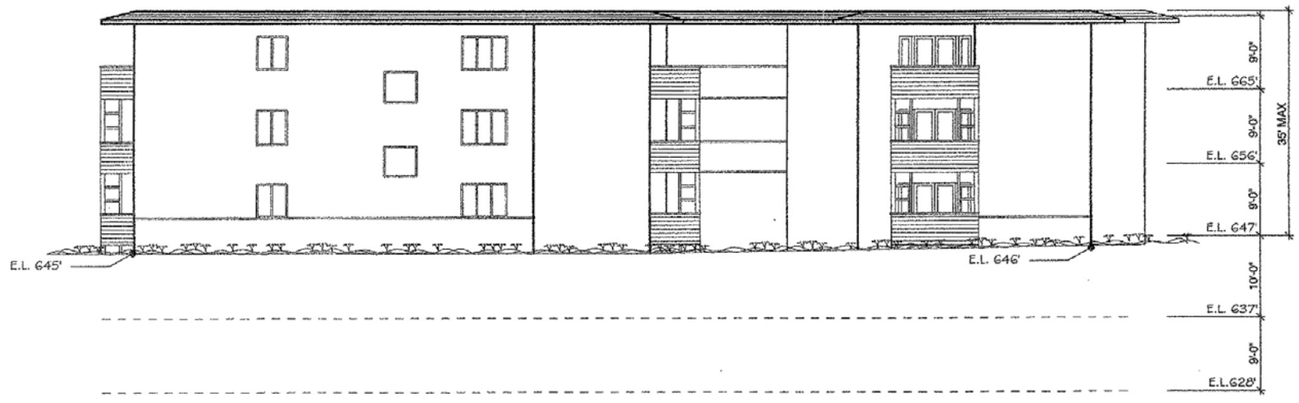
EAST ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-4
Building One: West and East Elevations
Chase Knolls Apartments

NORTH ELEVATION



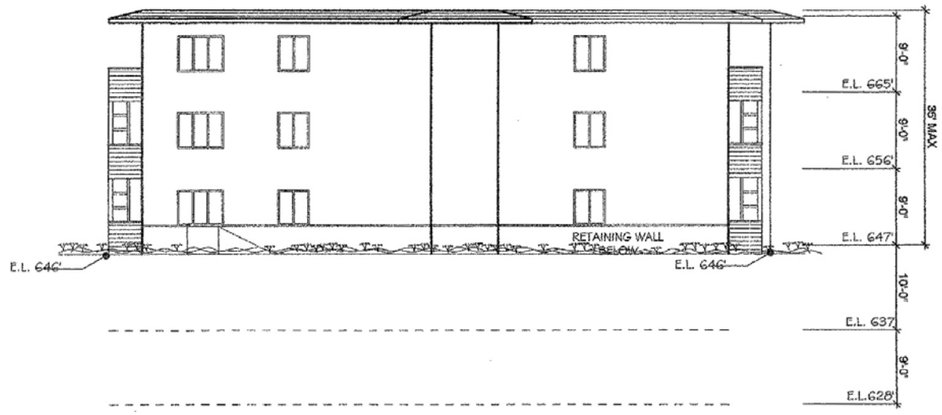
SOUTH ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-5
Building Two: North and South Elevations
Chase Knolls Apartments

WEST ELEVATION

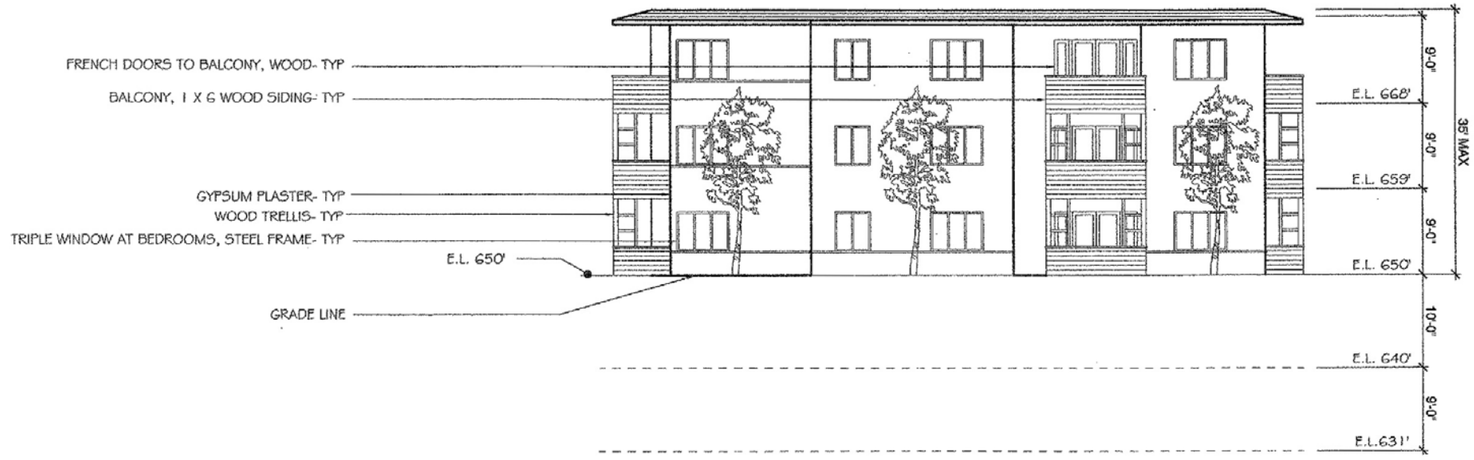


EAST ELEVATION

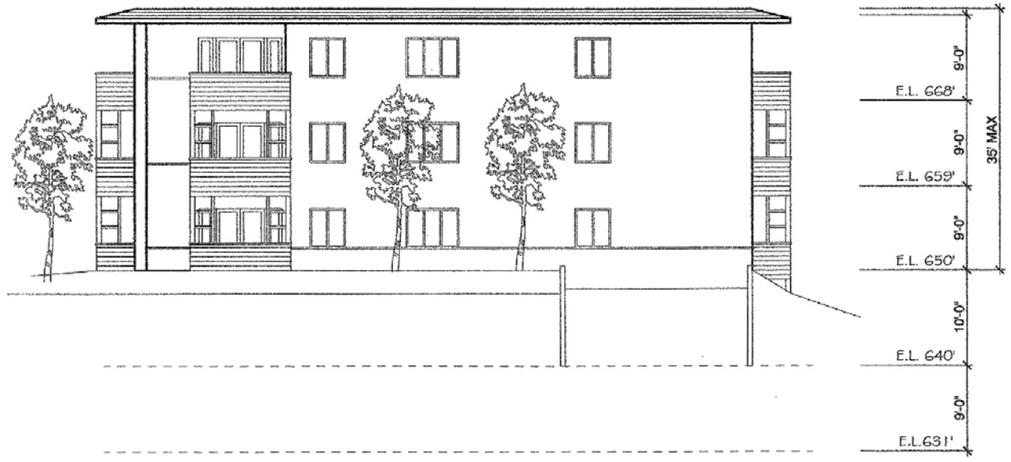
0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-6
Building Two: West and East Elevations
Chase Knolls Apartments



NORTH ELEVATION



SOUTH ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-7
Building Three: North and South Elevations
Chase Knolls Apartments

WEST ELEVATION

EAST ELEVATION

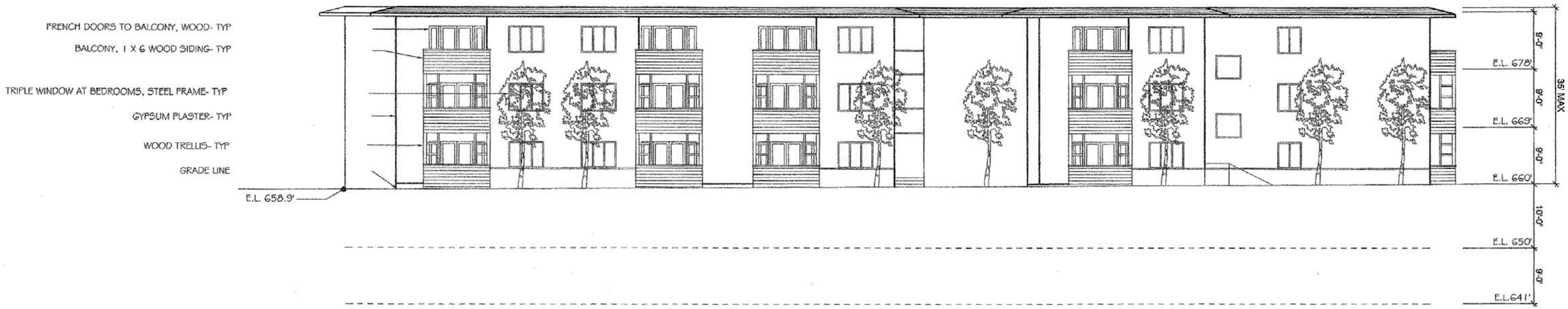
0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

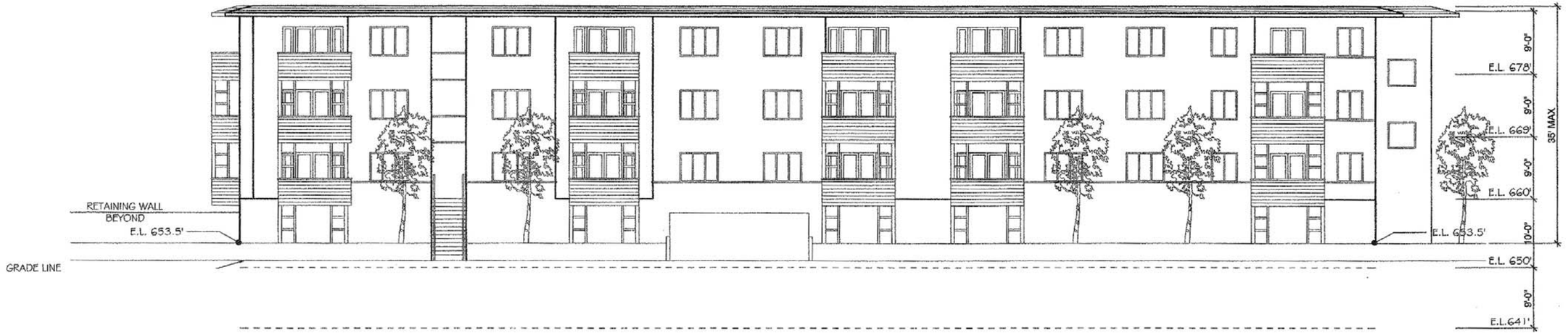
Figure 2-8
Building Three: West and East Elevations
Chase Knolls Apartments

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-9
Building Four: West and East Elevations
Chase Knolls Apartments



NORTH ELEVATION



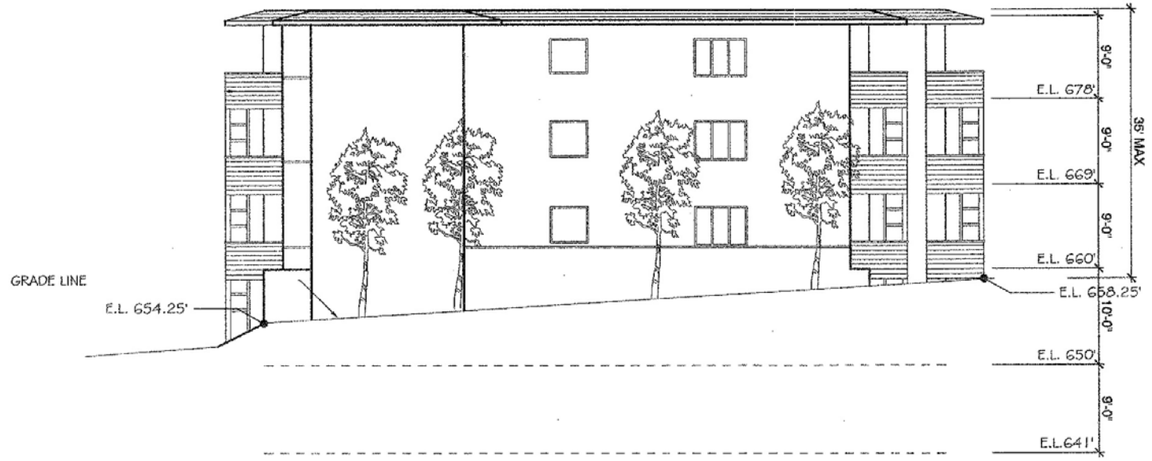
SOUTH ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-10
Building Five: North and South Elevations
Chase Knolls Apartments

WEST ELEVATION

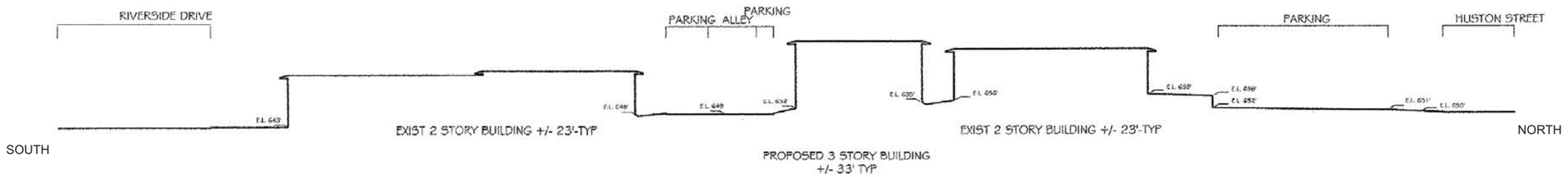


EAST ELEVATION

0 20
Feet

SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-11
Building Five: West and East Elevations
Chase Knolls Apartments



SOURCE: David Forbes Hibbert, AIA (2003)

Figure 2-12
Preliminary Site Section
between Greenbush and Varna Streets
Chase Knolls Apartments

The new development would consist of 96 one-bedroom units, ranging from 673 sq. ft. to 880 sq. ft., and 45 two-bedroom units, ranging from 990 sq. ft. to 1,142 sq. ft. All two-bedroom units would also include two bathrooms. Each new buildings would be approximately 33 feet in height. Most of the buildings would be screened from view from surrounding public right-of-ways and the surrounding neighborhood by existing one- and two-story buildings (approximately 30' in height) located along the perimeter of the site (see Figure 2-12), landscaping, and the site's knolls and terraces.

Only Building 3 would be fully visible from a major street – Riverside Drive – and only its smaller southern elevation would be visible. Building 3 is located immediately adjacent to the commercial portion of the block, along Riverside Drive.

2.3.3 Parking

The site currently provides 282 parking spaces. After the Project is completed there would be 519 parking spaces, which would be a net increase of 237 parking spaces. Parking presently provided by the carports would be replaced by a combination of new carports with 69 spaces and on-site surface parking areas that would provide 212 parking spaces. 238 new parking spaces would be provided in underground parking, beneath the new buildings

2.3.4 Project Amenities

The Project Applicant proposes to add an 800 sq. ft. swimming pool at the northern edge of the new Building 3 (Project Applicant would use a pool service to eliminate on-site storage of pool-related chemicals), and a 850 sq. ft. gym, also in Building 3. Legacy Partners, the prior owner of the property, proposed to develop similar amenities in the largest courtyard, located along Huston Street, at the foot of Varna Avenue. Under the Applicant's current proposal, this courtyard would remain undisturbed.

2.3.5 Street-Related Improvements

In compliance with all applicable City of Los Angeles requirements, the Project Applicant would make street improvements and street dedications to the satisfaction of the City Engineer.

2.3.6 Construction

The Project Applicant anticipates an estimated 18-month construction period, beginning in approximately June or July, 2004. Construction would be staged at each building site, with primary staging along the east-west private drive. The Project Applicant would keep residents informed of the construction schedule, and provide flagmen, as needed to assist with access to and from the site.

2.4 PROJECT APPROVALS AND INTENDED USES OF THIS DRAFT EIR

This Draft EIR is intended to cover all State and local governmental discretionary approvals that may be required to construct or implement the proposed Project, whether or not they are explicitly listed below. A summary of the known discretionary approvals required to implement the proposed Project is provided as follows:

City Approvals:

The lead agency has identified the following discretionary approvals as necessary for Project implementation. In each case the entity responsible for granting the required approval is shown in parenthesis.

- Site Plan Review (Planning Department);
- Vesting Tentative Parcel Map (Planning Department);
- Parcel Map Approval (Planning Department) to consolidate all new buildings on one new parcel;
- Historical Property Contract Consistency Review (City Council);
- Building Permit Review for Historic-Cultural Monuments (Cultural Heritage Commission);
- Building, grading, and other construction permits; and
- Any other discretionary approvals required to develop and construct the Project.

2.5 CUMULATIVE DEVELOPMENT

Cumulative impacts refer to the combined effect of proposed project impacts with the impacts of other past, present, and reasonably foreseeable future projects. The discussion of cumulative impacts need not be as detailed as the discussion of environmental impacts attributable to the proposed Project alone. The discussion is intended to be guided by the standards of practicality and reasonableness. The treatment of cumulative impacts in this Draft EIR is guided by the following:

1) According to Section 15355 of the 2001 CEQA Guidelines, "cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

    a) The individual effects may be changes resulting from a single project or a number of separate projects.

    b) The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

2) According to CEQA Section 15355, a "cumulative impact" consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.

3) According to CEQA, the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

Therefore, the cumulative discussion in this Draft EIR focuses on whether the impacts of the proposed project under review are cumulatively considerable within the context of impacts caused by other past, present, or future projects. Cumulative impact discussions for each issue area are provided in the technical analysis contained within Chapter 3, Sections A through G. Table 2-2, Cumulative Project List, provides a list of the cumulative projects that are considered

TABLE 2-2: CUMULATIVE PROJECT LIST

Name/Address	Comments
1. Keyes Service -Van Nuys Boulevard/Hartsook Street	20,245 sq. ft. Commercial Office Space
2. Proposed Day Care Facility – Fulton Avenue/Landale Street	4,800 sq. ft.
3. Keyes Toyes - Van Nuys Boulevard/Califa Street	N/A – Retail Space
4. Tire Store - Van Nuys Boulevard/Califa Street	N/A – Retail/Light-Industrial
5. The Dudley School – Stansbury Avenue/Valley Vista Boulevard	N/A – Office/Classroom
6. Synagogue – Riverside Drive/Laurelgrove Drive	18,800 sq. ft.
7. Gas Station and Convenience Store – Riverside Drive/Fulton Avenue	N/A
8. Gas Station, Convenience Store, Car Wash – Laurel Canyon Boulevard/Kling Street	2,195 sq. ft.

Source: City of Los Angeles Planning Department, Los Angeles Department of Transportation, 2003.

in this cumulative environmental analysis, and comprise development projects planned, approved, or under construction within two miles of the proposed project site. The cumulative project list was comprised using a project list provided by the Los Angeles Department of Transportation (LADOT). Because cumulative impact discussions are related to issues such as air quality, noise and traffic, which would not be considered significant beyond two miles of the proposed project site, a two-mile radius is analyzed. Cumulative impacts analyzed in this Draft EIR (impacts from related projects in conjunction with the proposed project) would likely represent a "worst-case" scenario for the following reasons:

- Not all of the future projects will be approved and/or built. Further, it is likely that the future projects will not be constructed or opened until after the proposed project had been built and occupied.

- Some projects will be completed and occupied during the environmental process for this project.

- Impact projections for future projects would likely be, or have been, subject to unspecified mitigation measures, which would reduce potential impacts.

- Many future projects are expressed in terms of gross square footage or are conceptual plans such as master plans that assume complete development; in reality, such projects may be smaller (i.e., the net new development) because of the demolition or removal of existing land uses resulting from development of the related project.

The potential for cumulative impacts to occur from the proposed project could occur:

1) Within local context: Development of the proposed project in conjunction with other projects in the nearby area could result in locally significant impacts (i.e., such as construction-related impacts).

2) Within the regional context: Development of the proposed project in conjunction with other projects could result in regionally significant impacts (i.e., such as air quality).

3A. Air Quality

3A.1 INTRODUCTION

This section addresses the potential impacts on air quality from air pollutants generated by the Proposed Project. The analysis evaluates air emissions attributable to the Project's construction and post-construction (e.g., operational) activities. Construction and operational emissions are estimated following standards provided in the South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook.

3A.2 SETTING

The proposed project site is located in the northwest portion of Los Angeles County in the City of Sherman Oaks. The proposed project site is located in the San Fernando Valley, which is located within the jurisdictional boundaries of the SCAQMD, within the South Coast Air Basin (SCAB). The SCAB encompasses 6,745 miles and includes some portions of San Bernardino, Riverside, Los Angeles, and Orange Counties. The SCAQMD stretches from the Pacific Ocean in the west, to the Angeles National Forest to the north, Orange County to the south, and Riverside and San Bernardino Counties to the east.

3A.2.1 Regional Climate

The SCAB is primarily a coastal plain with interconnected valleys and low hills progressing into high mountain ranges on the perimeter. The region is located within a semi-permanent high-pressure system that lies off the coast. As a result, the weather is mild, tempered by a daytime sea breeze and a nighttime land breeze. This mild climate is infrequently interrupted by periods of extremely hot weather, winter storms, and Santa Ana winds. Rainfall in the SCAB is primarily restricted from November through April, with rainfall totals being highly variable from year to year.

The SCAB has a low average wind speed of 5.7 miles per hour (mph) in downtown Los Angeles. Inland areas record slightly lower wind speeds, while coastal areas average approximately 2 mph greater than downtown. Because of the low average wind speed, air contaminants in the SCAB don't readily disperse. On spring and summer days most

pollution is moved out of the SCAB through mountain passes or is lifted by the warm vertical currents produced by the heating of the mountain slopes. From late summer through the winter months, lower wind speeds and the earlier appearance of offshore breezes combine to trap pollution in the SCAB.

The SCAB is hampered by the presence of a persistent temperature inversion layer, which limits vertical dispersion of air pollutants. In a normal atmosphere, temperature decreases with altitude. In an inversion condition temperature increases with altitude. As the pollution rises it reaches an area where the ambient temperature exceeds the temperature of the pollution. This causes the pollution to sink back to the surface. This phenomenon acts to trap air pollution near the surface.

In summer, the longer daylight hours and bright sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form ozone. In winter, the greatest pollution problems are carbon monoxide and nitrogen oxides, which are trapped and concentrated by the inversion layer.

3A.3 APPLICABLE REGULATIONS

3A.3.1 Federal Standards

The federal Clean Air Act (CAA) of 1970 is the comprehensive law that regulates air emissions from area, stationary, and mobile sources. The law authorized the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The goal of the Act was to set and achieve NAAQS in every state by 1975. The setting of maximum pollutant standards was coupled with directing the states to develop state implementation plans (SIPs) applicable to appropriate industrial sources in the state. The Act was amended in 1977 primarily to set new goal dates for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. The 1990 amendments to the CAA in large part were intended to meet unaddressed or insufficiently addressed problems such as acid rain, ground level ozone, stratospheric ozone depletion, and air toxics.

NAAQS have been established for carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10}), and lead (Pb). These contaminants are referred to as criteria pollutants, which are as follows:

Ozone (O_3). O_3 is a secondary pollutant produced through a series of photochemical reactions involving reactive organic compounds (ROCs) and nitrogen oxides (NO_x). O_3 creation requires ROCs and NO_x to be available for approximately three hours in a stable atmosphere with strong sunlight. O_3 is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources generating ROCs and NO_x emissions. O_3 effects include eye and respiratory irritation, reduction of resistance to lung infection, and possible aggravation of pulmonary conditions in persons with lung disease. O_3 is also damaging to vegetation and untreated rubber.

Carbon Monoxide (CO). CO is a non-reactive pollutant that is a product of incomplete combustion. Ambient CO concentrations usually follow the spatial and temporal distributions of vehicular traffic and are also influenced by meteorological factors such as wind speed and atmospheric mixing. Under inversion conditions, CO concentrations may be distributed more uniformly over an area out to some distance from vehicular sources.

Nitrogen Oxides (NO_x). There are two oxides of nitrogen which are important in air pollution: nitric oxide (NO) and nitrogen dioxide (NO_2). NO and NO_2 are both emitted from motor vehicle engines, power plants, refineries, industrial boilers, aircraft and railroads. NO_2 is primarily formed when NO reacts with atmospheric oxygen. NO_2 gives the air the "whiskey brown" color associated with smog.

Particulate Matter (PM_{10}). PM_{10} can be inhaled deep into the lungs and cause adverse health effects. PM_{10} in the atmosphere results from many kinds of dust and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter such as demolition and construction activities are more local in nature, while others such as vehicular traffic have a more regional effect.

Sulfur Dioxide (SO_2). SO_2 is formed through the oxidation of elemental sulfur; suspended sulfates are the product of further oxidation of SO_2. In some parts of the state, elevated levels can be due to natural causes, such as wind-blown dust and sea salt spray.

Suspended sulfates contribute to overall particulate concentrations in ambient air which, if high enough, are suspected to be a cause of premature death in individuals with pre-existing respiratory disease.

Toxic Air Contaminants (TACs). TACs, also known as hazardous air pollutants, are pollutants known or suspected to cause cancer or other serious health effects such as birth defects. TACs may also have significant adverse environmental and ecological effects. Examples of TACs include benzene, diesel particulates, hydrogen sulfide, methylchloride, 1,1,1-trichloroethane, toluene, and metals such as cadmium, mercury, chromium, and lead. Health effects from TACs vary depending on the toxicity of the specific pollutant but may include cancer, immune system damage, as well as neurological, reproductive, developmental, and respiratory problems.

According to EPA, approximately 50 percent of the TACs we are exposed to come from mobile source emissions. The EPA published its final rule to control emissions of hazardous air pollutants from mobile sources in the March 29, 2001 Federal Register. CARB approved a comprehensive diesel risk reduction plan in September 2000.

Table 3A-1 summarizes state and federal air quality standards.

3A.3.2 State Standards

In 1967, California's legislature passed the Mulford-Carrel Act, which established the California Air Resources Board (CARB). The CARB set state air quality standards for criteria pollutants. The state standards for these pollutants are more stringent than the corresponding federal standards (see Table 3A-1). As in the Federal CAA, the California CAA classifies areas as either being in "attainment" or "non- attainment" for these criteria pollutants. Areas designated as non-attainment are then given a set time frame to achieve attainment. A key function of the CARB is to coordinate and guide regional and local air quality planning efforts required by the CCAA and to prepare and submit the State Implementation Plan (SIP) to the USEPA. The California SIP is comprised of plans developed at the regional or local level.

TABLE 3A-1: AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	0.12 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Motor vehicles.
	8 hours	---	0.08 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9 ppm	9.0 ppm		
Nitrogen Dioxide (NO_2)	Annual Average	---	0.05 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm	---		
	1 hour	0.25 ppm	---		
	24 hours	0.04 ppm	0.14 ppm		
Suspended Particulate Matter (PM_{10} $PM_{2.5}$)	Annual Geometric Mean	30 ug/m^3 (PM_{10})	65 ug/m^3 ($PM_{2.5}$)	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	---	50 ug/m^3 (PM_{10})		
	24 hours	50 ug/m^3 (PM_{10})	150 ug/m^3 (PM_{10}) 15 ug/m^3 ($PM_{2.5}$)		
Lead	Monthly	1.5 ug/m^3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	---	1.5 ug/m^3		

Source: California Air Resources Board, *Ambient Air Quality Standards*, January 25, 1999.

3A.3.3 Regional Regulations

South Coast Air Quality Management District

The proposed Project site is located within the jurisdiction of the SCAQMD. The SCAQMD adopted an Air Quality Management Plan (AQMP) in 1979, which intended to meet federal air quality standards by December 31, 1987. Using better data and modeling tools, the 1982 revision of the AQMP concluded that the basin could not demonstrate attainment by the 1987 deadline required by the federal CAA. Therefore, the 1982 Revision of the AQMP proposed a long-range strategy that could result in attainment in 20 years. In 1987, a federal court ordered the U.S. EPA to disapprove the 1982 AQMP revision because it did not demonstrate attainment of the federal standards by the 1987 deadline.[1]

Currently, the SCAQMD is operating under the 1997 AQMP and the 1999 amendment to the 1997 ozone portion of the AQMP. The 1997 AQMP relies on short-term and intermediate-term attainment measures which were to be adopted by 2000, and long-term attainment measures utilizing advances in technology reasonably expected to be available by the year 2010. On January 12, 1999, the U.S. EPA proposed a partial disapproval of the ozone portion of the 1997 AQMP. The AQMD responded with the 1999 Ozone State Implementation Plan revision, which the EPA indicated would be approvable.

The AQMD is in the process of preparing the Proposed 2003 AQMP for the South Coast Air Basin. The 2003 AQMP seeks to demonstrate attainment with state and federal air quality standards and will incorporate a revised emissions inventory, the latest modeling techniques, and updated control measures remaining from the 1997/1999 SIP and new control measures based on current technology assessments. The SCAQMD also adopts rules to implement portions of the AQMP. Some of these rules are applicable to construction or operation of the Project. For example, Rule 403 requires the implementation of best available control technology to control fugitive dust. In December of 1998, the SCAQMD revised its existing Rule 403 regarding fugitive dust emissions. The purpose of this rule is to reduce the amount of particulate matter entrained in the

[1] South Coast Air Quality Management District and Southern California Association of Governments, Final 1989 Air Quality Management Plan, March 1989.

ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.[2]

Regional Comprehensive Plan and Guide

The AQMP, in coordination with Southern California Association of Governments, (SCAG) details goals, policies and programs for improving air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) contains land use strategies, such as infill housing, to reduce the number of trips and the length of trips. The assumption regarding land use-based air quality measures is that trips and mode choices are not only a function of the transportation system, but also relate to housing density, relative locations of residential and commercial land uses, and the proximity to regional transportation systems.

3.A.3.4 County Provisions

Congestion Management Plan

The Congestion Management Plan (CMP) for the County of Los Angeles has been developed to meet the requirements of Section 65089 of the California Government Code. In enacting the CMP statute, the State legislature noted the increasing concern that urban congestion was impacting the economic vitality of the State and diminishing the quality of life in many communities. The CMP was created to further the following objectives:

- To link land use, transportation and air quality decisions.
- To develop a partnership among transportation decision makers to encourage appropriate transportation solutions that include all modes of travel.
- To propose transportation projects which are eligible for State gas tax funds.

[2] SCAQMD. *Rule 403*. December 1998.

3A.3.5 Local Regulations

City of Los Angeles General Plan–Air Quality Element

California state law requires that each city adopt a long-term comprehensive general plan which must be an integrated, internally consistent and compatible statement of goals, objectives, policies and implementation programs. This document then becomes the basis for decision making regarding the city's long term physical development. The most recent revision of the Air Quality Element for the Los Angeles City General Plan was adopted in November 1992. The objectives of this revised Air Quality Element are to aid the region in attaining CAAQS and NAAQS, while continuing to allow economic growth and improvement in the quality of life for city residents. This Element also discusses how the city plans to implement local programs contained in the SCAQMD's AQMP.

3A.4. Existing Conditions

3A.4.1 Existing Air Quality

The Basin is an area of high air pollution potential, particularly from June through September. This condition is generally attributed to light winds and shallow vertical atmosphere mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California.

The area previously was in non-attainment for all NAAQS, except SO_2. The area is now defined as in attainment for NO_2, lead, and SO_2, with CO approaching attainment. While the CO level at the local monitoring station is currently below state and federal standards, the Basin as a whole is still experiencing exceedances for CO. PM_{10} and ozone levels, while reduced substantially from their peak levels, are still far from attainment.

The State's one-hour ozone standard in the SCAQMD was exceeded at least 15 days in 2000 and 2001 (see Table 3A-2). The PM_{10} standard was exceeded 14 times in 2001, and at least nine times a year from 1997 to 2001. The CO and NO2 standard has not been exceeded in the proposed project area for the last five years.

3A.4.2 Existing Air Pollution Sources

Air quality in the vicinity of the proposed project site is affected by emissions from motor vehicle traffic on adjacent roadways and highways and train traffic from existing railways adjacent to the project site.

TABLE 3A-2: PROPOSED PROJECT AREA AIR POLLUTANT SUMMARY, 1997-2001[a]

Pollutant	Standard[b]	1997	1998	1999	2000	2001
Ozone (O_3)						
Highest 1-hr average, ppm[c]	0.09	0.13	0.18	0.12	0.15	0.13
Number of standard excesses[d]		15	34	13	16	15
Carbon Monoxide (CO)						
Highest 1-hr average, ppm[c]	20	9.0	8.0	9.0	8.0	6.0
Number of standard excesses[d]		0	0	0	0	0
Highest 8-hr average, ppm[c]	9.1	7.4	7.5	9.0	6.1	4.88
Number of standard excesses[d]		0	0	0	0	0
Nitrogen Dioxide (NO_2)						
Highest 1-hr average, ppm[c]	0.25	0.20	0.14	0.18	0.17	0.25
Number of standard excesses[d]		0	0	0	0	0
Particulate Matter-10 Micron (PM_{10})						
Highest 24-hr average, $\mu g/m^3$ [c]	50	92	75	82	74	86
Number of standard excesses[d,e]		17	9	21	14	14
Annual Geometric Mean, $\mu g/m^3$ [c]	30	41.9	32.8	40.6	36.1	36.9
Violation		Yes	Yes	Yes	Yes	Yes

NOTE: Underlined values indicate an excess of applicable standard.
a. Data are from the SCAQMD monitoring station located at the intersection of Palm Avenue and Victory Boulevard in the City of Burbank.
b. California standard, not to be exceeded.
c. ppm - parts per million; $\mu g/m^3$ - micrograms per cubic meter.
d. Refers to the number of days in a year during which at least one excess was recorded.
e. Measured every six days.
NA = Not Available.
Source: South Coast Air Quality Management District, *Air Quality Data Summaries*, 1997-2001.

3A.4.3 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. SCAQMD includes in its list of sensitive receptors, residences, schools, playgrounds, childcare centers, convalescent homes, retirement homes, rehabilitation centers, and athletic facilities. Sensitive population groups include children, the elderly, and the acutely and chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents tend to be home for extended periods of time, resulting in sustained exposure to any pollutant present.

Sensitive receptors in the vicinity of the proposed project site include residences on the project site, single-family residences located north, south and east of the proposed project site. Notre Dame High School is located west of the proposed project site and the Merdinian Armenian Evangelical Elementary School is located southeast of project site.

3A.5 IMPACTS AND MITIGATION

3A.5.1 Criteria for Determining Significance

CEQA Guidelines Checklist Analysis

The CEQA Guidelines checklist provides the following thresholds for determining significance with respect to air quality. Air quality impacts would be considered significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standards or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentration; or,
- Create objectionable odors affecting a substantial number of people.

SCAQMD Policy Analysis

In accordance with the procedures established in the SCAQMD CEQA Air Quality Handbook, the following criteria are required to be addressed in order to determine the Project's consistency with SCAQMD and SCAG policies:

Will the Project result in any of the following:

- An increase in the frequency or severity of existing air quality violations; or
- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

SCAQMD methodologies require that an air quality analysis for projects such as the Proposed Project include forecasts of Project emissions in a regional context during construction, and in a regional as well as local context during Project occupancy.

In addition, the SCAQMD has adopted criteria for assessing consistency with regional plans and the Air Quality Management Plan in its CEQA Air Quality Handbook. The SCAQMD adopted air quality thresholds for the evaluation of construction activities and project operations that are shown in Table 3A-3.

TABLE 3A-3: SCAQMD AIR POLLUTION EVALUATION THRESHOLDS

Air Pollutant	Project Construction	Project Operation
Carbon Monoxide (CO)	550 lbs./day	550 lbs./day
Reactive Organic Compounds (ROC)	75 lbs./day	55 lbs./day
Nitrogen Oxides (NO_x)	100 lbs./day	55 lbs./day
Particulates (PM_{10})	150 lbs./day	150 lbs./day

Source: South Coast Air Quality Management District, 1993.

3.A.5.2 Project Impacts

Impact 3A1: The proposed Project would be consistent with the Air Quality Management Plan (AQMP). It would not conflict with or obstruct implementation of the AQMP.

Air emissions in the SCAB are regulated by the SCAQMD. Pursuant to the CAA, the SCAQMD is required to reduce emissions of criteria pollutants for which the SCAB is in non-attainment. Strategies to achieve these emissions reductions are developed in the AQMP prepared by SCAQMD for the region. Chapter 3 of the 1997 SCAQMD AQMP states, "future emissions forecasts are based on demographic and economic growth projections provided by the SCAG.[3] Individual projects and long-term programs within the region are required to be consistent with population, employment, and housing projections. The proposed project would construct 141 new apartment units within the existing Chase Knolls apartment complex. The addition of 141 housing units is considered infill housing and would be consistent with population growth projections established by the SCAG.

The AQMD's *RCPG* contains land use-based air quality measures that relate to housing density, relative locations of residential and commercial land uses, and the proximity to regional transportation systems. The proposed Project would conform to the following policies of the *RCPG:*

3.05 Encourage patterns of urban development and land use that reduce costs on infrastructure construction and make better use of existing facilities.

The Project would be an infill development, located in an urbanized area with existing infrastructure. The Project would utilize and make better use of existing infrastructure, and would be consistent with this objective.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designating land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

[3] SCAQMD, Air Quality Management District, 1997.

The proposed Project would be located in an area currently served by public transit (buses), and would be located near Riverside Drive, which is designated as a Major Highway in the Streets and Highways Element of the City General Plan Framework. In addition, the area is served by Burbank Airport. The Project would be an infill development that would take advantage of infrastructure already in place and would require minimal roadway expansion. The Project would feature a residential density supportive of transit use. The Project is located in the vicinity of major employment locations and shopping opportunities. Sherman Oaks Fashion Square, a 35-acre upscale regional shopping mall, occupies the block southwest of Notre Dame High School, approximately 0.5 miles from the site. The Van Nuys Sherman Oaks Park lies one block north of the shopping mall and includes jogging trails, play fields, a swimming pool, tennis courts, and picnic areas. Los Angeles Valley College is located approximately one mile north of Chase Knolls, and Sherman Oaks' commercial district is located a little over one-half mile south. The Project would be integrated into the existing development's sidewalks, pathways, and alleys, which provide a network of circulation throughout the Project, and encourage pedestrian use.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

The proposed Project would be an infill project in an existing urbanized area. The infill development would occur on a site which is currently developed. By relocating parking and by placing the new units on the site of some existing carports, the proposed Project would add residential units to the community without loss of existing units and significant landscaped areas. With the addition of the proposed units, the Project would still comply with the Community Plan's permitted density of 20 to 55 units per acre. The project is located in the vicinity of major employment and shopping opportunities, is served by transit (including the Metro Bus Route 96, which connects Los Angeles and Burbank through Sherman Oaks); is within one-half block of an existing major transportation corridor (US 101); and within 7.5 miles of the Burbank Airport. The project would maximize the use of an existing transit-served urbanized area.

3.16 Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

As summarized in the previous discussion, the proposed project would be consistent with this objective.

3.17 Support and encourage settlement patterns which contain a range of urban densities.

The proposed project would add residences to the property while preserving and rehabilitating the existing development. The project would add housing opportunities and for single residents, small households and roommates, which would also support the long-term preservation of the property. With the addition of the proposed units, the Project would still comply with the Community Plan's permitted density of 20 to 55 units per acre, and was assumed by SCAG in the Growth Management Plan for the area. The new buildings would be placed in the center of the property where they would be partially screened from off-site uses. The scale (up to 33') and massing of new buildings would be compatible with the previously approved buildings (up to 30'). New buildings would be constructed on the site of dilapidated existing carports.

Therefore, the proposed project is anticipated to be consistent with the AQMP.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3A2: Construction of the proposed project would emit criteria pollutants. Estimated daily average construction emissions of NO_x during grading and site preparation would exceed thresholds for evaluation set by the SCAQMD. This is a short term (9 week) temporary impact. Additionally, the project is consistent with the AQMP. The resulting temporary construction emissions are less than significant.

Construction of the proposed project would generate air emissions. Construction-related emissions would primarily be: 1) dust generated from grading and site preparation; 2) hydrocarbon emissions from paint and asphalt; 3) exhaust emissions from powered

construction equipment; and, 4) motor vehicle emissions associated with construction activities.

Construction-phase air quality impacts were analyzed quantitatively utilizing construction emissions estimation worksheets (Appendix B). The worksheets follow methodology outlined in the SCAQMD CEQA Air Quality Handbook and utilize emissions factors found in the EMFAC-2002 air emissions models and CARB Emission Inventory Publication number MO99-32.3.

The air emissions calculations assume that construction emissions would last approximately eighteen months and would vary day to day depending on the activities being performed. Fugitive dust emissions would vary depending on the level and type of activity, silt content of soil, and prevailing weather. Some fugitive dust would be larger-diameter particles that would settle out of the atmosphere close to the site of the actual activity. Smaller-diameter dust would remain suspended for longer periods and would include PM_{10}. Fugitive dust emissions were calculated utilizing emissions factors found in Table 11.9-1 of U.S. EPA's AP-42 compilation of emissions factors and SCAQMD CEQA Air Quality Handbook.

In addition to fugitive dust, project construction would also result in emissions of other criteria air pollutants, including ROC and NO_x, due to combustion of fuel for heavy equipment operation, truck trips, and construction worker trips. ROG would be emitted during painting and asphalt laying operations.

Construction activities would include demolition, grading and site preparation, and building construction. Currently it is estimated that demolition would last approximately five weeks, site grading and preparation would last approximately nine weeks and building construction would last approximately 88 weeks. Building construction could occur while site preparation is occurring on another portion of the site. Total construction time is anticipated to last approximately two years.

Demolition

Prior to construction, some existing carports would be removed from the proposed project site. Demolition is expected to last approximately five weeks and would involve the use of one backhoe, one loader, and one excavator. It is further assumed that

10 employees and 30 haul trucks would travel to and from the job site, and a water truck would travel one mile per day and three dump trucks would travel a combined 20 miles per day at the job site. Construction emissions worksheets are presented in Appendix B. As shown in Table 3A-4, emissions associated with demolition would not exceed SCAQMD significance criteria.

TABLE 3A-4: CHASE KNOLLS CONSTRUCTION EMISSIONS

Air Pollutant	Demolition	Site Grading and Preparation	Building Construction	Significance Criteria
Carbon Monoxide (CO)	10 lbs./day	42 lbs./day	50 lbs./day	550 lbs./day
Reactive Organic Compounds (ROC)	3 lbs./day	9 lbs./day	31 lbs./day	75 lbs./day
Nitrogen Oxides (NO_x)	46 lbs./day	164 lbs./day	91 lbs./day	100 lbs./day
Particulates (PM_{10})	2 lbs./day	8 lbs./day	7 lbs./day	150 lbs./day

Source: ESA 2003, South Coast Air Quality Management District.

Grading and Site Preparation

Grading and site preparation is anticipated to last approximately nine weeks and would include site grading, underground plumbing and electrical installation and excavation. During this phase, it is estimated that one roller, one excavator, two loaders, and one dozer would work for various time periods at the proposed project site. It is further assumed that 40 employees and 68 haul trucks would travel to and from the job site, a water truck would travel 1 mile and dump trucks would travel 1 mile a day to the job site. Construction emissions worksheets are presented in Appendix B. Due to the large amount of heavy-duty diesel equipment utilized during site grading and preparation, NO_x emissions would exceed SCAQMD evaluation thresholds. (See Table 3A-4). This is a short term (9 week) temporary impact. The project is consistent with the AQMP so the resulting temporary construction emissions are considered less than significant. Building Construction

During building construction, it is estimated that two forklifts, one compressor, one welder, one boom truck, two cranes, and two bobcats would operate on the site for periods of time. It is further assumed that 80 employees and 10 haul trucks would travel 30 miles to and from the proposed project site. Construction emissions worksheets are presented in Appendix B. As shown in Table 3A-4, emissions associated with building construction would not exceed SCAQMD evaluation thresholds.

Mitigation Measures

NO_x emissions would exceed SCAQMD significance evaluation thresholds. (See Table 3A-4). This is a short term (9 week) temporary impact. In addition, the project is consistent with the AQMP so the resulting construction emissions are considered less than significant. Mitigation measures M-3A.1 through M-3A.3 would be implemented to assure this impact is less than significant.

Mitigation Measures

M-3A.1 *All construction equipment shall be properly tuned and maintained.*

M-3A.2 *General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions.*

M-3A.3 *Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.*

Residual Impacts

Impacts would be less than significant.

Impact 3A3: Operation of the proposed project would emit criteria pollutants. Estimated daily average emissions would not exceed evaluation thresholds set by the SCAQMD.

Operational emissions include stationary and mobile sources of emissions. Stationary sources of emissions include on-site emissions and off-site emissions resulting from

increased electrical energy production. Mobile source emissions are motor vehicle emissions and would be the largest source of pollutants resulting from project operation.

Project operational emissions were estimated using the California Air Resources Board URBEMIS 2002 emissions model (Appendix B). The following land use designations were utilized in the URBEMIS 2002 model run.

- 141 Dwelling Units, Apartment Low Rise

As shown in Table 3A-5, operational emissions would not exceed SCAQMD evaluation thresholds. Operational emissions would be considered a less than significant impact to air quality.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3A4: Construction of the proposed project would emit fugitive dust. There will be no increase in fugitive dust emissions resulting from project operation. Mitigation Measures will be implemented to assure fugitive dust emissions from construction are less than significant.

As required by the SCAQMD Rule 403, a person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. Second, a person conducting active operations within the boundaries of the SCAB shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. Third, a person shall not cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10}

TABLE 3A-5: CHASE KNOLLS OPERATIONAL EMISSIONS

Air Pollutant	Project Operation	Significance Criteria
Carbon Monoxide (CO)	163 lbs./day	550 lbs./day
Reactive Organic Compounds (ROC)	21 lbs./day	55 lbs./day
Nitrogen Oxides (NO_x)	14 lbs./day	55 lbs./day
Particulates (PM_{10})	11 lbs./day	150 lbs./day

Source: URBEMIS 2002, South Coast Air Quality Management District.

monitoring. Finally, any person in the SCAB shall prevent or remove within one hour the track-out of sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter onto public paved roadways as a result of their operations; or prevent the track-out of such material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations and remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.[4]

Fugitive dust emissions will result from project construction. The incorporation of mitigation measures M-3A.4 through M-3A.12 would also assist in the compliance of the project with SCAQMD Rule 403.

Mitigation Measures

M-3A.4 *Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.*

M-3A.5 *Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.*

[4] *Ibid.*

M-3A.6 *Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers.*

M-3A.7 *Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets.*

M-3A.8 *Hydroseed or apply non-toxic stabilizers to inactive construction areas.*

M-3A.9 *Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).*

M-3A.10 *Limit traffic speeds on unpaved roads to 15 miles per hour.*

M-3A.11 *Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April).*

M-3A.12 *Replant vegetation in disturbed areas as quickly as possible***.**

Residual Impacts

Impacts would be less than significant.

Impact 3A5: The proposed project is not anticipated to create objectionable odors affecting a substantial number of people.

SCAQMD lists land uses associated with odor complaints as agriculture, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding plants. The proposed project would construct additional apartment buildings in an existing apartment complex. Construction and operation of the project would not involve handling of decomposing organic or other odorous material. Therefore, no objectionable odors are anticipated. This would be considered a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3A6: The proposed project would contribute air emissions to the region that would add to the cumulative baseline.

The CEQA Guidelines require that a project be evaluated with respect to its contribution to the cumulative condition. Currently, the existing ambient air quality baseline is affected by emissions in the SCAB. As stated above, the SCAB is in non-attainment for carbon monoxide, ozone and particulate matter. The AQMP is the cumulative planning tool for the SCAB. The AQMP anticipates and encourages infill housing production, and accounts for the growth projections of existing general plans. The proposed project would comply with Consistency Criteria 1 and 2 of the AQMP. The AQMP is designed to bring the SCAB into attainment, therefore, although the project would add to the baseline, the project would result in a less than significant cumulative impact to air quality.

Mitigation Measures

No mitigation is feasible.

Residual Impacts

Impacts would be less than significant.

3B. Cultural Resources

3B.1 INTRODUCTION

This section assesses whether or not the proposed Project would negatively impact important archaeological, historic, or paleontological resources. The discussion and analysis presented below, is based on research by the California Historic Resource Inventory System's (CHRIS) South Central Coastal Information Center, as well as an historic resource impact analysis prepared by Kaplan Chen Kaplan (attached as Appendix H). The Kaplan Chen Kaplan report assesses the environmental effects of the proposed Project on the historic elements of the site, which is both a City of Los Angeles Historic-Cultural Monument, and as a potential candidate for the National Register of Historic Places. This section also relies on the information provided in the Historic Preservation Certification Application, Parts 1 and 2, approved by the State Historic Preservation Office (SHPO) and the US Department of the Interior National Park Service (NPS) for a development proposed by Legacy Partners, the former owner of the project site (attached as Appendices D and E).

3B.2 SETTING

3B.2.1 Paleontological Resources

Paleontology is a branch of geology that studies prehistoric life forms other than humans, through the study of plant and animal fossils. Fossils are the remains of organisms that lived in the region in the geologic past and therefore preserve an aspect of Southern California prehistory that is of scientific importance, since many species are now extinct.

Fossils are found embedded in geologic formations that range in thickness from a few feet to hundreds of feet. These formations form a complex relationship below the surface. Sedimentary formations are layered atop one another, and over time the layers have been squeezed, tilted, folded, and shaped by fault activity. Sensitive fossil bearing formations found at the surface also may extend from just below the surface to many

miles below the surface. Consequently, the task of predicting paleontologically sensitive areas is difficult.

3B.2.2 Archaeological Resources

Ethnographic Setting

The Gabrielino occupied nearly all of the Los Angeles basin in Los Angeles and Orange counties. Their traditional lands included the watersheds of the San Gabriel, Santa Ana, and Los Angeles rivers, several of the smaller streams of the Santa Monica Mountains and Santa Ana Mountains, to Aliso Creek in Orange County. They also inhabited the offshore islands of San Clemente, Santa Catalina, and San Nicolas. Precise data on village locations can no longer be obtained. As with the northern groups, these southern coastal groups subsisted by hunting and gathering with a substantial reliance in coastal areas on marine food resources such as fish, shellfish and marine mammals as well as terrestrial resources.

Although the Gabrielino populated a large territory, in many ways, they are considered among the least known of all native California groups. This is attributable both to the location of their territory in the Los Angeles basin where they were quickly assimilated into the missions and European culture. Because early ethnographers believed the last of the Gabrielino died about a century ago, they have never been granted Federal recognition. Gabrielino population estimates are difficult to reconstruct, but likely ranged into the thousands. As many as 50 to 100 villages existed at any one time during the late 18th Century. Spanish reports estimate village populations between 50 and 200 inhabitants.

The material culture of the Gabrielino reflected an elaborately developed artisanship, with even day to day utensils decorated with shell inlaid, rare materials, carvings and paintings. The most well known Gabrielino items are those made of steatite (soapstone), which was quarried on Santa Catalina Island and brought to the mainland in plank canoes similar to those of the Chumash. The Gabrielino were also known for the high quality of basketry, made from grasses and rush stems. Gabrielino houses were similar in design and construction to those of the Chumash.

Labor was divided between the sexes. Men carried out most of the heavy, but short-term labor such as hunting and fishing, conducted most trading ventures, and had as their central concerns the well being of the village and the family. Women were involved in collecting and processing most of the plant materials and basket production. The elderly of both sexes taught children and cared for the young (Bean and Smith 1978; Johnston 1962).

The Period After 1542

Spanish explorations of California began in 1542 with the expedition led by Juan Rodriguez Cabrillo. In 1579, Sir Francis Drake claimed California for England, calling it "Nova Albion." In 1602, the expedition of Sebastian Vizcaino followed the route of Cabrillo along the California coast, and as in the case of the Cabrillo expedition, did not venture inland. Inland forays by Spanish explorers in the 1700s led to the discovery of the native village, Tongva, near present-day Encino. El Pueblo de Nuestra Señora la Reina de los Angeles de Porciuncula was founded in approximately 1781, along the Rio Porciuncula. Disagreements between Los Angeles and the San Fernando Valley area over water from the Los Angeles River began almost immediately.

During the first half of the 1800s, California became a province of Mexico, and most of the San Fernando Valley was eventually leased by the Mexican Governor, Pio Pico, to his brother Andres Pico. In 1847 Andres Pico surrendered California to Col. John Fremont and in 1850 California became the 31st state of the union. Ensuing stage coach lines through the Valley and then the establishment of the railroad brought new settlers to the Valley. Rancho Encino was sold to the first American landowners in the Valley, Alexander Bell and David Alexander. Andres Pico retained ownership retained ownership of large portions of the Valley, and went on to become a State assemblyman.

In the late 1860s through the early 1870s, the San Fernando Farm Homestead Association first bought a half interest in the Valley and then complete ownership of the southern half of the Valley. By the late 1880s, the towns of Pacoima, Monte Vista, Glendale, Burbank, Toluca, and Chatsworth Park were settled.

Construction of the Los Angeles Aqueduct (also known as the Owens Valley Aqueduct), which brought needed water from Owens Valley to Los Angeles, began in 1908. 1909, a

large portion of Lankershim Ranch in the southern half of the Valley was sold to the Los Angeles Suburban Homes Company for one of the Valley's first large subdivisions.

3B.2.3 History of Sherman Oaks

In the mid 1800s, Sherman Oaks was part of a wheat ranch established by Isaac Newton Van Nuys and Issac Lankershim. A land boom in the 1880s spurred residential subdivisions built by Moses Sherman, who was then both the Director of the Los Angeles Suburban Homes Company and the Los Angeles Electric Railroad. Development, in what would eventually become Sherman Oaks, apparently took longer than anticipated, and by the early 1900s, most of the Sherman Oaks area remained agricultural. The pace of development in the Sherman Oaks area quickened in the 1930s. After World War II, new residential subdivisions barely kept pace with demand.

3B.2.4 History of Chase Knolls Apartments Complex, Sherman Oaks, CA

In the early 1900s, James Chase bought an approximately 75-acre portion of Moses Sherman's property in an area that was still largely undeveloped and agricultural. Chase built a family home on a knoll on a portion of the property and established a dairy on the remainder. Upon James Chase's death, his son, Joseph Chase,[1] took over the dairy, which included a bottling and pasteurizing plant. According to a 1934 account (*The History of San Fernando Valley*), the milk business was "largely wholesale and the principle business is done in Hollywood."

In 1947, as development in Sherman Oaks accelerated, Joseph Chase decided to develop what remained of the family property: a block encompassed by Sunnyslope Avenue (west) and Fulton Avenue (east), Huston Street (north) and Riverside Drive (north). Over three-fourths of the property was used for what became the Chase Knolls Apartments complex. The remainder of the property, a parcel located in the southeast portion of the block, was developed by Chase as a commercial small-store shopping center. Historians

[1] Joseph Chase became a Sherman Oaks civic leader, who was an organizer of the Sherman Oaks Savings and Loan (which was later renamed Fidelity Federal Savings and Loan). He is also credited with being instrumental in the construction of both the Van Nuys-Sherman Oaks Recreation Center, and Valley Presbyterian Hospital. Mr. Chase was a two-term president of the Sherman Oaks Chamber of Commerce. He died in 1980 at the age of 85.

speculate that the Chase Knolls Apartments development was financed by a Section 608 loan from the Federal Housing Administration (FHA).[2]

Chase Knolls Design

Joseph Chase hired Heth Wharton,[3] who designed what came to be known as the Chase Knolls Apartments on over three-fourths of the property. Wharton's partner was Ralph Vaughn, an African-American "stylist" who later became an architect, who worked with Wharton and Landscape Architect Margaret Schoch in the design of the project. Speculation that the Chase Knolls Apartments complex was financed by Section 608 funds is driven in large part by the design, which closely reflects FHA guidelines. FHA guidelines encouraged development in low density areas, near a business district, and with a potential tenant base that was not dependent on a single industry, but that would be capable of paying sufficient rent. The FHA also encouraged super block developments set back from the street, modern in architecture, and organized around landscaped courtyards. In addition, FHA encouraged the use of areas specifically designated for garages and parking, and the separation of vehicular and pedestrian traffic.

The FHA-promulgated design appears based on the "Garden City" concept, widely credited to Ebenezer Howard in turn-of-the-century England. As the antithesis of worker slums, advocates promoted pedestrian paths, communal gardens, groupings of small "villages" within the development, landscaped commons, with minimal intrusion by motor vehicles. The FHA also advocated the use of modern architecture that incorporated the use of industrial materials and a spatial character defined by geometric forms. "As a result the large garden apartment complex emerged as property type with elements including: superblock development of the site; segregation of automobile and pedestrian traffic; low to medium density and building coverage; maximum of threes stories in height; standardization of building types; and emphasis on open space" (Kaplan Chen Kaplan, 2003).

[2] Section 608 of the National Housing Act was designed to stimulate construction of affordable rental housing by reducing risk to and equity from private developers, and was used during and after World War II to "stimulate production of rental housing for war workers" (*Historic-Cultural Monument Application*, 2001). Administered by FHA, the program was discredited in the 1950s through a series of investigations that revealed the program had resulted in substantial windfall profits for developers and builders.

[3] Heth Wharton is also credited with the design of the 795-unit Lincoln Place in Venice, California, which has a similar design and was financed by a Section 608 loan and/or mortgage insurance.

The Chase Knolls Apartments complex incorporates all of the design characteristics of a modern garden apartment complex, as described by FHA:

- The residential portion of the block was left in tact by the developer.

- Pathways, designed in a variety of orientations that depend on the topography, allow pedestrian access that is separated from vehicular access. Pathways are designed around the knoll on which the Chase family home may have once stood, and around a grove of cypress that were part of the site in the 1940s.

- Two private streets, one through the center of the project site on an east-west axis, and one through one-half of the site on a north-south access provide internal access to garages and parking.

- Its modern architecture makes use of industrial materials with standardized elements that include the use of rectangular shapes, metal casements for the windows, wooden slab doors, and standardized exteriors of stucco. One specific deviation from the modernist style consists of the hipped roofs with a slight pitch; apparently the FHA discouraged the construction of flat roofs. However, with only a slight pitch, the roofs appeared to be flat. Decorative elements along facades differentiate what are standardized buildings.

- Residential structures are one- and two-stories in height, with one-story buildings located in front of or near two-story buildings, allowing both a change in perspective from street views of the site, and reducing the effect of the taller buildings, and provide "a smooth transition to the surrounding neighborhood of single family homes" (*Historic-Cultural Monument Application*, 2001).

- Residential structures are built around uniquely designed courtyards, and commons.

- Landscaping is a prominent feature of the site and includes over 300 trees, a variety of shrubs and plants, and manicured grassy lawns.

3B.2.5 Chase Knolls as an Historic Resource

The Chase Knolls Apartments complex retains both its original features and site plan. Figures 3B-1 shows the original site plan, and Figure 3B-2 shows the project site as depicted in 2001. This site plan remains unchanged. Figure 3B-3 describes current land uses at the site.

In April, 2000, the Los Angeles City Council passed a motion that "proposed the Chase Knolls Apartment complex in Sherman Oaks for inclusion on the list of Historic-Cultural Monuments and directed the Cultural Heritage Commission to consider the matter" (City of Los Angeles, 2000). The motion by Mike Feuer, Councilman for the Fifth District, states:

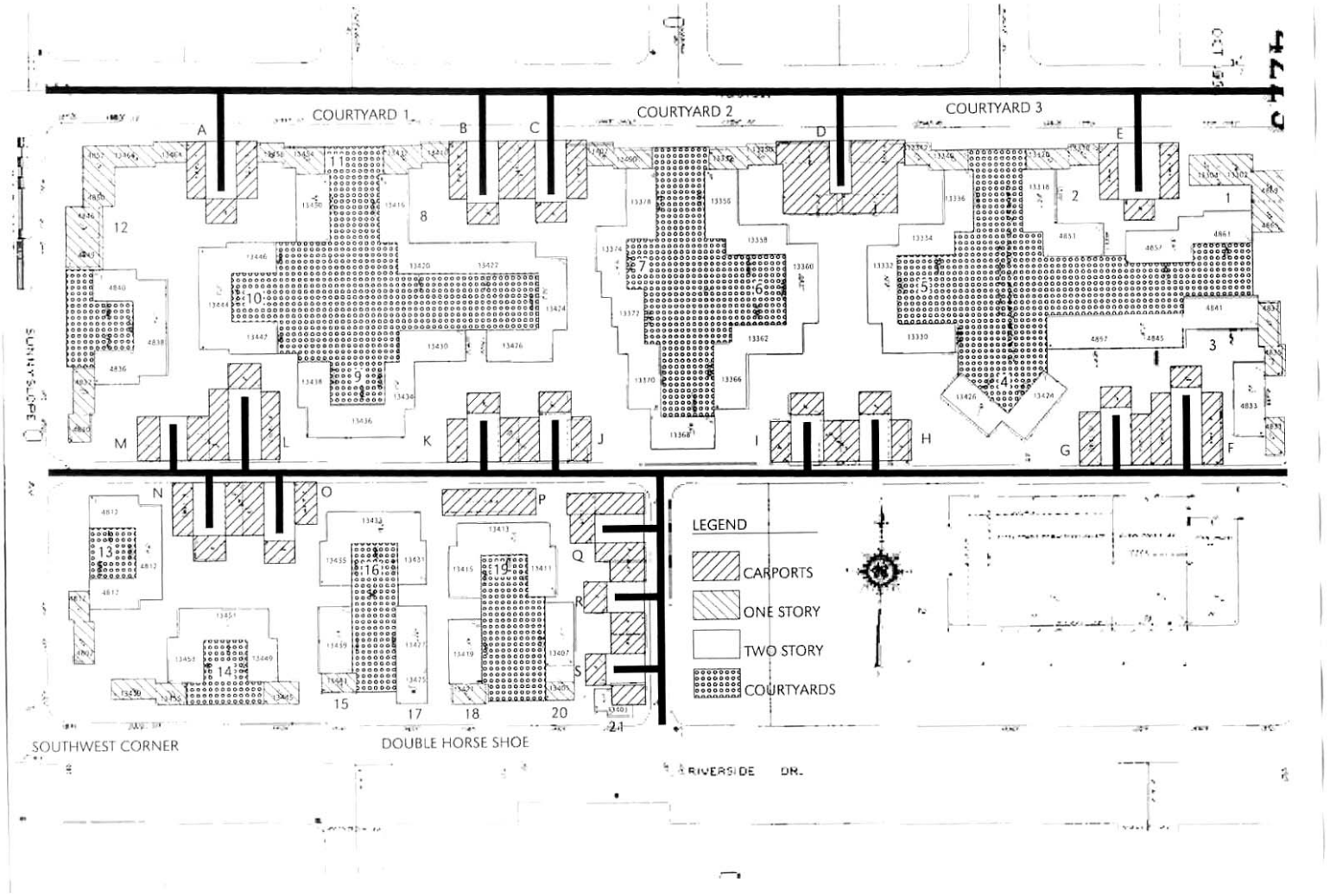
> I therefore move that the Cultural Heritage Commission consider inclusion of the Chase Knolls Apartments, including all trees and vegetation within the site boundaries, on the list of Historic-Cultural Monuments.

The motion states that:

> The nineteen buildings of this Garden Apartment complex, built in 1949, is [sic] a product of the Garden City Movement and the Modern Movement. The 260 apartment units and the integrated, mature landscape of the 6.5 acre [sic] site are significant in the architectural history of the city as an exceptional example of the Modern garden apartment complex. This type of housing was important in the development of Los Angeles after World War II, as it provided a meaningful alternative to single family residential development and as affordable multi-family housing for the surging population.

However, the Cultural Heritage Commission failed to take action, and according to a motion adopted by the City Council on June 27, 2000 positing a need for immediate action:

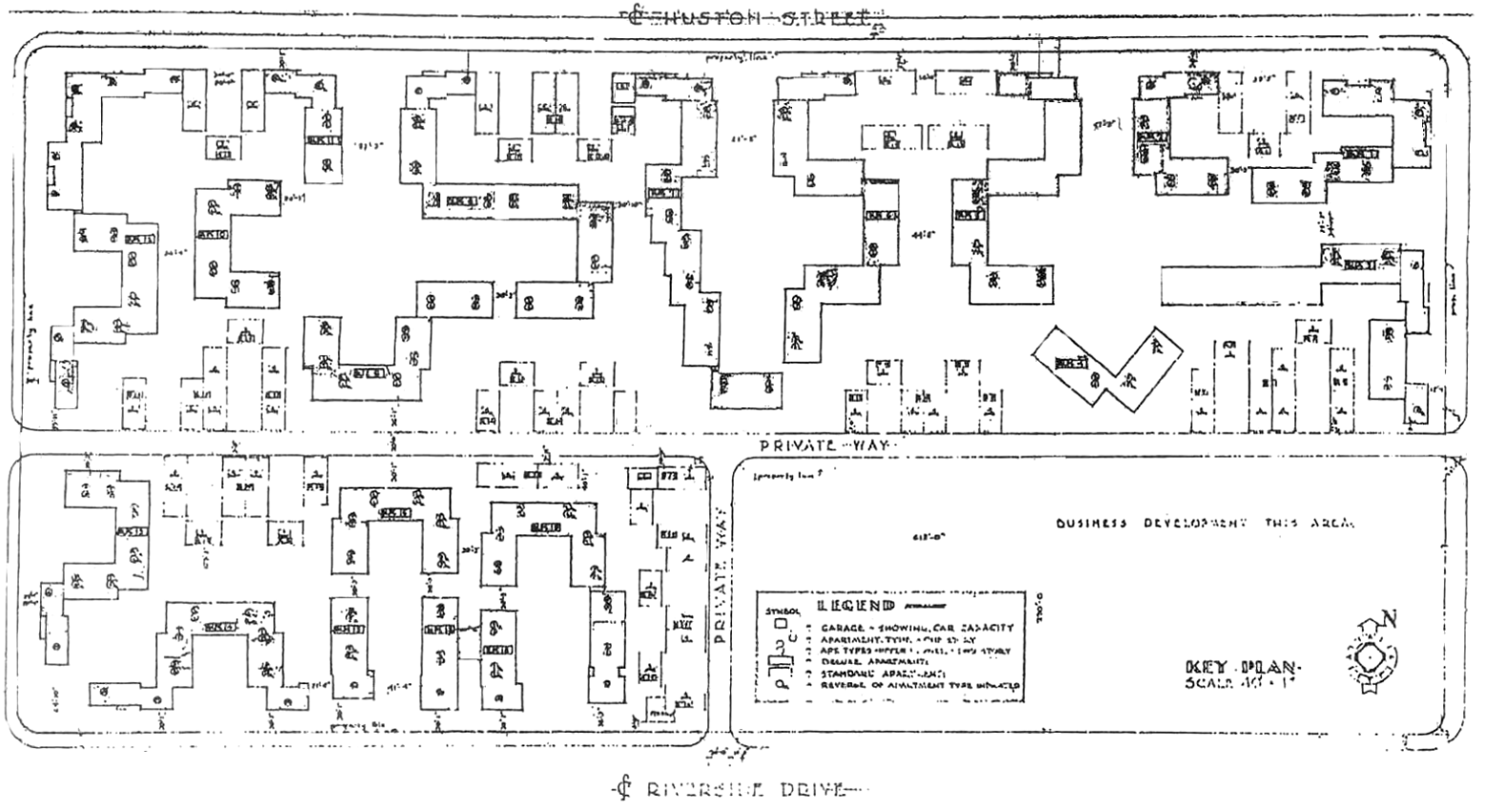
> Historic preservation experts, Los Angeles Conservancy staff and staff of the Cultural Heritage Commission have confirmed the historic significance of this site and have recommended its designation. The Cultural Heritage Commission heard this matter twice, on June 7, 2000 and on June 21, 2000,



SOURCE: Kaplan Chen Kaplan (2003)

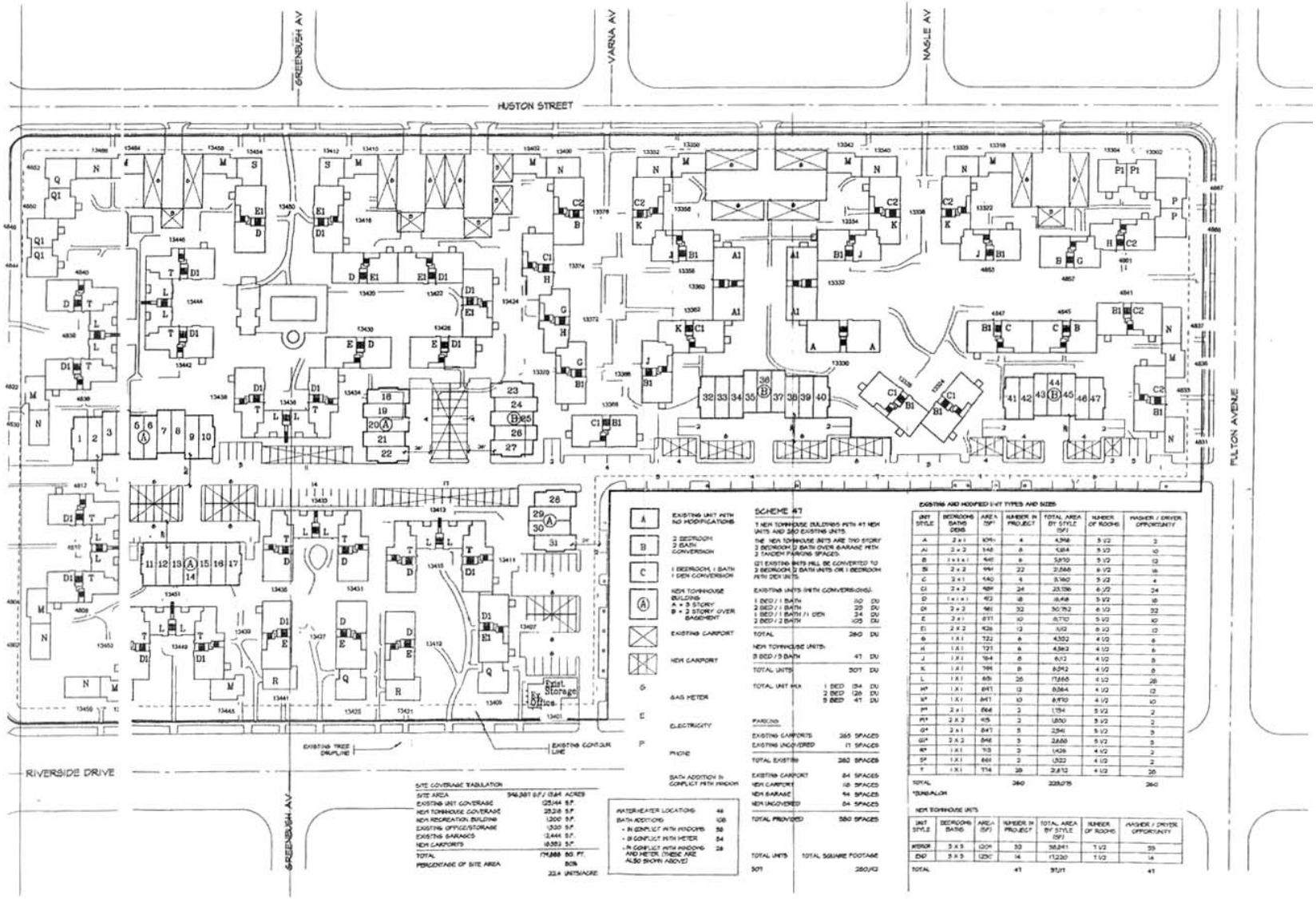
Chase Knolls Apartments EIR / 202802 ■

Figure 3B-1
Site Analysis
Chase Knolls Apartments



SOURCE: Kaplan Chen Kaplan (2003)

Figure 3B-2
Original Site Plan
Chase Knolls Apartments



SOURCE: Kaplan Chen Kaplan (2003)

Figure 3B-3
2001 Site Plan
Chase Knolls Apartments

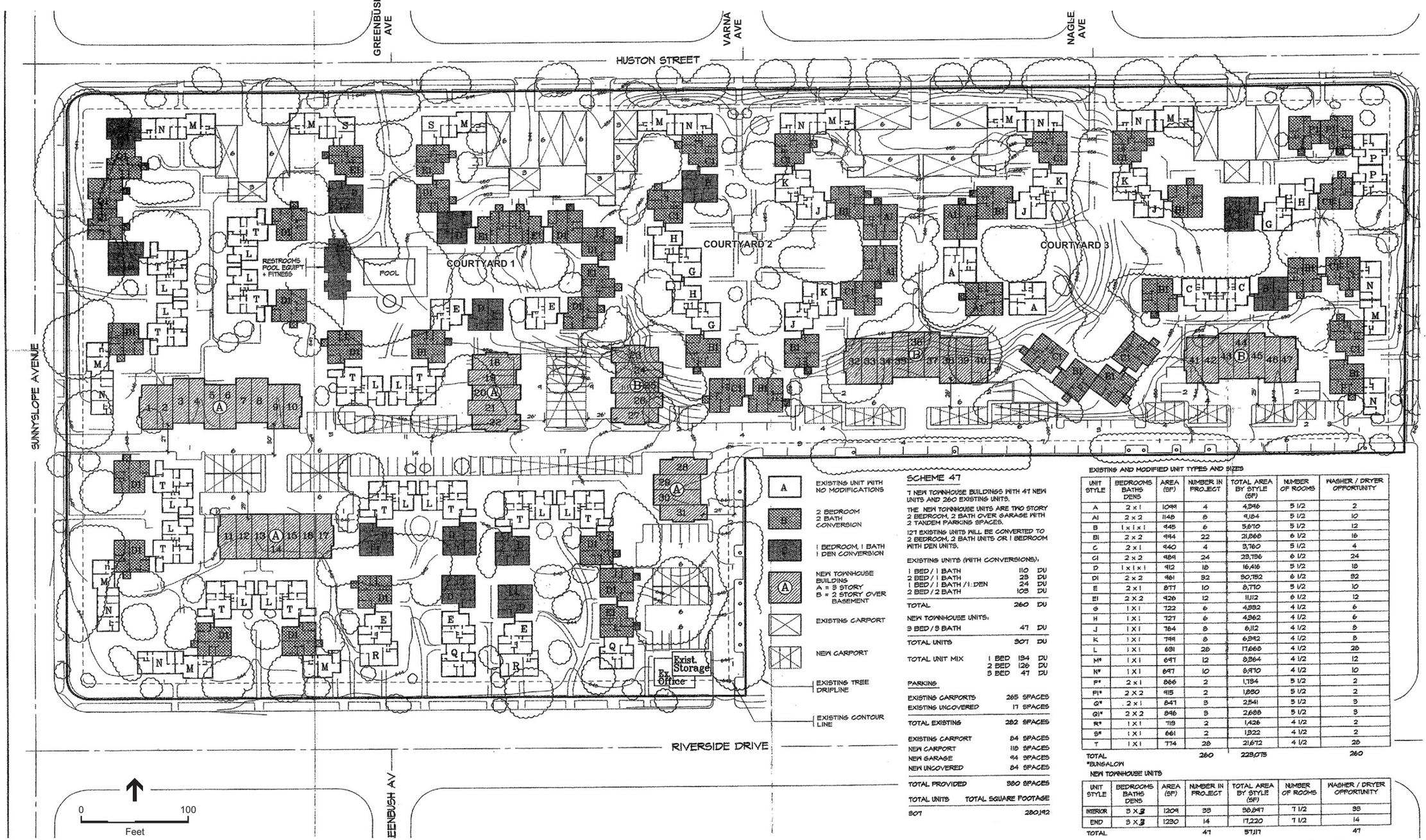
> but failed to taken [sic] an action. The matter was transmitted to the City Council from the Cultural Heritage Commission, without recommendation, after the agenda for the City Council meeting of June 23, 2000 was posted.

On July 11, 2000, in lieu of a recommendation by the Cultural Heritage Commission, the City Council passed a one-sentence motion that the Chase Knolls Apartments be included in the list of Historic-Cultural Monuments. The motion did not identify the character-defining elements of the complex, but protected the complex from demolition.

On May 8, 2001, Legacy Partners, then-owner of the project site, submitted an *Historic Preservation Certification Application, Part I – Evaluation of Significance* to SHPO. SHPO determined that the property appeared to meet the National Register Criteria for Evaluation and that it would be nominated individually. Figure 3B-4 shows the Legacy Partners site plan. After review by SHPO, the application was submitted to NPS. In a letter to the developer from NPS, dated October 24, 2001, the Application was approved.

SHPO noted the following:

> The Chase Knolls Apartments is a good example of the property type, the "garden apartment." Gail Baker (CRM No. 5, 1999), defines the type as "low density, low-scale, multi-family residential developments that have their roots in the English garden city and the German superblock concepts. General characteristics include low-density superblock development, buildings clustered around landscaped courtyards, separation of pedestrian and vehicular traffic, and the use of shallow building plans and staggered setbacks to increase ventilation and light." When the nomination is submitted, comparative information regarding other garden apartments should be clarified. All examples of pre-1956 garden apartments, whether publicly or privately owned, should be the collective pool for comparison. Some additional details on why the Chase Knolls complex compares favorably would strengthen the argument for eligibility. Also, the applicants may wish to consider exploring the importance of this complex with the Sherman Oaks area, either under criterion A or C.



SCHEME 47

7 NEW TOWNHOUSE BUILDINGS WITH 47 NEW UNITS AND 260 EXISTING UNITS.

THE NEW TOWNHOUSE UNITS ARE TWO STORY 2 BEDROOM, 2 BATH OVER GARAGE WITH 2 TANDEM PARKING SPACES.

121 EXISTING UNITS WILL BE CONVERTED TO 2 BEDROOM, 2 BATH UNITS OR 1 BEDROOM WITH DEN UNITS.

EXISTING UNITS (WITH CONVERSIONS):

1 BED / 1 BATH	110	DU
2 BED / 1 BATH	28	DU
1 BED / 1 BATH / 1 DEN	24	DU
2 BED / 2 BATH	108	DU
TOTAL	260	DU

NEW TOWNHOUSE UNITS:

3 BED / 3 BATH	47	DU
TOTAL UNITS	307	DU

TOTAL UNIT MIX	1 BED 134	DU
	2 BED 126	DU
	3 BED 47	DU

PARKING

EXISTING CARPORTS	265 SPACES
EXISTING UNCOVERED	17 SPACES
TOTAL EXISTING	282 SPACES
EXISTING CARPORT	84 SPACES
NEW CARPORT	118 SPACES
NEW GARAGE	94 SPACES
NEW UNCOVERED	84 SPACES
TOTAL PROVIDED	380 SPACES

TOTAL UNITS	TOTAL SQUARE FOOTAGE
307	280,142

EXISTING AND MODIFIED UNIT TYPES AND SIZES

UNIT STYLE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)	NUMBER OF ROOMS	WASHER / DRYER OPPORTUNITY
A	2 x 1	1099	4	4,396	5 1/2	2
A1	2 x 2	1148	8	9,184	5 1/2	10
B	1 x 1 x 1	945	6	5,670	5 1/2	12
B1	2 x 2	994	22	21,868	6 1/2	16
C	2 x 1	940	4	3,760	5 1/2	4
C1	2 x 2	984	24	23,736	6 1/2	24
D	1 x 1 x 1	912	18	16,416	5 1/2	18
D1	2 x 2	981	92	90,252	6 1/2	92
E	2 x 1	877	10	8,770	5 1/2	10
E1	2 X 2	926	12	11,112	6 1/2	12
G	1 X 1	722	6	4,332	4 1/2	6
H	1 X 1	727	6	4,362	4 1/2	6
J	1 X 1	764	8	6,112	4 1/2	8
K	1 X 1	749	8	5,992	4 1/2	8
L	1 X 1	691	28	17,668	4 1/2	28
M*	1 X 1	697	12	8,364	4 1/2	12
N*	1 X 1	697	10	6,970	4 1/2	10
P*	2 x 1	866	2	1,784	5 1/2	2
P1*	2 X 2	915	2	1,830	5 1/2	2
Q*	2 x 1	847	3	2,541	5 1/2	3
Q1*	2 X 2	896	3	2,688	5 1/2	3
R*	1 X 1	713	2	1,426	4 1/2	2
S*	1 X 1	661	2	1,322	4 1/2	2
T	1 X 1	774	28	21,672	4 1/2	28
TOTAL			260	228,075		260

*BUNGALOW

NEW TOWNHOUSE UNITS

UNIT STYLE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)	NUMBER OF ROOMS	WASHER / DRYER OPPORTUNITY
INTERIOR	3 X 3	1209	33	90,897	7 1/2	33
END	3 X 3	1230	14	17,220	7 1/2	14
TOTAL			47	57,117		47

SOURCE: David Forbes Hibbert, AIA (2003), ESA (2003)

Figure 3B-4
Legacy Partners Plan
Chase Knolls Apartments

The letter signed by the NPS Historical Architect states simply:

> The National Park Service has reviewed the Historic Preservation Certification Application – Park I for the project cited above and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the Sate [sic] Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60. All of the residential buildings and parking garage structures within the complex contribute to the significance of the property.

Concurrently with submitting its Part 1 Application, Legacy Partners also submitted a *Historic Preservation Certification Application, Part 2 – Description of Rehabilitation* to obtain a determination that redevelopment of portions of the property would be considered consistent with the Secretary of Interior's Standards. Legacy Partners proposed a four-phased development, ending in 2004. The development plan included:

- Remove 31 carport structures;
- Remove 10 laundry buildings;
- Remove drying yards and vegetation adjacent to the east-west and north-south service roads;
- Grade the areas and construct new retaining walls to provide pads for new construction;
- Construct seven buildings with 47 three-story 3-bedroom/2-bath townhouse units with parking on the ground floor;
- Construct a pool and clubhouse in one of the complex' three major courtyards;
- Add a secondary elevation to five one-story units and 49 two-story units (that would be differentiated from the existing building) for additional bathrooms;

- Remove a portion of landscaping along the service roads to create parking spaces to replace demolished carports, and provide additional parking;

- Construct new carport structures along the service drives;

- Remove a total of 257 trees, replacing "as many trees as possible" (*Historic Preservation Certification Application*, Part 2);

- Retain current landscape and hardscape "except where it conflicts with new construction" (*Historic Preservation Certification Application*, Part 2);

- Install two entry monument signs near the intersections of (1) Riverside Drive/Sunnyslope Avenue, and (2) Fulton Avenue/Huston Street; and

- Modify the plan of 30 existing two-bedroom apartments by converting one of the bedrooms to a den.

SHPO noted one major concern on the application:

> The most significant character-defining feature of the complex is the park-like setting engendered by the abundance of trees. The plans for this project propose the removal of over half of these trees. Wherever trees comprise a genuine hazard; corrective action should of course be taken; however the fact that limbs touch fascias or roots raise sidewalks are situations which can usually be remedied by means other than tree removal. The proposal to remove so many trees should be revisited. Like architectural features, the loss of these character-defining landscape features should only occur is reasonable alternatives are non-existent.

On July 23, 2003, NPS approved the Part 2 Application and found that "the rehabilitation described herein is consistent with the historic character of the property or the district in which it is located and that project meets the Secretary of the Interior's "Standards of Rehabilitation."

In November, 2001, the owners of the project site entered into an Historical Property Contract, with the City Council of Los Angeles, as described under the Mills Act.[4] The Contract is recorded and is part of the property title for ten years, unless terminated by either of the parties. The Contract requires the property owner to "preserve and maintain the characteristics of historical significance of the Property," and "where necessary, restore and rehabilitate the property according to the rules and regulations of the Secretary of the Interior's Standards for Rehabilitation." The Contract also requires "reasonable periodic examinations, by prior appointment, of the interior and exterior of the Property by representatives of the County Assessor, State Department of Parks and Recreation, State Board of Equalization and City, as may be necessary. . . ." As a part of the Mills Act, the proposed Project would be required to conform to the California Historical Building Code (CCR, Title 24, Part 8), which was updated, effective September 23, 2003. Though the Historical Property Contract does not expressly include a particular new development proposal, it does anticipate new additions and adjacent or related construction in Exhibit B to the Contract. In addition, the Legacy Partners townhome project was discussed in the September 5, 2001 staff report to the Cultural Heritage Commission regarding Legacy Partner's application for the Historical Property Contract. SHPO's finding that the redevelopment proposed by Legacy Partners was consistent with the Secretary of Interior Standards was also discussed in that staff report.

In 2002, the Chase Knolls property was purchased by the Project Applicant. The current Applicant is requesting a determination from the City Council that the proposed Project is consistent with the Historical Property Contract.

Kaplan Chen Kaplan Report

Kaplan Chen Kaplan, architectural historians, recently completed an Historic Resource Impact Analysis for the proposed Project that:

- Provides a current description of the Chase Knolls Apartments and grounds;
- Reviews the historic significance of the site;

[4] The Mills Act allows municipalities to enter into agreements with private owners of historic structures. In return for a reduction of property taxes, the property owner promises to use the money saved on taxes to preserve or restore the property. The agreements have a minimum term of 10 years, and are automatically renewed for an additional year.

- Describes the relevant regulatory environment;

- Describes the rehabilitation and new development proposed by Legacy Partners;

- Describes the Part 1 and Part 2 Applications submitted by Legacy Partners to SHPO and NPS, as well as the preliminary findings by SHPO and NPS;

- Analyzes the potential impacts of the proposed project (as compared to the Legacy Partners proposed development); and

- Proposes mitigation measures to reduce potentially significant effects of the project to a less than significant level.

The report notes that "[t]hroughout the complex, building are grouped to create a series of courtyards. Each courtyard has its own character and is a space unto itself" (p. 2). Using the Part 1 and Part 2 Applications, the report describes three major courtyards, all of which are located on the north side of the site, along Huston Street, and five smaller courtyards long Riverside Drive and Sunnyslope. Each of the major three courtyards are located at the foot of streets running perpendicular to Huston Street: Courtyard 1 is accessible from Greenbush Avenue; Courtyard 2 is aligned with Varna Avenue; and Courtyard 3 is aligned with both Nagle Avenue and Fulton Street. Courtyard 2 is visually obscured by a rise in the topography and a retaining wall. Courtyard 3 is thought to be the vicinity of the Chase family's farmhouse. Courtyards along Riverside Drive are linear and more shallow than the courtyards along Huston Street. However, according to the report, with the exception of the courtyards, the "Huston Street façade is more closed in than that of Riverside, Sunnyslope, or Fulton. Rises in the site along Huston require steps from the sidewalk to reach the buildings and Courtyard 2. The east-west drive is described as a service artery that includes "carports, laundry rooms, drying yards, and areas for trash" (p. 4).

Based upon a report by Katherine Spitz Associates (attached as Appendix G), landscape architects, existing trees appear to be the result of two major plantings, one of which dates from sometime before or near the construction of the Chase Knolls Apartments, while a second round of trees appear to have been planted in the late 1950s and 1960s (Katherine Spitz Associates, p. 1). As a part of the project, the Project Applicant

proposes to replace nearly all of the approximately 95 trees as stated in the *Project Description*, as well as in Appendix G.[5]

3B.3 REGULATORY SETTING

Significant historical resources include those designated or eligible for designation in the National Register of Historic Places (National Register); the California Register of Historical Resources (California Register) or other state program; as a City of Los Angeles Historic-Cultural Monument; or in a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). Historical resources also include resources listed in the State Historic Resources Inventory as significant at the local level or higher and those evaluated as potentially significant in a survey or other professional evaluation.

Agencies with jurisdiction over historical resources include NPS, the California Office of Historic Preservation (OHP), and the City of Los Angeles. NPS maintains the National Register. Criteria for listing in the National Register include association with events, persons, history, or prehistory or embodiment of distinctive characteristics. These criteria are based on context (theme, place, and time), integrity (location, design, setting, materials, workmanship, feeling, and association), and, if a recent resource, exceptional importance. OHP, through its State Historic Preservation Officer (SHPO), implements state preservation law, and is responsible for maintaining the California Register. The California Register uses the National Register criteria for listing resources significant at the national, state, or local level.

Within the City of Los Angeles, the Cultural Heritage Commission (CHC) is responsible for identifying resources for the City Council to consider for Historic-Cultural Monuments status. The City may recognize structures or sites as City Historic-Cultural Monuments and may also designate HPOZs to areas that meet certain criteria to preserve existing historical resources and to ensure that new development is compatible with the larger historic area.

As described above, the project site was designated by the City Council of the City of Los Angeles as an Historic-Cultural Monument, and is the subject of an Historic Preservation Contract. The Applicant is requesting a determination by the City Council

[5] The arborist, Katherine Spitz Associates, does not recommend replacement of any of the *Ficus nitida, or Morus alba*.

that its proposed project is consistent with the Historic Preservation Contract. Because the property is a Historic-Cultural Monument, the Cultural Heritage Commission would also review building permit applications for the property. In addition, the project site is the subject of a Part 1 and Part 2 Application for historic certification submitted to NPS. NPS approved, as consistent with the Secretary of Interior's Standards for Rehabilitation, the Legacy Partners' proposed redevelopment of the property , including demolition of existing garages and laundry rooms, construction of new residential buildings in their place, the construction of a pool and clubhouse in one of the major courtyards, removal of approximately 257 trees, and removal of existing drying yards.

3B.3.1 California Environmental Quality Act

Several portions of the California legal code are specifically concerned with the protection of cultural resources and archaeological human remains discovered on public and private land.

Sections 15064.5 and 15126.4 of the CEQA Guidelines address the evaluation of the significance and mitigation of archaeological sites. Appendix G of the CEQA *Guidelines* is also a guide to determining the significance of an archaeological site. Most importantly, human remains of an archaeological nature are protected under Section 15064.5(e) of CEQA and State Health and Safety Code Section 7050.5.

3B.3.2 Other Legislation

State legislation protecting archaeological, paleontological and historical resources include, the California Coastal Act (CCA), California Public Resources Code (Section 5097.5), the California Penal Code (Title 14, Part I), and the California Environmental Quality Act (CEQA) adopted in 1970 (revised in 1998).

The California Public Resources Code (PRC) defines cultural preserves as "distinct areas of outstanding cultural interest" located in the State Park System for the protection of sites, buildings, or zones that represent significant places or events in the flow of human experiences in California. An historic resource includes, but is not limited to, "any object, building or structure, site, area, or place which is historically or archaeologically significant," or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. The

PRC mandates the preservation of archaeological materials that are "endangered due to urban development and population growth and by natural forces."

The California Administrative Code includes the following laws, Title 14, State Division of Beaches and Parks, Section 4307: Archaeological Features: No person shall remove, injure, disfigure, deface, or destroy any object of paleontological, archaeological or historical interest or value. Also, the California Penal Code, Title 14, part 1, Section 622 ½ provides that injury, etc. to an object of archaeological or historical interest is punishable as a misdemeanor.

In addition to federal and state regulations, cities and counties also may provide regulatory protection and advisement regarding cultural resources. For instance many cities and counties fund agencies designated to identify and protect resources. Some afford local ordinances that identify goals and standards for maintenance and protection of such resources. Some local general plans provide conservation elements or other elements directly related to cultural resources located within their jurisdiction.

3B.4 IMPACTS AND MITIGATION MEASURES

Significance Criteria

Under CEQA *Guidelines*, Appendix G, a project would have a significant effect on a cultural resource if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;

- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA *Guidelines* Section 15064.5(a) provides guidance regarding the determination of significance of impacts to historical resources. As stated, "historical resources" shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR,[6] Section 4850 *et seq.*).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

CEQA *Guidelines* Section 15065.5(b) further states that:

> A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.
>
> Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

The significance of an historical resource is materially impaired when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
>
> Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
>
> Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Generally, a resource that is not otherwise listed shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (California Register Criterion 1);

2. Is associated with the lives of persons important in our past (California Register Criterion 2);

[6] California Code of Regulations.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values (California Register Criterion 3); or

4. Has yielded, or may be likely to yield, information important in prehistory or history (California Register Criterion 4).

The Los Angeles CEQA Thresholds Guide states that a project would normally have a significant impact on Historic Resources if it would result in a substantial adverse change in the significance of an historical resource. The Threshold Guide further states that a substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;

- Relocation that does not maintain the integrity and significance of a resource;

- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or

- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Project Impacts

Impact 3B1: The proposed Project could result in a significant change to an historical resource. This is a potentially significant impact.

As noted above, the proposed Project has been designated as an Historic-Cultural Monument (No. 683) by the City of Los Angeles. The site is also subject to the terms of a Historical Property Contract between the property owner and the City of Los Angeles. The terms of this contract require that any rehabilitation conform to the *Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings*. Though the Historical Property Contract does not expressly a particular new development proposal, it does anticipate new additions and adjacent or related construction. In addition in its September 5, 2001 staff report to the Cultural Heritage Commission regarding Legacy

Partners' application for the Contract, the Legacy Partners townhome project was discussed, as well as SHPO's finding that the redevelopment proposed by Legacy Partners was consistent with the Secretary of Interior Standards. The current Project Applicant is requesting a determination from the City Council that the proposed Project is consistent with the contract.

In addition, NPS reviewed the *Historic Preservation Certification Application, Part 1 – Evaluation of Significance* and determined that the property appears to meet the National Register Criteria for Evaluation and "will likely be listed in the National Register of Historic Places" if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60. The letter of determination states that all of the residential buildings and parking garage structures within the complex contribute to the significance of the property. The Part 1 Application also describes the character-defining features of a garden apartment complex:

> The primary characteristics of the garden apartment complex as a property type are development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types and an emphasis of open space.

Both SHPO and NPS have concluded that redevelopment of the property may occur which is consistent with the Secretary of Interior Standards for Rehabilitation. As discussed earlier, following review of the *Part 2 – Description of Rehabilitation*, the SHPO and NPS both determined that the redevelopment proposal by Legacy Partners would be consistent with the Secretary of Interior's Standards for Rehabilitation. Legacy Partners' approved Part 2 Application states the "rehabilitation described herein is consistent with the historic character of the property or district in which it is located and that the proposed Project meets the Secretary of the Interior's 'Standards for Rehabilitation'." To avoid potential impacts to the site, the current Project Applicant designed its proposed Project to follow the concepts reflected in the Legacy Partners' project that had been approved by SHPO and NPS as consistent with the Secretary of Interior's Standards, while improving on those elements which could be bettered or had raised concerns. Table 3-1, below, compares the development currently proposed for the site with the proposal of the previous owner and developer.

TABLE 3B-1: COMPARISON OF PROPOSED DEVELOPMENT OF CHASE KNOLLS SITE AS PROPOSED BY LEGACY PARTNERS AND THE PROJECT APPLICANT

	LEGACY PARTNERS PROJECT	PROPOSED PROJECT
Number of New Residential Units	47	141
Number of New Residential Buildings	7	5
Type of Proposed New Units	Three-bedroom/two-bath town homes	One-bedroom/one-bath apartments (45); Two-bedroom/two-bath apartments (96)
Building Height of New Units	30 feet	33 feet
Number of Stories of New Units	Slightly more than 2 stories; partially submerged parking garage to be located at lower level	Slightly more than 3 stories; underground parking
Type of New Tenant Recreation Amenities	Pool and spa	Pool and gym
Location of Recreation Amenities	Courtyard 1	Building 3, accessible from the north-south drive (Building 3 would replace existing carports)
Number of Carports to be Removed for New Buildings	31	31
Number of Total Parking Spaces	377 carports and surface parking	519 carports, surface parking, and underground parking
Approximate Number of Trees to be Removed	257	95 (approximate)
Timing of Rehabilitation Work	All tenants must be relocated	Units to be upgraded as units are vacated

Source: Environmental Science Associates (2003)

The impact analysis conducted by Kaplan Chen Kaplan (attached as Appendix H), compares the proposed Project and the Legacy Partners project. The analysis concludes that:

- With the exception of one area, the footprints of the Applicant's five new buildings and proposed parking areas generally coincide with the footprints of the building proposed by the Legacy Partners project (pp. 12 and 13) ;

- Legacy Partners' proposed townhome units were larger than the units now being proposed (p. 14);

- The Project Applicant's plan to develop one and two bedroom apartments at the site is more consistent with the historic use of the property than Legacy Partners' proposal to develop large townhome units(p. 14);

- The massing of the proposed Project is more compatible with existing buildings than the proposed Legacy Partners buildings (p. 14); And

- The Project Applicant's plan would preserve all of the courtyards in the complex, while the Legacy Partners' Project (determined by NPS to be consistent with the Secretary of Interior's Standards) proposed a pool and clubhouse in one of the complex' three major courtyards.

The Kaplan Chen Kaplan report also concludes that:

- The proposed density is consistent with other similar garden apartment complexes (p. 15);

- That the new buildings would follow a logical progression, with one-story buildings along the perimeter, two-story buildings attached behind the one-story wings; and three-story buildings behind the one- and two-story buildings (p. 17); and

- The new proposed buildings are "standardized," which is a characteristic of the existing buildings and also a characteristic of the Garden Apartment property type (p. 17; see also Figures 2-3 through 2-12).

The analysis concludes that in the hierarchy of supporting structures, that the carports are lower in the hierarchy of the features of the site, and that "[b]ased on the concurrence by the State Historic Preservation Office and the National Park Service the demolition of carports and placement of new buildings along the service drives should result in a less than significant impact" (p. 15). In determining that Legacy Partners' proposed development was consistent with the Secretary of Interior Standards, NPS also found that the carport and service areas "are not architecturally significant" and that the carports "are not visible from the public right of way."

Kaplan Chen Kaplan also noted that in the hierarchy of spaces at the site, the major common courtyards (see Figure 3B-3 for the locations of Courtyards 1, 2, and 3) are the most important (p. 13). The report states: "New construction sited in those courtyards would destroy significant character-defining features of the garden apartment complex" (p. 14). The proposed Project does not propose any construction in major courtyards or in the other five smaller courtyards. As discussed earlier, the proposed Project relocates the proposed pool and clubhouse from the major courtyard where they were proposed by Legacy Partners and approved by NPS.

The Project would also be required to conform to the State Historical Building Code (SHBC), which states:

> A city, county, or city and county may establish more restrictive building standards reasonably necessary because of local climatic, geological, or topographical conditions. Findings of the local condition(s) and the adopted local building standard(s) must be filed with the California Building Standards Commission to become effective and may not be effective sooner than the effective date of this edition of the *California Buildings Standards Code*. . . .
>
> [Preface, 2001.]

Among the topics addressed by the SHBC are:

- Use and occupancy;

- Fire protection (including fire-resistive construction, fire alarm systems, automatic fire-extinguishing systems, etc.);

- Means of egress;
- Alternative accessibility provisions;
- Mechanical, plumbing, and electrical requirements;
- Seismic retrofits and seismic safety.

Existing Trees and Vegetation. Based on the original motion by the Los Angeles City Council proposing the site as a Cultural-Historical Monument, and the comments noted by SHPO on the *Historic Preservation Certification Application, Part 2 – Description of Rehabilitation*, the vegetation and trees are considered a character-defining part of the project site. Removal of any trees or landscaping could therefore be considered a significant impact. As noted, as part of the project description, the Project Applicant proposes to replace nearly all of the trees that would be removed as part of the Project. The proposed Project would not remove any trees from any of the major courtyards, but could result in removal of small portions of lawn, as well as hedges near the wall along Huston. In addition, construction could affect trees that are near the proposed development footprint. Implementation of **Mitigation Measures M-3B.1 through M-3B.6**, below, would reduce construction-related effects on all trees scheduled to remain at the site, as well as existing vegetation.

Demolition of Existing Garages. In its response to the *Part 1 – Evaluation of Significance,* the NPS Reviewer noted: "all of the structures residential and garages contribute to the significance of the property" (October 24, 2001). However, both SHPO and NPS determined that the removal of carports/garages would not result in a significant impact to the historic quality of the project site. The *Part 2 – Description of Rehabilitation* states that "[d]emolishing 31 carports in the interior of the property, along the service drives, does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant." The *Part 1 - Evaluation of Significance* was signed and approved on October 24, 2001 after the *Part 2 – Description of Rehabilitation* was approved on July 23, 2001. The Project Applicant agrees to implement **Mitigation Measures M-3B.7 and M-3B.8** to further reduce any potential impact to an historic resource.

Construction of New Buildings. Neither SHPO nor NPS determined that construction of new buildings on the site would result in a significant impact to the historic quality of the project site, as proposed in the Legacy Partners project. As noted above, the Kaplan Chen Kaplan report (see Appendix H) notes that, as described in the Legacy Partner's Part 1 application, that densities for privately owned multi-family garden apartment complexes that are potentially eligible for the National Register range from 8 units per acre to 28.3 units per acre. The proposed Project would have a density of 28.8 units per acre, which is not substantially higher than the highest density for a potentially eligible complex.

The currently proposed Project would result in fewer buildings than the Legacy Partners project, which received approval of the *Part 2 - Description of Rehabilitation* by NPS. The buildings proposed by the Project would be approximately three feet taller than the previously proposed project. However, like the Legacy Partners project, the proposed Project would construct the new buildings along existing service roads that, which also like the Legacy Partners project, would be located in the interior of the project site. Existing one- and two-story buildings along the surrounding streets would buffer the visual effect of the new taller buildings. Implementation of **Mitigation Measure M-3B.9** would assure that the proposed Project would construct new buildings easily distinguishable from, but compatible with existing historic buildings, as required by the Secretary of the Interior and in conformance to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Project Amenities. The proposed Project would provide project amenities that include a pool and clubhouse at Building 3. Unlike the proposed Legacy Partners' project, which proposed a pool and spa in the largest major courtyard (Courtyard 1), the proposed Project would leave Courtyard 1 and all courtyards untouched.

Construction: Proposed rehabilitation and construction activities would be required to conform to the Secretary of the Interior's standards, the California Historical Building Code, and the mitigation measures proposed in this EIR, implementation of **Mitigation Measure M-3B.10**, which would assure that the Project conforms to all standards applicable to its landmark status.

With the implementation of the Mitigation Measures listed below, the proposed Project would have a less than significant effect on the character defining features of the project site.

Mitigation Measures

M-3B.1 *All removed trees to be removed shall be identified on site using visible markings. Trees to remain on site (saved trees) shall be preserved using special construction techniques.*

M-3B.2 *Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, saved trees that are immediately adjacent to or within, the Project construction corridor shall be clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree to hold back fill. The delineation markers shall remain in place for the duration of all Project work. Where proposed development or other site work must encroach upon the dripline of a saved tree, special construction techniques will be required to allow the roots to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used where advisable. Excavation adjacent to any trees, when permitted, will be in such a manner that will cause only minimal root damage. No burning or use of equipment with an open flame shall occur near or within the dripline.*

M-3B.3 *If any saved tree is damaged that could cause mortality due to Project implementation, then the Project Applicant shall replace the tree at a 1:1 ratio to the extent feasible.*

M-3B.4 *The following shall not occur within the dripline of any saved tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals.*

M-3B.5 *In areas where trees must be removed for new Project elements, add landscaping along the building edges parallel to the service roads to define the edge of the property from adjacent commercial uses.*

M-3B.6 *The Project Applicant shall replace any vegetation, such as shrubs and bushes, removed or damaged as part of the Project during construction other than in areas proposed to be redeveloped .*

M-3B.7 *The Project Applicant shall photograph typical carports along Huston Street using Historic American Buildings Survey (HABS) photographic standards. The location of the photographs shall be keyed to a site plan. The photographs and site plan shall be placed on file with the City of Los Angeles Cultural Affairs Department and the Richard Riordan Central Library.*

M-3B.8 *The Project Applicant shall be required to construct walls, in materials similar to that of existing carports, to separate parking from residential uses. In addition, areas adjacent to the new walls shall be landscaped.*

M-3B.9 *The Project Applicant shall construct new buildings that are easily distinguishable from existing historic structure, but that complement the predominant architecture, and existing landscaping.*

M-3B.10 *The Project Applicant shall be required to hire an historic preservation specialist to monitor the proposed Project throughout the design and construction to ensure project conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings.*

Residual Impacts

Less than significant.

Impact 3B2: The proposed Project could inadvertently uncover paleontological or archaeological resources. This would be a potentially significant impact.

A records search conducted by the South Central Coastal Information Center (SCCIC, 2003) indicates that no prehistoric archaeological sites or isolates (separated from other sites) have been identified within a ¼-mile radius of the project site. In addition, no historic archaeological sites or historic isolates have been identified within a ¼-mile radius of the site.

However, the site itself is an Historic-Cultural Monument. In addition, although the site is developed, the site has not been extensively excavated. The last known use of the property, before development of the Chase Knolls Apartments, was as a dairy farm with a farmhouse. The proposed Project would require excavation to depths of at least 10 feet or more. Implementation of Mitigation Measure M-3B.12 would reduce any potential effect on an archaeological or paleontological resource inadvertently uncovered during excavation to a less than significant effect.

Mitigation Measures

M-3B.11 *In the event that an archaeological or paleontological resource is inadvertently uncovered, the Project Applicant shall be required to immediately cease all construction at the place of discovery should be halted immediately and a qualified archaeologist and/or paleontologist retained to evaluate the find. If the archaeologist or paleontologist determines that potentially significant paleontological or archaeological materials or human remains are encountered, the archaeologist and/or paleontologist must recover, retrieve, and/or remove any paleontological or archaeological materials. The archaeologist shall provide a copy of documentation of all recovered data and materials found on-site to the regional information center of the California Archaeological Inventory (CAI) for inclusion in the permanent archives, and another copy shall accompany any recorded archaeological materials and data. Project personnel should not collect cultural resources. Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and hand stones, and mortars and pestles; and locally darkened midden soils*

containing some of the previously listed items plus fragments of bone and fire affected stones. Historic period site indicators include: fragments of glass, ceramic, and metal objects (including railroad ties and square nails); milled and split lumber; and structure and feature remains such as building foundations and dumps, respectively.

Residual Impacts

Less than significant.

3C. Geology and Soils

3C.1 INTRODUCTION

This section evaluates whether the proposed Project would impact local geological features or expose people or structures to adverse geological impacts. Potential geologic hazards include seismically induced ground shaking, liquefaction, and weak or unstable soil conditions.

3C.2 SETTING

The project site is situated in the San Fernando Valley near the northern base of the Santa Monica Mountains in the Community of Sherman Oaks, part of the City. Located on a knoll, elevations at the project site range from approximately 660 to 650 feet above mean sea level (amsl), sloping downward toward Sunnyside Avenue and Riverside Drive, which bound the site on the west and south, respectively. The project site is approximately one-third mile northeast of the Los Angeles River channel, and three-fourths of a mile west of the Tujunga Wash River channel.

Parking lots and laundry facilities currently occupy the site of the proposed new apartment buildings, and would consequently be demolished. The existing apartments which eventually be remodeled are scattered throughout the existing apartment complex.

3C.2.1 Geologic Setting

Regionally, the site is located in the Transverse Ranges geomorphic province, so named because it stretches laterally west to east across the state in contrast to the dominant northwest trend of bordering Sierra Nevada, Coast Ranges, and Peninsular Ranges geomorphic provinces. The Transverse Ranges encompass a narrow, 300-mile long area from the western edge of the Santa Monica Mountains eastward to approximately 60 miles from the Colorado River (Oakeshott, 1978).

The San Fernando Valley is bordered by the Santa Monica Mountains to the south, Simi Hills to the west, Santa Susana and San Gabriel Mountains to the north, and the Verdugo Mountains to the east. Based on a review of available geologic publications, the site is underlain by Holocene-age (10,000 years ago to the present) unconsolidated alluvial fan deposits consisting of sand and silty sand with lesser amounts of silt and gravel (CGS, 2001).

3C.2.2 Soils

Soils underlying the site consist of Tujunga-Soboba association, 0-5 percent slopes. These are classified as deep, excessively drained sands and sandy loam soils that exhibit rapid permeablility and slow runoff (USDA NRCS,[1] 1969).

3C.2.3 Seismicity

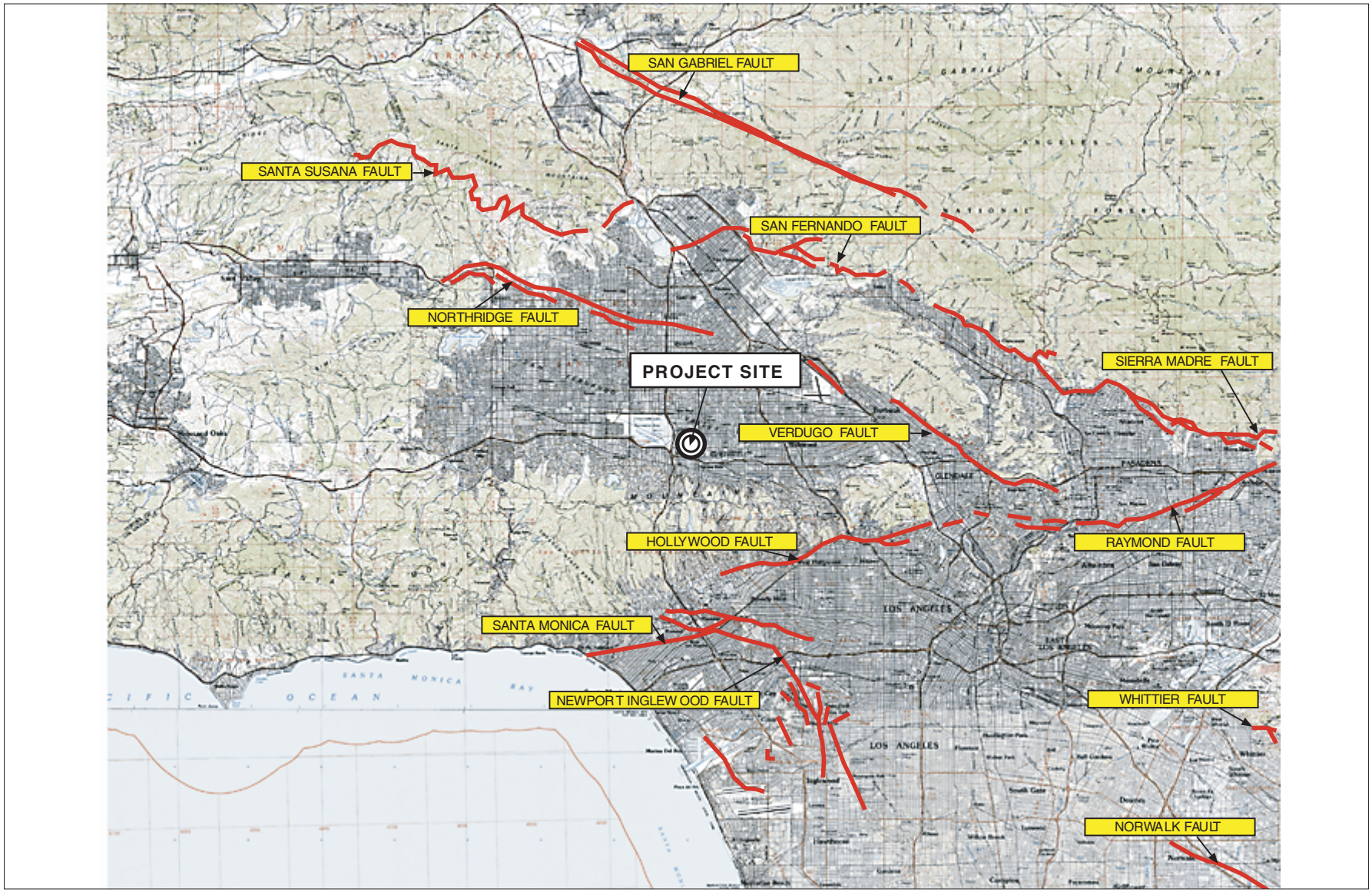
The Los Angeles area contains numerous active and potentially active faults and is considered a region of high seismic activity (Figure 3C-1).[2] The 1997 Uniform Building Code locates the entire Los Angeles Area within Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake (Lindeburg, 1998). The Southern California Earthquake Center (SCEC) has evaluated the probability of a Richter magnitude 7.0 earthquake occurring in Southern California in the next 30 years. The results of the evaluation indicate an 80 to 90 percent likelihood that such an earthquake could occur (SCEC, 1994).

The magnitude (M) is a measure of the energy released in an earthquake. The estimated magnitudes, described as moment magnitudes (Mw) represent *characteristic* earthquakes on particular faults (Table 3C-1).[3] Intensity is a measure of the ground shaking effects at

[1] United States Department of Agriculture Natural Resources Conservation Service.

[2] An "active" fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A "potentially active" fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. "Sufficiently active" is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

[3] Moment magnitude is related to the physical size of a fault rupture and movement across a fault. The Richter magnitude scale reflects the maximum amplitude of a particular type of seismic wave. Moment magnitude provides a physically meaningful measure of the size of a faulting event (CDMG, 1997b). The concept of "characteristic" earthquake means that we can anticipate, with reasonable certainty, the actual earthquake that can occur on a fault.



SOURCE: LAW / CRANDALL

Figure 3C-1
Regional Faults Map

TABLE 3C-1: ACTIVE AND POTENTIALLY ACTIVE FAULTS IN THE PROJECT VICINITY

Fault	Distance and Direction from project site	Recency of Movement	Fault Classification[a]	Maximum Moment Magnitude Earthquake (Mw)[b]
Possible North Hollywood Fault	0 miles east	Holocene or Late Quaternary	Potentially Active	NA
Verdugo	6 miles northeast	Holocene – Late Quaternary	Active	6.7
Hollywood	4.5 miles south	Holocene	Active	6.4
Northridge Thrust	7 miles north	Historic (1994)	Active	NA
San Fernando	9 miles north	Historic (1971) Holocene	Active	6.7
Newport-Inglewood	9 miles southeast	Historic (1933) Holocene	Active	6.9
Raymond	15 miles east	Historic (1988) Holocene	Active	
San Gabriel	18 miles northwest	Holocene – Late Quaternary	Active	7.0
San Andreas	32 miles northeast	Historic (1906) Holocene	Active	7.1

[a] Refer to footnote 2

[b] Moment magnitude is related to the physical size of a fault rupture and movement across a fault. Moment magnitude provides a physically meaningful measure of the size of a faulting event (CGS, 1997b). The Maximum Moment Magnitude Earthquake (Mw), derived from the joint CGS/USGS Probabilistic Seismic Hazard Assessment for the State of California, 1996. (CGS OFR 96-08 and USGS OFR 96-706).

Sources: Hart, 1997; Jennings, 1994; Peterson, 1996, Treiman, 2003.

a particular location. However, ground movement during an earthquake can vary a particular location. However, ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. While the magnitude is a measure of the energy released in an earthquake, intensity is a measure of the ground shaking effects at a particular location. The Modified Mercalli (MM) intensity scale (Table 3C-2) is commonly used to measure earthquake effects due to

TABLE 3C-2: MODIFIED MERCALLI INTENSITY SCALE

Intensity Value	Intensity Description	Average Peak Acceleration
I	Not felt except by a very few persons under especially favorable circumstances.	< 0.0017 g[a]
II	Felt only by a few persons at rest, especially on upper floors on buildings. Delicately suspended objects may swing.	< 0.014 g
III	Felt noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly, vibration similar to a passing truck. Duration estimated.	< 0.014 g
IV	During the day felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.	0.014–0.039 g
V	Felt by nearly everyone, many awakened. Some dishes and windows broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles may be noticed. Pendulum clocks may stop.	0.039–0.092 g
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; and fallen plaster or damaged chimneys. Damage slight.	0.092–0.18 g
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.	0.18–0.34 g
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving motor cars disturbed.	0.34–0.65 g
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.	0.65–1.24 g
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from riverbanks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.	> 1.24 g
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.	> 1.24 g
XII	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.	> 1.24 g

[a] g (gravity) = 980 centimeters per second squared. 1.0 g of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

Source: Bolt, 1988 and California Geological Survey (2003).

ground shaking. The MM values for intensity range from I (earthquake not felt) to XII (damage nearly total), and intensities ranging from IV to X could cause moderate to significant structural damage.[4]

3C.2.4 Faults

The project site is approximately nine miles south of the active San Fernando Fault, and nine miles northwest of the active Newport-Inglewood fault (Figure 3C-1). Numerous active faults capable of producing significant ground shaking are located near the project site, as depicted on Figure 3C-1. The Verdugo fault, located six miles northwest of the project site, is the nearest active fault; other active faults in the region include the Northridge and San Fernando faults, as listed on Table 3C-1. Additionally, the potentially active North Holly wood Fault is located less than one mile west of the project site.

3C.2.5 Seismic and Geologic Hazards

Surface Fault Rupture

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. The magnitude and nature of fault rupture can vary for different faults or even along different strands of the same fault. Surface rupture can damage or collapse buildings, cause severe damage to roads and pavement structures, and cause failure of overhead as well as underground utilities. As a result of the damage, buildings could become uninhabitable, roads could close, and utility service could be disrupted for an undetermined length of time. Future faulting is generally expected along different strands of the same fault (CGS, 1997b). Ground rupture is considered more likely along active faults, which are referenced above.

Several active faults in the Los Angeles region are blind-thrust faults, such as the Northridge fault. Blind-thrust faults are located deep below the ground surface and do not generate surface fault ruptures during seismic events. However, physical evidence of the blind-thrust fault locations may be expressed through surface deformation. For

[4] The damage level represents the estimated overall level of damage that will occur for various MM intensity levels. The damage, however, would not be uniform. Some buildings would experience substantially more damage than this overall level, and others will experience substantially less damage. Not all buildings perform identically in an earthquake. The age, material, type, method of construction, size, and shape of a building all affect its performance (Association of Bay Area Governments, 1998).

example, the 1994 Northridge earthquake formed an irregularly shaped dome, raising elevations of local mountain ranges and the northern end of the San Fernando Valley near the earthquake's epicenter. The Santa Susana Mountains were uplifted 8.5 to 11 feet, while the northern edge of the San Fernando Valley was raised 4 to 8.5 feet (USGS, 1996).

The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone (discussed below), as designated through the Alquist-Priolo Earthquake Fault Zoning Act, and no mapped active or potentially active faults are known to pass through the project site.[5] The North Hollywood Fault is located less than one mile west, however this fault is not zoned under the Alquist Priolo Earthquake Fault Zoning Act. Although evidence indicates potential movement in the Holocene, the North Hollywood Fault is not considered an active fault (Treiman, 2003). There is therefore is a low potential that fault rupture would occur within the site.

Ground Shaking

Strong ground movement from a major earthquake could affect the project site and Community of Sherman Oaks during the next 30 years. Earthquakes on the active faults (listed in Table 3C-1) are expected to produce a range of ground shaking intensities at the project site. Ground shaking may affect areas hundreds of miles distant from the earthquake's epicenter. A major seismic event on any of these active faults could cause significant ground shaking at the site, as experienced during earthquakes in recent history, such as the 1994 Northridge or 1971 San Fernando earthquakes. The 1994 Northridge earthquake caused $20 to $40 billion in damage and resulted in 57 deaths. Maximum recorded ground shaking during the Northridge earthquake was 1.78 g, approximately 4 miles south of epicenter at Tarzana (USGS, 1996). The project site is located approximately 7 miles south of the Northridge fault. Sherman Oaks sustained heavy damage during the Northridge earthquake due to ground shaking amplification generated by unconsolidated sands and gravel deposits and shallow groundwater (USGS, 1996). During the 1994 Northridge Earthquake, ground shaking at the project

[5] Blind-thrust faults, such as the Northridge fault, are not subject to zoning under the Alquist-Priolo Earthquake Fault Zoning Act because they do not generate surface fault ruptures during seismic events. As noted on Table 3C-1, the Northridge blind-thrust fault is located approximately 7 miles north of the project site.

site was very strong MM VIII, with similar strong MM VII ground shaking intensities occurring during the 1974 San Fernando earthquake (CGS, 2003).

According to the California Geological Society (CGS, formerly known as California Division of Mines and Geology) probabilistic seismic hazard map, peak ground acceleration in the project region could reach 0.5 to 0.6 g (Peterson, et al., 1999). A probabilistic seismic hazard map represents the severity of ground shaking from earthquakes that geologists and seismologists agree could occur, but has a 90 percent chance of not exceeding in 50 years (an annual probability occurrence of 1 in 475). It is "probabilistic" in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site, and expresses the probability of exceeding a certain ground motion.[6] The unconsolidated alluvial material that underlies the project site at depth could intensify ground shaking effects in the event of an earthquake on one of the aforementioned faults.

3C.2.6 Liquefaction and Seismically-Induced Settlement

Liquefaction is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil shear strength during strong earthquake shaking results in temporary, fluid-like behavior of the soil. Soil liquefaction causes ground failure that can damage roads, pipelines, underground cables, and buildings with shallow foundations. Liquefaction potential is greatest where the ground-water level is shallow and submerged, loose, find sands occur within a depth of about 15 meters (50 feet) or less. The project site is underlain by unconsolidated alluvial materials and shallow groundwater (CSG, 2001). The City of Los Angeles Safety Element (1996) identifies the project site as having a high liquefaction potential, and the CGS has designated the project site and surrounding areas as a Seismic Hazard Zone (discussed below) for liquefaction.

Seismically induced settlement is often caused by loose to medium-dense granular soils densified during ground shaking. Uniform shaking beneath a given structure would

[6] The CGS probabilistic seismic map for 10 percent probability of exceedance in 50 years represents ground motions that geologists and seismologists do not think will be exceeded in the next 50 years. This probability level of ground shaking is used for formulating building codes and designing buildings in highly active seismic areas, allowing engineers to design buildings for larger ground motions that geologists and seismologists think will occur during a 50-year interval, which makes buildings safer than if there were only designed for the ground motions that are expected to occur. Seismic shaking maps are prepared using consensus information on historical earthquakes and faults (Peterson et al., 1999).

cause minimal damage. However, seismically induced settlement is generally non-uniform and can cause serious structural damage. Loose granular alluvial fan deposits and shallow groundwater, as noted above, underlie the project site. The project site is therefore likely to be susceptible to seismically-induced settlement.

3C.2.7 Expansive Soils

Expansive soils possess a "shrink-swell" characteristic. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. Due to the low percentage of fine-grained materials in the USDA NRCS mapped Tujunga-Sobobo association soils that underlie the project site, expansive soils are likely not present.

Soil Erosion

Soil erosion is a process whereby soil materials are worn away and transported to another area, either by wind or water. Rates of erosion can vary depending on the soil material and structure, placement, and human activity. Soil containing high amounts of silt can be easily eroded, while sandy soils are less susceptible. Excessive soil erosion can eventually damage building foundations and roadways. Erosion is most likely to occur on sloped areas with exposed soil, especially where unnatural slopes are created by cut-and-fill activities. Soil erosion rates can be higher during the construction phase. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures, or asphalt. The relatively flat topography of the project site minimizes soil erosion hazards, although future construction activities that involve cut and fill or stockpiling of soils would increase soil erosion potential by exposing sandy soils to wind erosion hazards.

3C.3 APPLICABLE REGULATIONS

3C.3.1 California Environmental Quality Act (CEQA)

CEQA defines a significant effect on the environment as a substantial, or potentially substantial, adverse change in the physical conditions within the area affected by the

project. *CEQA Guidelines* lists several geology-related impacts that would normally be considered significant. These include: exposing people or structures to major geologic (expansive soils, landslides) and seismic hazards (fault rupture, groundshaking, liquefaction); erosion, or siltation; causing substantial changes in topography; adversely affecting unique geologic or topographic features or inundation due to dam failure, seiche or tsunami. For a project under CEQA review, potential adverse effects of a particular identifiable geologic or seismic hazard are analyzed to determine the overall impact to the environment. The conclusions drawn from the impact analysis provides the framework for identification and evaluation of feasible mitigation measures to reduce the intensity of the impact.

3C.3.2 Alquist-Priolo Special Study Zones

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 requires that special geologic studies be conducted to locate and assess any active fault traces in and around known active fault areas prior to development of structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures.

The Alquist-Priolo Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. This Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The law requires the State Geologist to establish regulatory zones (Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. These maps (Alquist Priolo Maps) are distributed to all affected cities, counties and state agencies for their use in planning and controlling new or renewed construction. Local cities and counties must regulate certain development projects within the zones, which include withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. Projects include all land divisions and most structures for human occupancy. Local agencies are permitted to be more restrictive than the State law requires.

3C.3.3 Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. The purpose of the Act is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects with these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated into the project design. Seismic Hazard maps have been completed for much of the Southern California region, including the project site and surrounding area, which have designated as a Seismic Hazard Zone for liquefaction.

3C.3.4 California Building Code

The *California Building Code* is certified in the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code (CBSC, 1995). Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable (Bolt, 1988). Published by the International Conference of Building Officials, the Uniform Building Code (UBC) is a widely adopted model building code in the United States. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. About one-third of the text within the California Building Code has been tailored for California earthquake conditions. Although widely accepted and implemented throughout the United States, local, city and county jurisdictions can adopt the UBC either in whole or in part.

3C.4 PROJECT IMPACTS

Methodology

The project site was evaluated using published geologic and seismic reports and maps from the CGS and USGS, among others, and the City General Plan.

Significance Criteria

The proposed Project may result in a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

  i) Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology (CDMG) Special Publication 42.

  ii) Strong seismic ground shaking.

  iii) Seismic-related ground failure, including liquefaction.

  iv) Landslides.

- Result in substantial soil erosion or the loss of topsoil;

- Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or,

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.

Project Impacts

Impact 3C1: The proposed Project could be subjected to strong ground shaking or liquefaction in the event of an earthquake. This is a potentially significant impact.

However, earthquakes are a common hazard in Southern California. Seismic evaluations have indicated an 85 percent chance that a Richter Magnitude 7.0 earthquake could occur in Southern California in the near future. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the moment magnitude, and the duration of shaking. Ground shaking intensities at the project site could reach 0.5 to 0.6g (MM VIII), similar to that experienced during the 1994 Northridge earthquake. Ground

shaking intensities of this magnitude can result in considerable damage to structures not designed to withstand seismic shaking.

In addition to ground shaking hazards, the proposed Project may be subject to liquefaction. As earlier discussed, loss of soil cohesion can cause ground failure, damaging roads and buildings not specifically designed to withstand liquefaction hazards. The project site and surrounding area are located within a CGS-designated liquefaction seismic hazard zone. The City of Los Angeles Safety Element (1996) similarly designates the project site as being within a region likely to experience liquefaction.

Although regional geologic maps provide a general understanding of subsurface conditions at the project site, a design-level site-specific geotechnical investigation to verify subsurface lithology, soil conditions, groundwater depths, and quantify potential ground shaking and liquefaction hazards is necessary. This investigation is required by the City of Los Angeles to take place concurrent with review of an application for development. The proposed project is also subject to the Seismic Hazard Act due to its location with a liquefaction Seismic Hazard Zone. To insure the safety of future residents, Mitigation Measure M-3C1 shall be implemented.

M-3C.1 *A site-specific, design-level geotechnical investigation shall occur prior to approval of new construction within the project site. This investigation shall be conducted by a licensed geotechnical engineer in accordance with the 1997 UBC, which requires structural design that incorporates ground accelerations from known active faults. In addition, the geotechnical investigation shall include a liquefaction analysis in accordance with CGS Publication 117. Geotechnical recommendations, including expected ground motions determined by a registered geotechnical engineer and liquefaction analyses, shall subsequently be incorporated into the final structural design as part of the project. The final seismic considerations for the site shall be submitted to and approved by the City.*

Residual Impacts

Predicting seismic events is not possible, nor can site-specific, seismic-appropriate design entirely reduce the potential for injury and damage that can occur during a seismic event. However, conformance with City geotechnical and building code requirements and incorporation of Mitigation Measure 3C1 would reduce potential impacts related to seismic ground shaking and liquefaction to a less than significant level.

Impact 3C2: Subjected to soil erosion or other geologic impacts due to potential adverse affects of construction and underlying soils at the project site.

Potential impacts associated with underlying soils at the project site include settlement and erosion. Proposed apartment buildings would be located on a site that has previously been graded and developed with carport and laundry structures. The potential extent of grading or excavation associated with the Project has not yet been quantified by a geotechnical investigation, however the construction of below-grade parking lots in proposed buildings is anticipated to involve significant earthwork. However, compliance with Mitigation Measure M-3C1 would include subsurface borings to characterize soil conditions and assess potential geologic hazards. Compliance with Mitigation Measure M-3C1 would reduce potential settlement or other geologic impacts after construction completion.

The majority of soil erosion on construction sites is caused by precipitation and storm water runoff, although wind erosion can increase erosion rates, especially in loose, fine-grained materials. In addition to causing sedimentation problems in storm drain systems, rapid water and wind erosion can create deep gullies that increase in size and undermine engineered soils beneath foundations and paved surfaces.

As the proposed Project exceeds one-acre in size, the Project Applicant shall be required to comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) general construction permit, as discussed in Section 3E, Hydrology and Water Quality of this document. NPDES requirements include the use of best management practices (BMPs) to minimize soil erosion and subsequent sedimentation of storm water. Additionally, the Project would be required to obtain a grading permit from the City of Los Angeles prior to Project implementation. Compliance with these regulatory requirements would reduce potential construction-related erosion hazards.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3C3: Together with other area projects, the proposed Project could have cumulative impacts on geology and soils in the project area. This would be potentially significant impact.

Impacts on geology and soils are generally localized and affect the immediate vicinity surrounding the project site. New construction would occur interior to the site, where it would be primarily screened from surrounding development. This analysis is based on the Cumulative Project List provided in Chapter 2, Table 2-2. The projects include commercial, retail, school, day care, and church projects located within two miles of the project site that are currently under construction, approved but not built, or proposed for construction. Neither geology nor soils from these projects in conjunction with the proposed project would be impacted. Therefore, no cumulative geological impacts in association with other nearby projects are anticipated as a result of the proposed Project.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would not be cumulatively considerable.

3D. Hazards and Hazardous Materials

3D.1 INTRODUCTION

Hazardous materials are generally substances which, by their nature and reactivity, have the capacity to cause harm or a health hazard during normal exposure or an accidental release or mishap, and are characterized as being toxic, corrosive, flammable, reactive, an irritant or strong sensitizer. The term "hazardous substances" encompasses chemicals regulated by both the United States Department of Transportation's (DOT) "hazardous materials" regulations and the U.S. Environmental Protection Act's (EPA) "hazardous waste" regulations, including emergency response. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. A designation of "acutely" or "extremely" hazardous refers to specific listed chemicals and quantities.

Activities and operations that use or manage hazardous or potentially hazardous substances could result in human health hazards or release of these substances into the environment. Individual circumstances, including the type of substance, quantity used or managed, and the nature of the activities and operations, affect the probable frequency and severity of consequences from a hazardous situation. Federal, state and local laws regulate the use and management of hazardous or potentially hazardous substances.

3D.2 SETTING

On-Site Uses. The Chase Knolls Apartments complex, located at 13401 Riverside Drive, is an L-shaped site, garden style apartment complex characterized by courtyards, trees, and vegetation. The approximately 14-acre residential development is comprised of 19 one- and two-story, multi-family residential buildings containing 260 units (110 one-bedroom units and 150 two-bedroom units). Two private drives run through the complex. One spans the entire length of the site in an east-west direction, and is met in the center by another drive that runs in a north-south direction from Riverside Drive. Accessory structures, such as carports and laundry rooms are also located on the site. A small retail center is contiguous to the southeast perimeter of the site and is not a part of the Chase Knolls Apartment complex.

A visual inspection of the proposed project site revealed no obvious evidence of hazardous materials contamination. However, the existing carports and [some] accessory structures would

be demolished and replaced as part of the Project. Based on the age of the on-site structures, some building materials may contain non-friable asbestos-containing materials (ACMs) and lead-based paint (LBP).

Surrounding Uses: The Chase Knolls Apartment complex is bordered by single-family residences on the north, single-family residences and commercial office space on the east, light-retail that shares the block with the apartment complex on the southeast, single-family residences and an elementary school further south, across Riverside Drive, and the Notre Dame High School football field on the west.

Hazardous Materials Facilities Located within One-Quarter Mile: In accordance with Section 15186 of the CEQA Guidelines (see Applicable Regulations below), this EIR identifies facilities located within one-quarter mile of the proposed project site that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous material. As shown in Table 3D-1, the results of the survey found that there are 11 such facilities located within one-quarter mile of the proposed project site that use, store, or generate hazardous materials.[1] However, none of the sites are listed as having current or historical unauthorized releases of hazardous materials. Therefore, the potential for the following facilities to impact the proposed project site is low.

Listed Hazardous Waste Sites: In accordance with Section 21092.6 of the CEQA *Guidelines*, a review of specific federal and state lists pertaining to hazardous wastes was conducted to determine if the proposed project site appears on one of those lists. The results of the review found that the subject property is not located on any hazardous waste site list.

Site History: Sanborn Fire Insurance maps for the years 1955, 1960, 1963, 1966, and 1969 depict the property as it currently exists: a 260-unit apartment complex with open courtyard areas. No hazardous material storage areas are shown on-site.

Historical aerial photographs for the years 1928, 1940, 1953, 1965, 1976, 1989, and 1994 were reviewed in order to assess the potential for the storage of hazardous materials on-site or on adjacent land. In 1928 and 1940, the subject property appears to be improved with farm structures surrounded by cultivated agricultural-use land. The adjacent land surrounding the property appear to be of similar use.

[1] Environmental Data Resources. *Chase Knolls Apartments Risk Management Data Report.* July 1, 2003.

TABLE 3D-1: HAZARDOUS MATERIALS WASTE FACILITIES LOCATED WITHIN ONE-QUARTER MILE OF THE PROPOSED PROJECT SITE

Name(s)	Address	List(s)	Incident (Date)
1. House of Fabrics	13400 Riverside Drive	HAZNET	No Incident
2. Dale J. Gierthy, M.D.	13320 Riverside Drive	RCRIS /FINDS	No Incident
3. Mr. Dry Clean	13351 Riverside Drive	RCRIS/ FINDS/HAZNET	No Incident
4. Thrifty Drug Store 1 hr Photo	13333 Riverside Drive	HAZNET	No Incident
5. Bob's Cleaning Clinic	4816 Fulton Avenue	HAZNET	No Incident
6. Private Residence	4944 Fulton Avenue	CHMIRS	No Incident
7. Sherman Oaks Imports	13256 Riverside Drive	HAZNET	No Incident
8. Chuck's Auto Repair	13256 Riverside Drive	RCRIS/ FINDS/HIST UST	No Incident
9. Easy Gas	13256 Riverside Drive	CA FID UST	No Incident
10. Steinfeld Auto Center	13256 Riverside Drive	HAZNET	No Incident
11. Ultra Cleaners	13236 Riverside Drive	RCRIS /FINDS	No Incident

Source: Environmental Data Resources, *Chase Knolls Apartments Risk Management Data Report,* July 1, 2003.

In 1953, the Chase Knolls Apartment complex appears in relatively the same configuration as it currently exists. Adjacent land north, east, and south of the property is improved with single-family residences. Adjacent land west of the property is improved with a large, open field apparently used as a running track. Adjacent land contiguous to the southeast perimeter of the site (currently the site of the adjacent retail center) is unimproved land, apparently covered with natural vegetation.

In the 1965, 1976, 1989, and 1994 maps, the Chase Knolls Apartment complex and surrounding land uses appear relatively unchanged from that previously described, except for the adjacent land contiguous to the southeast perimeter of the site. This land use now appears to be occupied with a mid-size retail or commercial building surrounded by an asphalt-paved parking lot.

No obvious hazardous material storage areas on-site or on adjacent land can be noted in review of the historical aerial photographs.[2] Historic agricultural use at the project site involved the grazing, shelter, and management of dairy cattle. As there is no historical indication of crop production, the routine application and use of pesticides or herbicides at the site is not considered likely.

[2] *Ibid.*

3D.3 APPLICABLE REGULATIONS

3D.3.1 Federal

The U.S. EPA was created to protect human health and to safeguard the natural environment — air, water, and land, and works closely with other federal agencies, state and local governments, to develop and enforce regulations under existing environmental laws. Where national standards are not met, U.S. EPA can issue sanctions and take other steps to assist the states and in reaching the desired levels of environmental quality. U.S. EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

3D.3.2 Worker Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal OSHA) and the federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety in the workplace. Cal-OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices.

3D.3.3 State

The California EPA (Cal EPA) Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. In Sherman Oaks, investigation or remediation of contaminated sites is typically conducted under the direction of the local oversight agency (LOP), which is the Los Angeles County Health Department. The LOP oversees sites in cooperation with the California State Water Resources Control Board, Regional Water Quality Control Board, and Cal EPA.

CEQA Statute (California Public Resources Code, Division 13 Environmental Protection) Section 21092.6 *Location of Projects on Hazardous Waste Sites List* directs the lead agency to consult the lists compiled pursuant to Section 65962.5 of the Government Code to determine whether the project and any alternatives are located on a site that is included on any list.

South Coast Air Quality Management District Rule 1403, *Asbestos Emissions from*

Demolition/Renovation Activities requires that the owner or operator of any demolition or renovation activity conduct a thorough survey of the affected facility or facility components for the presence of asbestos prior to such activity occurring. The survey must include the inspection, identification, and quantification of all friable, and Class I and Class II non-friable asbestos-containing material, and any physical sampling of materials.

3D.3.4 Local

The City Citywide General Plan Framework Safety Element outlines the following goals and objectives for maintaining the safety of the City from potential hazards impacts:[3]

Goal 1-Hazard Mitigation:
To maintain a city where potential injury, loss of life, property damage, and disruption of the social and economic life of the City due to fire, water-related hazard, seismic event, geologic conditions, or release of hazardous materials is minimized.

Objective 1.1:
Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.

Goal 2-Emergency Response (Multi-Hazard):
To maintain a city that responds with the maximum feasible speed and efficiency to disaster so as to minimize injury, loss of life, property damage, and disruption of the social and economic life of the City and its immediate environs.

Objective 2.1:
Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.

[3] City of Los Angeles. *City of Los Angeles Citywide General Plan Framework, Safety Element.*January1995.

3.4 PROJECT IMPACTS AND MITIGATION

Criteria for Determining Significance

The criteria used to determine the significance of an impact are based on the model initial study checklist in Appendix G of the CEQA *Guidelines*.

The proposed project may result in a significant impact if it would:

- Create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials;
- Create a significant hazard to the public through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school;
- Be located on a site that is known to contain hazardous materials or is listed on a site compiled pursuant to Government Code Section 65962.5, and as a result could create a significant hazard to the public or the environment;
- Be located on a site within an airport land use plan, a public airport or a private airstrip and result in a safety hazard for people residing or working in the project area;
- Impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan; or,
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Project Impacts

Impact 3D1a: The proposed project could create a significant hazard to the public or environment through routine transport, storage, use, or disposal of hazardous materials. This is a potentially significant impact.

Construction Impacts

The site improvements were constructed from 1947 to 1949; consequently, it is likely that asbestos-containing building material (ACM) and lead-based paint (LBP) were used during construction. The project would involve rehabilitation of existing units and the demolition of some existing carports. Demolition or renovation of existing structures could expose construction workers and the public to ACM and LBP.

Asbestos is a naturally occurring fibrous material used as a fireproofing and insulating agent in building construction before such uses were banned by the EPA in the late 1970s. Similarly, LBP was commonly applied on interior and exterior structural surfaces prior to being banned by the EPA in 1978. Asbestos is regulated both as a hazardous air pollutant under the Clean Air Act and as a potential worker safety hazard under the authority of the California Occupational Safety and Health Administration (Cal-OSHA). LBP is classified as a hazardous waste if the lead content exceeds 1,000 parts per million. Additionally, lead-based paint chips can pose a hazard to workers and adjacent sensitive land uses. Both the federal OSHA and Cal OSHA regulate worker exposure during construction activities that affect lead-based paint. The Interim Final Rule found in 29 *Code of Federal Regulations*, Part 1926.62 covers construction work in which employees may be exposed to lead during such activities as demolition, removal, surface preparation for repainting, renovation, cleanup, and routine maintenance. The OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training. No minimum level of lead is specified to activate the provisions of this regulation.

Implementation of mitigation measures **M-3D.1** through **M-3D.3** would therefore be required to protect workers and the public from hazards associated with demolition or renovation of existing structures at the proposed project site.

Operation Impacts

Operation of the proposed project would not involve the transport, storage, use, or disposal of reportable quantities of hazardous materials that would be subject to federal, state, and local health and safety requirements. The types of hazardous materials associated with operation of the residential complex would generally be limited to those associated with janitorial, maintenance,

and repair activities, such as commercial cleansers, lubricants, paints, etc. As such, no

significant impacts related to this issue area are expected to occur during project operation.

Mitigation Measures

Construction Impacts

M-3D.1 *Prior to issuing building permits, the Project Applicant shall be conduct an assessment of the proposed project site to determine the potential extent of LBP and ACM in existing structures. Should this assessment determine that LBP and/or ACMs are present, the project applicant would be required to comply with asbestos removal regulations, discussed below, and Mitigation Measures M-3D.2 and M-3D.3 shall be implemented for all identified structures.*

As required by law prior to renovation or demolition of buildings containing asbestos, contractors licensed to conduct asbestos abatement work must be retained, and the South Coast Air Quality Management District (SCAQMD) must be notified ten days prior to initiating construction and demolition activities. Asbestos encountered during demolition of an existing building would be disposed of at an appropriate facility. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The SCAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled start and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet SCAQMD requirements; and the name and location of the waste disposal site to be used. The SCAQMD randomly inspects asbestos removal operations. In addition, the SCAQMD will inspect any removal operation for which a complaint has been received.

Further, the local office of Cal OSHA must be notified of asbestos abatement activities. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. These regulations include requiring asbestos abatement

contractors to develop a site health and safety plan. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the City of Los Angeles shall not issue the required permit until the applicant has complied with the notice requirements described above.

M-3D.2 *A lead-based paint abatement plan containing, but not limited to, the following elements shall be implemented:*

- *Develop an abatement specification approved by an Interim-Certified Project Designer;*
- *Acquire necessary approvals from the Los Angeles County Environmental Health Department for specifications or commencement of abatement activities;*
- *Prepare a site health and safety plan, as needed;*
- *Contain all work areas to prohibit off-site migration of paint chip debris;*
- *Remove all peeling and stratified lead-based paint on building surfaces and on non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition;*
- *Provide on-site air monitoring during all abatement activities and background monitoring to ensure no contamination of work areas or adjacent properties;*
- *Cleanup and/or HEPA of vacuum paint chips;*
- *Collect, segregate, and profile waste for disposal determination; and*
- *Provide appropriate disposal of all waste.*

M-3D.3 *The Project Applicant shall conduct all abatement of ACM and LBP prior to demolition or renovation of existing structures.*

Residual Impacts

Impacts would be less than significant with mitigation incorporated.

Operation Impacts

No mitigation is required.

Impact 3D1b: Hazardous materials used on-site during construction (i.e., petroleum products) could be spilled through improper handling or storage, creating a significant hazard to the public or the environment. This is potentially significant impact.

Construction Impacts

Construction activities may involve the use of certain hazardous substances and/or petroleum products. Inadvertent release of these materials could result in adverse impacts to soil, surface water, and/or groundwater. The onsite storage and/or use of large quantities of materials capable of impacting soil and groundwater are not typically required for the construction activities and infrastructure improvements necessary to develop the proposed project. As discussed in Section 3E *Hydrology and Water Quality* of this document, the project applicant shall be required to apply for coverage under the State National Pollutant Discharge Elimination System permit for construction activities, and prepare a Stormwater Pollution Prevention Plan (SWPPP). The identification and implementation of appropriate best management practices for storage, use, and disposal of hazardous materials used during construction are required elements of a SWPPP, as are identification of relevant regulatory agencies that must be notified in the event of a hazardous materials release. Furthermore, the project would also be required to comply with the Los Angeles County Stormwater Pollution Prevention Program.

Operation Impacts

Operation of the proposed project would not involve the transport, storage, use, or disposal of reportable quantities of hazardous materials that would be subject to federal, state, and local health and safety requirements. No mitigation measures are necessary.

Mitigation Measures

Construction Impacts

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Operation Impacts

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3D3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.

Construction Impacts

The proposed project site is located adjacent to the Notre Dame High School on the west and the Merdinian Armenian Evangelical Elementary School on the south. Due to the potential for ACM and LBP to exist at the site, it is possible that construction activities could result in the release of ACM or LBP into the environment. Compliance with asbestos abatement regulations and implementation of mitigation measures **M-3D.1** through **M-3D.3** would ensure a less than

significant impact related to the emission of hazardous materials, substances, or wastes from the proposed project.

Operation Impacts

Operations at the expanded apartment complex would not emit hazardous emissions or include the use, storage, or generation of reportable quantities of hazardous or acutely hazardous materials.

Mitigation Measure

Construction Impacts

Refer to mitigation measures **M-3D.1** through **M-3D.4.**

Residual Impacts

Impacts would be less than significant with mitigation incorporated.

Operation Impacts

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3D4: The proposed project is not listed on a site compiled pursuant to Government Code Section 65962.5, and as a result could create a significant hazard to the public or the environment.

According to a risk management data report that identifies hazardous material sites and incidents on or in the vicinity of the proposed project, the project site is not recorded on a list compiled pursuant to Government Code Section 65962.5.[4]

Mitigation Measure

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3D5: The proposed project is not located on a site within an airport land use plan, a public airport or a private airstrip, and therefore, would not result in a safety hazard for people residing or working in the project area.

The nearest public airport is the Burbank-Pasadena-Glendale airport, located approximately 5 miles northeast of the proposed project site. The nearest private airstrip is the Van Nuys airport, located approximately 5 miles northwest of the proposed project. The proposed project is not located on a site within an airport land use plan, or within two miles of a public airport or a private airstrip; therefore, the proposed project would not result in a safety hazard for people residing or working in the project area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

[4] Environmental Data Resources. *Chase Knolls Apartments Risk Management Data Report.* July 1, 2003.

Impact 3D6: The proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan.

The proposed residential expansion project would not interfere with a current emergency response plan or an emergency evacuation plan for local, state, or federal agencies. The site would conform to all City of Los Angeles and County of Los Angeles access standards to allow adequate emergency access. All emergency procedures would be implemented within local, state, and federal guidelines during the construction and operation of the proposed project. Additionally, no streets are anticipated to be impacted during construction that may preclude emergency access. Therefore, the proposed project is not anticipated to result in any interference with emergency response or evacuation plans.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3D7: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The area is highly urbanized and not proximate to any wildlands. Construction of the proposed residential expansion would not expose individuals to fire hazard from flammable brush, grass, or trees. On-site landscaping is controlled through a rigorous maintenance program so as to reduce fire hazard impacts. Therefore, no impacts are anticipated.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3D8: Together with other area projects have cumulative hazards impacts.

The proposed project would not use, store, or generate reportable quantities of hazardous materials during operation. Therefore, no cumulative hazards impacts are anticipated from this project in conjunction other proposed projects in the vicinity of the subject property.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would not be cumulatively considerable.

3E. Hydrology and Water Quality

3E.1 INTRODUCTION

This section assesses the potential impacts to surface water hydrology, surface water quality, groundwater hydrology, and groundwater quality from the implementation of the proposed Project. This section also focuses on the proposed Project's consistency with state, regional, and local water quality policies/regulations, and the potential impacts to water quality.

3E.2 SETTING

The project site is located in an urban area of the San Fernando Valley in the Community of Sherman Oaks, part of the City of Los Angeles. Located on a knoll, elevations at the project site range from approximately 660 to 650 feet above mean sea level (amsl), sloping downward toward Sunnyside Avenue and Riverside Drive, which bound the site on the west and south, respectively. The project site is approximately one-third mile northeast of the Los Angeles River channel, and three-fourths of a mile west of the Tujunga Wash River channel.

The Chase Knolls Apartment complex is graded, and landscaped with grass, trees, and other vegetation that create courtyards around existing site structural features. The proposed new apartment building locations are presently occupied by carports, parking lots and laundry facilities which serve existing residents. Surface water runoff from the site is directed to onsite storm drains, and eventually drains to the Los Angeles River. Flow continues down the Los Angeles River in a southerly direction until it is discharged into the Pacific Ocean at Queensway Bay, approximately 30 miles from the project site.

3E.2.1 Surface Water

Surface water resources in Southern California include creeks and rivers, lakes and reservoirs. Reservoirs serving flood control and water storage functions exist throughout the region. Since the climate of Southern California is predominantly arid, many of the natural rivers and creeks are intermittent or ephemeral, drying up in the summer or flowing only in reaction to precipitation. Annual rainfall amounts vary depending on elevation and proximity to the coast, the San Fernando Valley receives approximately

17 inches of precipitation per year. However, due to agricultural irrigation and urban landscape watering, waterways such as the Los Angeles River maintain a perennial flow.

The Los Angeles River is a highly disturbed system due to flood control measures constructed between 1935 and 1959 that included lining the river channel with concrete along much of its length. The main source of water in the Los Angeles River is generally tertiary-treated effluent from several municipal wastewater treatment plants and urban runoff. Due to high urbanization within the Los Angeles River watershed, runoff from industrial and commercial sources as well as illegal dumping contribute to reduced water quality in the Los Angeles River and its tributaries.

Water quality of regional surface waters is affected by point source and non-point source discharges occurring throughout individual watersheds. Regulated point sources such as wastewater treatment effluent discharges usually involve a single discharge into receiving waters. Non-point sources involve diffuse and non-specific runoff that enters receiving waters through storm drains or from non-improved natural landscaping. Common non-point sources include urban runoff, agriculture runoff, resource extraction (on-going and historical), and natural drainage. Pollutants entering water bodies from urban runoff include oil and gasoline by-products from parking lots, streets, and freeways. Copper from brake linings and lead from tire counter-weights contribute increased loads of heavy metals to local waters. In addition, increased impervious surfaces increase runoff quantities, taxing flow capacities of local flood control systems and deteriorating natural habitats.

The Los Angeles River is listed on the Los Angeles Regional Water Quality Control Board's (LARWQCB) 303(d) list of impaired water bodies. The 303(d) list includes six reaches of the Los Angeles River; the project site is within Reach 3 (Riverside Drive to Figueroa Street), and upstream of Reach 2 (from Figueroa Street to Carson Street) and Reach 1 (from Carson Street to the estuary). Table 3E-1 lists the Total Maximum Daily Load (TMDL) for the pollutants and their sources in the Los Angeles River.

3E.2.2 Groundwater Hydrology

The project site is located in the San Fernando Valley Groundwater Basin, an area of generally unconfined groundwater that underlies the San Fernando Valley and is generally bounded to the south by the Santa Monica Mountains, the west by the Simi

TABLE 3E-1: TOTAL MAXIMUM DAILY LOAD (TMDL) POLLUTANTS AND THEIR SOURCE FOR REACHES 3 THROUGH 1 OF THE LOS ANGELES RIVER

Pollutant	Source
Ammonia	Non-point/point source
High Coliform Count	Non-point/point source
Lead	Non-point/point source
Nutrients (Algae)	Non-point/point source
pH*	Non-point/point source
Odors	Non-point/point source
Oil	Non-point/point source
Scum/Foam (Unnatural)	Non-point/point source
Trash	Non-point/point source

* A measure used to express acidity and alkalinity.

Source: State Water Resources Control Board, 1999.

Hills, to the north by the Santa Susana and San Gabriel Mountains, and to the east by the Chalk Hills.

Water-bearing sediments include alluvial deposits consisting of coarse-grained unsorted gravels and sand with varying amounts of clay that range in thickness from 100 to 900 feet, and the Saugus Formation, consisting of continental and shall marine conglomerates sands, silts, and clays which ranges in thickness from 2,000 to 6,400 feet (DWR,[1] 2003).

Groundwater levels in the basin have remained related stable since adjudication of the basin 20 years ago. Although the precise depth to groundwater at the project site has not yet been investigated, regional maps indicate groundwater depths to be less than 10 feet below ground surface (CGS, 2001) .

Groundwater Quality

The general quality of groundwater in the Los Angeles region has degraded substantially from historic levels. Much of the degradation reflects land uses. Fertilizers and pesticides typically used on lawns can infiltrate and degrade groundwater. Leaking

[1] California Department of Water Resources.

underground storage tanks also can impact groundwater quality. Urban runoff has been proven to be a significant source of pollutants. Pollutants in urban runoff include urban debris, suspended solids, bacteria, viruses, heavy metals, pesticides, petroleum hydrocarbons, and other organic compounds. In addition, when increased withdrawals from groundwater basins exceed safe yields, salt water intrusion from the ocean further degrades groundwater quality. Conversely, as impervious surfaces in urban areas increase, the rate of natural surface recharge declines.

The LARWQCB Basin Plan identifies several beneficial uses of the water in the San Fernando Valley Groundwater Basin. These beneficial uses include municipal and domestic supply, agricultural supply, industrial process supply, and industrial service supply. Municipal and domestic supply include water use for community, military, or individual water supply systems (i.e., drinking water supply). Agricultural supply include water uses for farming, horticulture, or ranching (i.e., irrigation, stock watering, or support of vegetation for range grazing). Industrial process supply includes water use for industrial activities that depend primarily on water quality. Industrial service supply include water use for mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.

Shallow groundwater can be of concern in urban areas due to potential contamination up-gradient or at the project site. However, neither up-gradient or on-site sources of contaminated groundwater are known to be present, as discussed in Section 3D, *Hazardous Materials*, of this document.[2]

3E.2.3 Flooding

Flood hazard is defined as flooding that occurs during a storm event, particularly the 50-year developed storm event.[3] Impacts also may occur when development of a project results in the depletion of natural flood plain values through development of land within a flood plain area, which is accounted for in the 50-year developed storm event. These impacts typically result in an increased potential for flood hazard.

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[2] Environmental Data Resources Inc., *Chase Knolls Apartments, 13401 Riverside Drive, Los Angeles, California*. *Inquiry Number 1005759.3s,* July 1, 2003.

[3] The 50-year developed storm event is the maximum predicted rainfall event used by the City and County of Los Angeles for determining storm water runoff quantities utilized in the design of the local storm drain system. This specification has been incorporated in the *Bureau of Engineering Manual Part G, Storm Drain Design*. The year refers to a calculated storm magnitude that would occur with an approximate frequency of every 50 years. "Developed" refers to hydrology calculations that assume that all land is developed according to its general plan/zoning designation. A "developed condition" permeability factor is assigned to each parcel, even if it is currently vacant, in order to design adequate storm drain facilities for future conditions.

The project site is not within a flood prone area. The current Federal Emergency Management Agency Flood Insurance Rate Map[4] indicates that the project site is not located within the 100-year flood plain. The Los Angeles River, located approximately 0.33 mile southwest of the site, has been channelized since the 1930's as a part of flood control efforts.

Tsunami, Dam-Inundation, and Seiche

Tsunamis are large ocean waves that are generated by major seismic events. Storms at sea also can generate heavy waves. Both have the potential to cause flooding in low-lying coastal areas. The project site is located over 600 feet amsl and approximately 10 miles from the Pacific Ocean, and is therefore not located in a tsunami hazard area.[5]

The Sepulveda Dam and Reservoir are located approximately 2.7 miles west of the site. The Sepulveda Dam was constructed in 1941 as a flood control facility, and is owned and operated by the U.S. Army Corps of Engineers. An inundation map prepared for Sepulveda Dam by the U.S. Army Corps of Engineers reflects calculations associated with a complete breach of the dam with reservoir water surface at the spillway crest. This map delineates a potential inundation area in communities near the Los Angeles River and its tributaries which incorporates the project site and stretches downstream almost to Interstate 405, west of the Long Beach Municipal Airport. According to the inundation scenario, floodwater would be expected to reach the western portion of the project site approximately 45 minutes following a catastrophic breach (U.S. Army Corps of Engineers, 1986). The City of Los Angeles Safety Element similarly indicates the project site is within a potential inundation zone.[6]

A seiche is a surface wave created when a body of water is shaken; usually by earthquake activity. Inundation from a seiche can occur, for example, if a wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. The proposed project site is located over two miles from the Sepulveda Reservoir it is not located in an area susceptible to seiches.[7]

[4] Federal Emergency Management Agency, Flood Insurance Rate Map, City of Los Angeles Community Panel No. 060137-0045C.
[5] City of Los Angeles Department of City Planning, *The City of Los Angeles General Plan* – Figure GS-7, Inundation and Tsunami Hazard Areas in the City of Los Angeles,.2.17-40, January 1995.
[6] *Ibid*.
[7] *Ibid.*

3E.3 APPLICABLE REGULATIONS AND EXISTING PERMITS

The U.S. Environmental Protection Agency (EPA) is the federal agency responsible for water quality management and administration of the federal Clean Water Act (CWA). The EPA has delegated most of the administration of the CWA in California to the California State Water Resources Control Board (SWRCB). The SWRCB was established through the California Porter-Cologne Water Quality Act of 1969 and is the primary State agency responsible for water quality management issues in California. Much of the responsibility for implementation of the SWRCB's policies is delegated to the nine Regional Water Quality Control Boards. The project site is located within the Los Angeles Regional Water Quality Control Board (LARWQCB) sphere.

Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate discharges into "navigable waters" of the United States. The U.S. EPA authorized the SWRCB to issue NPDES permits in the State of California in 1974. The NPDES permit establishes discharge pollutant thresholds and operational conditions for industrial facilities and wastewater treatment plants. Non-point source NPDES permits also are required for municipalities and unincorporated communities of populations greater than 100,000 to control urban storm water runoff. These municipal permits require the preparation of Storm Water Management Plans (SWMPs) which reflect the environmental concerns of the local community.

A key part of the SWMP is the development of Best Management Practices (BMPs) to reduce pollutant loads. Certain businesses and projects within the jurisdictions of these municipalities are required to prepare SWPPPs, which establish the appropriate BMPs to gain coverage under the municipal permit.

Individual storm water NPDES permits are required for construction sites greater than one acre. State-wide general construction storm water NPDES permits have been developed to expedite discharge applications, and a prospective applicant may apply for coverage under one of these permits through the preparation of a construction SWPPP.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies in the State and determine total maximum daily loads (TMDLs) for pollutants or other stressors impacting water quality. The California 303(d) list was completed in March of 1999. TMDLs have yet to be determined for most of the identified impaired water bodies,

although a priority schedule has been developed to complete the process in the region within 13 years. The LARWQCB would be responsible for ensuring that total discharges do not exceed TMDLs for individual water bodies as well as for entire watersheds.

The LARWQCB also requires that certain new and redevelopment projects (including the proposed Project) comply with the Standard Urban Storm Water Mitigation Plan (SUSMP). The SUSMP was designed as part of the municipal storm water program to ensure that storm water pollution is mitigated by incorporating BMPs during design, construction, and post construction activities. It also ensures that storm water runoff is managed for water quality concerns in addition to flood protection and that pollutants carried by storm water are retained and not delivered to waterways to the extent practicable.

3E.4 PROJECT IMPACTS AND MITIGATION

Methodology

The proposed Project was evaluated based on a report by Environmental Data Resources, Inc., dated July 1, 2003; the LARWQCB Basin Plan; the City of Los Angeles General Plan; and other available published hydrologic maps and reports.

Criteria for Determining Significance

The proposed Project may result in a significant impact if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge;
- Substantially alter existing drainage patterns resulting in substantial erosion and/or flooding on- or off-site;
- Create runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff;
- Substantially degrade overall water quality;

- Place structures within a 100-year flood hazard zone that would impede or redirect flood flows;

- Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding from failure of a dam or levee; or,

- Expose people or structures to significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

Based upon the Project's location, several significance criteria are not applicable to the proposed Project. As the project site is located over 600 feet amsl and ten miles from the Pacific Ocean, it is not located in a tsunami hazard area,[8] and there are no significant tsunami impacts. The proposed Project site is over two miles from Sepulveda Reservoir, and is not located in an area subject to inundation by seiche,[9] therefore no significant impacts related to this issue are expected to occur. Similarly, the project site is not located within the 100-year flood zone, and therefore proposed structures would not impede or redirect flood flows during a 100-year storm event. Finally, the proposed project site is not located in an area potentially susceptible to mudflows,[10] which are generally caused by a combination of slope failure and high volumes of water caused by rain (or in some cases by faulty irrigation), in hilly areas of the City, and therefore no significant impacts related to this issue area are expected to occur.

Project Impacts

Impact 3E1: The proposed Project is not anticipated to violate water quality standards or waste discharge requirements, provide substantial sources of polluted runoff, or otherwise substantially degrade overall water quality. This would be a less than significant impact.

The project site is presently graded and occupied with existing apartment complexes and associated carport and laundry room structures. The project would include the addition of bathrooms to two-bedroom units and removal of existing carport and laundry structures. Five new apartment buildings would be developed on sites previously occupied by carport or laundry structures. Approximately 238 new subsurface parking

[8] City of Los Angeles Department of City Planning, *The City of Los Angeles General Plan* – Figure GS-7, Inundation and Tsunami Hazard Areas in the City of Los Angeles,.2.17-40, January 1995.
[9] *Ibid.*
[10] City of Los Angeles Department of City Planning, *The City of Los Angeles General Plan* – Figure GS-4, Landslide Inventory and Hillside Areas in the City of Los Angeles, 2.17-34, January 1995.

spaces would be added to accommodate residents in the new apartment buildings. The existing amount of pervious surface area at the Project site would be reduced under the proposed Project.

Surface water hydrology impacts may occur when a project results in either increased on- or off-site storm water flows, changes in absorption rates, alterations to existing surface water flow patterns or directions (including the intake and use of water from a surface water body), or other factors which result in a changed rate of flow.

Water quality may be affected by pollutants found in surface water runoff originating from a wide range of dispersed sources, or "nonpoint sources." Storm water runoff is part of the natural hydrologic cycle. Drainage patterns and pollutant concentrations are frequently altered through processes such as urbanization and agriculture. Studies have indicated that storm water runoff from urban and industrial areas typically contain the same general types of pollutants that are often found in wastewater from industrial discharges. Pollutants commonly found in storm water runoff include heavy metals, pesticides, herbicides, animal excrement, trash, food wastes and synthetic organic compounds such as fuels, waste oils, solvents, lubricants, and grease.[11] Storm water and urban runoff is a significant source of water pollution that may result in declines in fisheries and other aquatic life, restrictions on recreational activities, losses to the annual tourism economy, and general impairment of the existing and potential beneficial uses of receiving waters. "Storm water runoff" encompasses "urban runoff," which includes the discharge of pollutants to water bodies from such non-storm (or "dry weather") related activities as irrigation, hosing sidewalks, draining swimming pools, and washing cars. Dry weather flows also include illegal discharges to the storm drain system, such as unauthorized connections, leaks, or spills.

Degradation of groundwater quality may result from a variety of activities, including: the discharge or application of wastewater, groundwater, or solid waste to the land surface or subsurface areas; groundwater injections or withdrawals, or other activities that could result in a change in the flow direction of existing plumes of groundwater contamination or saltwater intrusion; drilling that intercepts areas of groundwater contamination; leaking

[11] *Surface Runoff to the Southern California Bight* and*, Characteristics of Effluents from Large Municipal Wastewater Treatment Facilities* in 1990 and 1991*,* SCCWRP Annual Report 1990-'91 and 1991-'92 (1993*);* Pitt and Field*, Hazardous and Toxic Wastes Associated with Urban Stormwater Runoff,* In Proceedings of the 16th Annual RREL Hazardous Waste Reduction Symposium*,* Document No. EPA 600-9-90-037 (1990); *Storm Runoff in Los Angeles and Ventura Counties, Final Report,* CA Regional Water Quality Control Board, LA Region (1988).

underground or above-ground storage tanks; or accidental spills or releases or other hazardous materials on permeable soils.

Potential impacts associated with the proposed Project are minimized by existing impervious surfaces and site uses at the locations of the proposed residential buildings. In addition, the proposed Project would be required to comply with all applicable federal, state and regional regulations to protect water quality. As the project site exceeds one acre in size, the Project Applicant is required to apply for coverage under the SWRCB NPDES general construction permit. In accordance with NPDES permit requirements, a SWPPP would be developed and implemented to minimize sedimentation and pollutant concentrations in storm water run-off originating from the project site. Standard elements of a SWPPP include the use of BMPs such as erosion and sediment barriers and proper use and storage of construction-related hazardous materials (i.e. petroleum products, paints).

Following completion of construction activities, stormwater run-off from the proposed project site would be directed into on-site storm drains which eventually drain to the Los Angeles River. The water quality of run-off originating from the project site is not anticipated to significantly decrease, as the existing parking lots and laundry facilities likely currently contribute trash, heavy metals, petroleum products and soaps to storm water.

There is an array of possible structural BMPs and maintenance BMPs that are commonly used to control runoff and reduce the amount of sediments and other contaminants from entering the offsite storm water system. Implementation of such measures, as required by the LARWQCB, would minimize potential adverse impacts to water quality associated with the proposed Project, such as increased oil and grease or heavy metals in storm water runoff generated from proposed parking lots.. The proposed Project would be required to comply with the SUSMP requirements for developments that include 25 or more parking spaces.

As required by the LARWQCB, the Project Applicant would comply with SUSMP requirements to control and minimize sediment or pollutant concentrations in storm water runoff. In accordance with SUSMP requirements, the Project Applicant would be required, at a minimum, to:

- *Implement BMPs best suited to minimize, to the maximum extent practicable, the introduction of pollutants of concern to the storm water conveyance system.*

- *Provide and maintain legibility of storm drain stenciling and signage for all storm drain inlets within the project area.*

- *Properly design outdoor material and trash storage areas and loading dock areas.*

- *Meet Structural or Treatment Control BMP Design Standards specified in the SUSMP.*

Compliance with LARWQCB SUSMP requirements would minimize potential increases in storm water pollutants associated with the proposed project, reducing potential water quality impacts to a less than significant level.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3E2: The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

The Department of Water and Power (DWP) supplies water to the project area. The three sources that are used by DWP are local groundwater, the Los Angeles Aqueduct System (LAA), and purchases from the Metropolitan Water District of Southern California (MWD). Water for construction activities would be supplied by DWP, however only a negligible amount would be required. Construction activities and operation of the proposed project would not result in increased impervious surfaces, as the newly proposed apartment locations are currently paved and used as parking and laundry facilities. Significant impacts to groundwater recharge or supplies are not therefore anticipated.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3E3: Substantially alter existing drainage patterns resulting in substantial erosion and/or flooding on or off site, or create runoff water that would exceed the capacity of existing or planned storm water drainage system. This would be a potentially significant impact.

The proposed Project involves the construction of new apartment buildings, and rehabilitation of existing apartments. Apartment remodeling would not increase the building footprint of existing buildings, and therefore would not significantly impact drainage patterns. The new buildings would be located in an area presently overlain by parking lots and laundry facilities. The amount of newly created impervious surface would be substantially the same as that which already exists on the project site, and therefore would not alter drainage patterns as storm water on the project site would largely utilize the existing onsite storm drain system, although some modifications would occur to connect existing drainage piping to proposed facilities. Compliance with LARWQCB SUSMP requirements would ensure that storm water flows generated from the project site would remain unchanged, or potentially decrease, following implementation of the proposed project. Therefore, the proposed Project would not generate storm water runoff that would exceed the capacity of on- and off-site storm drain facilities.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3E4: Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding from failure of a dam or levee. This would be a potentially significant impact.

A breach in the dam structure sufficient to cause inundation at the project site could result from a catastrophic event such as earthquake, severe flooding or explosion. According to the City of Los Angeles Safety Element, inundation due to a water storage facility failure is a remote hazard. State legislation (Section 8589.5, State Government Code) also requires that the local Office of Emergency Services adopt emergency provisions for public safety measures to be taken in the event of such a disaster. In the unlikely event that Sepulveda Dam should fail when water levels within the reservoir are cresting the spillway, U.S. Army Corps of Engineers maps indicate flood inundation water would reach 651 feet amsl immediately upstream of the project site 45 minutes after dam breach, and only the eastern portion of the project site would be inundated. As elevations at the project site are generally 655 ft amsl or above, impacts are likely to be restricted to flooding of subsurface parking garages, with flood flows eventually being dissipated by area storm drains. The proposed Project would therefore not expose people or structures to a significant risk of loss, injury or death**.**

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3G5: The proposed Project, together with other area projects, would not have cumulative hydrology and water quality impacts.

This analysis is based on the Related Project List provided in Chapter 2, Table 2-2. The projects include commercial, retail, school, day care, and church projects located within two miles of the project site that are currently under construction, approved but not built, or proposed for construction. Neither surface nor groundwater from these projects in conjunction with the proposed Project would be impacted. Therefore, no cumulative hydrological impacts in association with other nearby projects are anticipated as a result of the proposed Project.

Mitigation Measure

No mitigation is required.

Residual Impacts

Impacts would not be cumulatively considerable.

3F. Noise

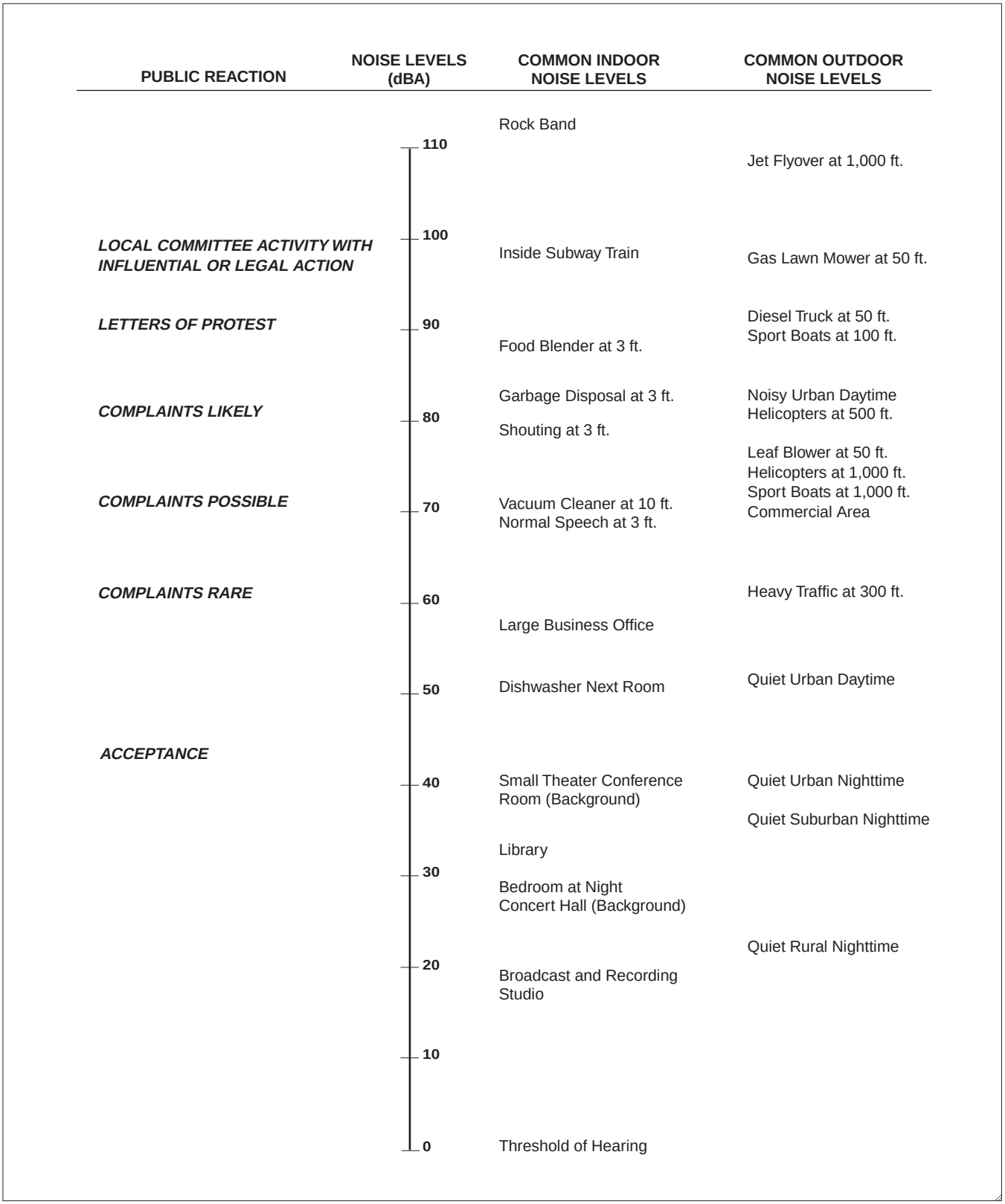
3F.1 INTRODUCTION

This chapter addresses noise impacts associated with the proposed Project. It analyzes potential noise impacts caused by both the construction and operation of the additional apartment buildings at the Chase Knolls apartment complex on the surrounding noise environment. Background information on environmental acoustics, including definitions of terms commonly used in noise analysis, is provided below.

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," written as dBA. Figure 3F-1 shows Public reactions to common Noise Levels.

A number of different types of metrics are used to characterize the time-varying nature of sound. These metrics include: the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max}), percentile-exceeded sound levels (L_{xx}), the day-night level (L_{dn}), and the community noise equivalent level (CNEL). The following are brief definitions of these metrics and other terminology used in this section:

> **Sound**. A vibratory disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
> **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.



SOURCE: Caltrans Noise Manual California State Department of Transportation, March 1980.

Figure 3F-1
Common Noise Levels and Public Reactions

Decibel (dB). A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA). An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.
Maximum Sound Level (L_{max}). The maximum sound level measured during the measurement period.
Minimum Sound Level (L_{min}). The minimum sound level measured during the measurement period.
Equivalent Sound Level (L_{eq}). The equivalent steady state sound level, which in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (L_{xx}). The sound level exceeded x percent of a specific time period. L_{10} is the sound level exceeded 10 percent of the time.
Day-Night Level (L_{dn}). The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM to account for the increased sensitivity of some individuals to noise levels during nighttime hours.
Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 PM to 7:00 AM. In general, CNEL is within 2 dBA of peak hour traffic noise levels as calculated utilizing the Federal Highway Traffic Noise Prediction Model.[1]

L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment. In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound levels.

3F.1.1 Effect of Noise on People

The effects of noise on people can be categorized as follows:

- Subjective effects such as annoyance, nuisance, dissatisfaction;
- Interference with activities such as speech, sleep, learning; and,
- Physiological effects such as hearing loss or sudden startling.

[1] CALTRANS Technical Noise Supplement, October 1998.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience effects in the last category. There is no complete satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

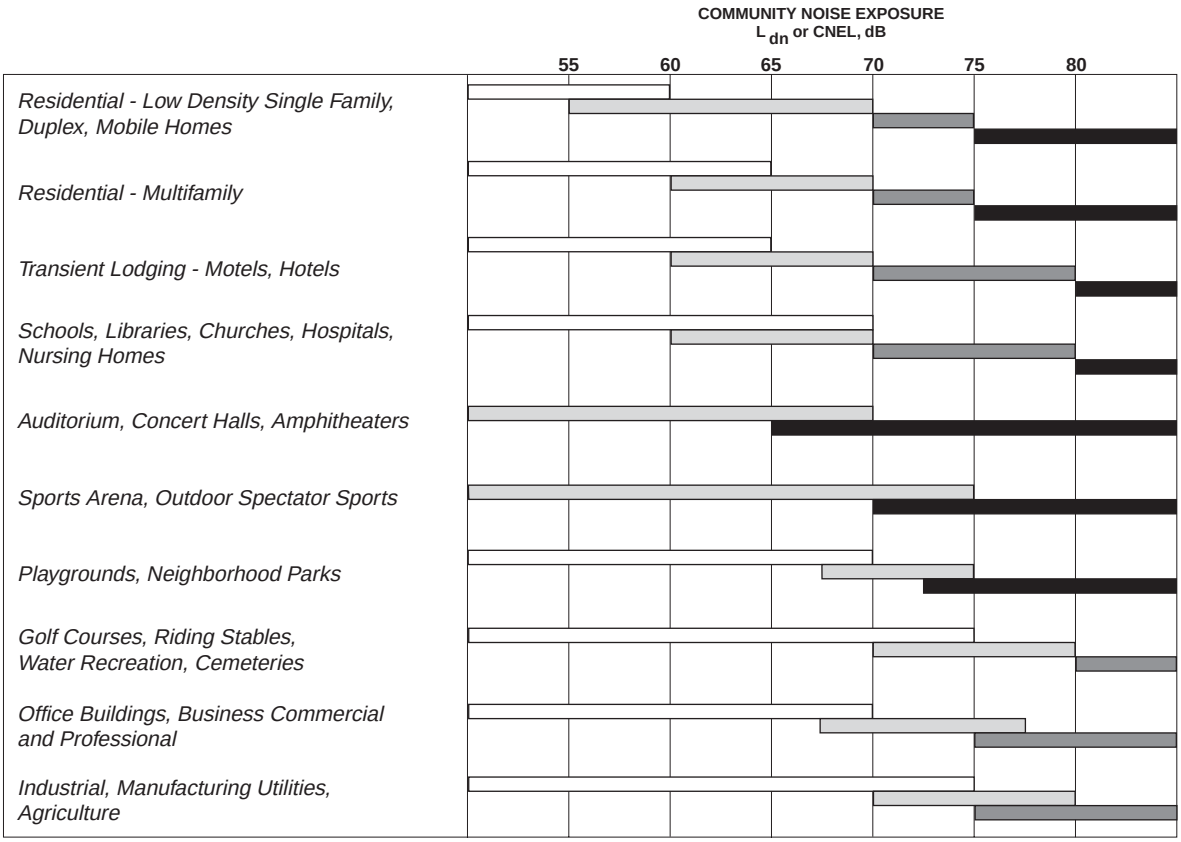
Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted; the so called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

> Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
> Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
> A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and,
> A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion, hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Figure 3F-2 shows CNEL Noise and Land use compatibility Guidelines.

3F.1.2 Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and noise barriers, either vegetative or manufactured, etc.). Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA.



LEGEND:

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based
upon the assumption that any building involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made.

Conventional construction, but with closed windows and
fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should
generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

SOURCE: California Department of Health. Guidelines for the Preparation and Content of Noise Elements of the General Plan. November 1990.

Figure 3F-2
Noise and Land Use Compatibility Matrix Guidelines

3F.2 SETTING

3F.2.1 Existing Noise Environment

The proposed Project is located in the northwest portion of Los Angeles County in the City of Sherman Oaks. The noise environment in the project area is dominated by noise from automobile traffic on freeways and local roadways. Vehicle noise from Riverside Drive, Fulton Avenue, and the Ventura Freeway (US 101) are the dominant noise source in the area.

Noise monitoring was conducted on the proposed project site on July 1, 2003 to quantify existing conditions using a Metrosonics db-3080 sound level meter. Four short-term measurements of 15-minute duration were conducted at different locations at the site. Table 3F-1 summarizes the noise monitoring results.

3F.2.2 Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels, hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses.

TABLE 3F-1: SUMMARY OF NOISE MONITORING

Position	Start Time	Duration (minutes)	Sound Level (dBA-Leq)	Sources
Fulton Avenue at Houston Street	14:52	15:00	65.2	Local traffic
Houston Street at Varna Avenue	15:15	15:00	59.3	Local traffic
Riverside Drive at Sunnyslope Avenue	15:40	15:00	68.3	Local traffic
4830 Sunnyslope Avenue	14:00	15:00	60.9	Local traffic

Source: Noise monitoring performed on July 1, 2003 by ESA.

There are a number of existing sensitive receptors located in close proximity to the proposed project site and along roadways providing access to and from the site. Sensitive receptors in the vicinity of the proposed project site include residences in the Chase Knolls Apartment complex, single-family residences located north, south and east of the project site. Notre Dame High School is located west of the proposed project site and the Merdinian Armenian Evangelical Elementary School is located southeast of project site.

3F.3 APPLICABLE REGULATIONS

The City of Los Angeles has adopted a Noise Element to the General Plan, and a noise ordinance. The Los Angeles Municipal Code (LAMC) codifies regulations for mobile and stationary noise sources to control and mitigate impacts from loading docks, air conditioning equipment, operational noise, and construction.

The project site is located within the City of Los Angeles and is subject to the General Plan and Noise Ordinance. Chapter IV, Article 1, Section 41.40 of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM of the following day. Construction is prohibited before 8:00 AM or after 6:00 PM on any Saturday or national holiday, or at any time on Sunday.

City of Los Angeles General Plan Noise Element

The City's General Plan Noise Element acts as the policy document that outlines guidelines for noise and land use compatibility for development and planning purposes. The Noise Element of the General Plan identifies compatible noise environments for different types of land uses in the City. Table 3F-2 contains the noise/land use compatibility guidelines for those types of land uses proposed as part of the Project and the existing land uses that could be affected by project-related noise. These guidelines are to be used when evaluating the noise impacts of a proposed Project.

3F.3.1 Construction Impacts

The proposed project site is located within the City of Los Angeles and is subject to the City of Los Angeles Municipal Code and noise ordinances incorporated therein. Section 112.03 of the LAMC noise code states that noise due to construction or repair work shall be regulated by Chapter IV, Article 1 Section 41.40 of the LAMC. Building permits (including demolition permits) are issued on a ministerial basis for construction work that will be carried out in

compliance with Section 41.40, and it is intended to mitigate construction noise impacts to acceptable levels. Section 41.40 states, no person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence.

3F.3.2 Operational Impacts

The City of Los Angeles General Plan Noise Element outlines guidelines for noise/land use compatibility for development and planning purposes. A brief summary of the Noise Control ordinance is presented in Table 3F-2.

TABLE 3F-2: GUIDELINES FOR NOISE COMPATIBLE LAND USE

	Day-Night Average Exterior Sound Level (CNEL dBA)		
Land Use Category	**Acceptable[a]**	**Conditionally Acceptable[b]**	**Unacceptable[c]**
Residential	Up to 55	Up to 70	Above 70
Transient Lodging, Hotel, Motel	Up to 55	Up to 70	Above 70
School, Library, Church, Hospital, Nursing Home	Up to 55	Up to 75	Above 75
Playgrounds, Neighborhood Parks	Up to 65	Up to 75	Above 75
Office Buildings, Business, Commercial, Professional	Up to 65	Up to 75	Above 75

a. Specified land use is satisfactory. No noise mitigation measures are required.
b. Use should be permitted only after careful study and inclusion of protective measures as needed for intended use and to satisfy policies of the Noise Element.
c. Development is not feasible in accordance with the Noise Element. Use is prohibited.

Source: Los Angeles Department of City Planning, Noise Element of the Los Angeles City General Plan, February 3, 1999.

3F.4 PROJECT IMPACTS AND MITIGATION

Criteria for Determining Significance

The proposed Project may result in a significant noise impact if it would:

- Fail to comply with the City's construction noise ordinances;
- Expose existing receptors to or generate noise levels resulting from the Project in excess of health standards established by the County noise ordinance;
- Expose existing receptors to or generate noise levels resulting from the Project in excess of health standards established by the County noise ordinance;
- Expose future visitors to the proposed site to existing or projected noise levels in excess of established standards and thresholds (if existing noise levels currently exceed criteria, incremental changes in long-term ambient noise levels in excess of 3 dBA above existing ambient noise would be considered significant);
- Result in long-term excessive noise levels when measured at a distance of 50 feet from the noise source during construction activity occurring within 500 feet of a school zone or other sensitive noise receptor; or,
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels.
- Expose students in the project area to excessive noise levels for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

Project Impacts

Impact 3F1: The proposed Project would not expose persons to, or generate, noise levels in excess of standards established in the City Noise Ordinance.

The proposed Project would result in a minimal increase in the ambient noise environment near the proposed project site. Operational noise sources would include traffic, and noise associated with daily activity from apartment residences.

In general, a doubling of roadway traffic would result in a three-dBA increase in the ambient noise environment. Due to the small size of the apartment expansion, a doubling of roadway traffic is not likely. Traffic noise associated with the proposed Project would not represent a significant impact to the ambient noise environment.

Noise associated with daily activity at the proposed Project is not expected to result in significant effects on ambient noise levels, since the Project consists of multi-unit residential buildings. No mitigation measures are required for Project operations.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

Impact 3F2: The proposed Project would not result in excessive noise levels during construction activity occurring within 500 feet of a school zone or residence.

The Project proposes construction of residential structures up to 33 feet tall adjacent to other residential structures approximately 30 feet tall. The new buildings would require excavation to accommodate one level of underground parking. The construction sites at the Project would be separated from one another, and in part, screened by intervening buildings.

Construction activities (including demolition) associated with the proposed Project could intermittently generate noise levels as high as 89 dBA on, and adjacent to, construction sites. As construction phases move forward (beyond demolition, and excavation), construction noise levels be reduced. Construction activities associated with the proposed Project include grading and earthmoving activities, hauling materials, and building structures. Construction activity noise levels at and near the proposed Project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes. In addition, certain types of construction equipment generate impulsive noises, which can be annoying.

Existing residences and other nearby noise-sensitive uses that could be exposed to construction noise are the multi-family residences located within 50 feet on all sides of the proposed construction sites. Table 3F-3 summarizes typical noise levels during different construction stages. Table 3F-4 shows typical noise levels produced by equipment commonly used in construction projects. As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 dBA–89 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced at a rate of about 6 decibels per doubling of distance. Measured background sound levels at the proposed Project site are in the range of 59-69 dBA.

TABLE 3F-3: TYPICAL CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA, Leq[a])
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Source: Bolt, Baranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

TABLE 3F-4: NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dBA, Leq at 50 feet)
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Scraper	89
Jack Hammer	88
Dozer	87
Paver	89
Generator	76
Pneumatic Tools	85
Concrete Pump	82
Backhoe	85

Source: Cunniff, *Environmental Noise Pollution*, 1977 and Federal Transit Administration, 1995.

Section 112.05 of the LAMC states, between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

a) 75 dBA for construction, industrial and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derrick, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment.

Section 112.05 continues stating that said noise limits shall not apply where compliance therewith is technically infeasible. Due to the close proximity of the sensitive receptors to the demolition activities, it would be technically infeasible to comply with Section 112.05 of the LAMC.

Further, the LAMC Section 41.40 states no person shall between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine, excavator or any other machine, tool, device or equipment that makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence.

The City's construction noise ordinances are intended to regulate and mitigate construction noise to acceptable levels. The proposed Project would abide by the time restrictions in Section 41.40, therefore the proposed Project would have a less than significant impact on area noise levels. Though not required by the City's noise ordinances, the Project Applicant has volunteered to implement the following additional measures that would further reduce construction noise.

Mitigation Measures

M-3F.1 *During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.*

M-3F.2 *During construction phases, the contractor shall ensure that all construction be performed in accordance with City of Los Angeles noise standards. The*

construction contract shall specify that no noise intensive construction or repair work be performed between the hours of 9:00 PM and 7:00 AM on any weekday, or before 8:00 AM or after 6:00 PM on any Saturday or national holiday, or at any time on Sundays.

M-3F.3 *During construction phases, the contractor shall store and maintain stationary noise generating equipment as far as possible from the adjacent residents.*

M-3F.4 *Contractor shall be restricted from playing loud music in the open construction area audible at local residences.*

M-3F.5 *During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number.*

M-3F.6 *Prior to any work occurring within 50 feet of residential buildings, a written notice will be sent to those residences indicating the date, and time that construction is scheduled to occur. The notice shall include contact numbers of construction manager and inspector.*

M-3F.7 *Noise baffling devices such as sound barriers shall be placed between powered equipment and homes within 100 feet of construction activities.*

Residual Impacts

Impacts would be less than significant with mitigation incorporated.

Impact 3F3: The proposed Project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise levels.

Construction activities such as excavation and grading have the potential to generate groundborne noise in the area of the proposed project site. However, the groundborne noise levels would be temporary in nature and would only occur during specified construction phases. This would be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3F4: The proposed Project would not expose residences to excessive noise levels due to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or private airstrip.

The proposed Project is not located within an airport land use plan or within 2 miles of a public use airport or private airstrip. Therefore, the Project would not have the potential to expose people to excessive noise levels.

Mitigation Measures

No mitigation required.

Residual Impacts

Impacts would be less than significant.

Impact 3F5: Together with other area projects the proposed Project would not have cumulative noise impacts.

Noise impacts from the construction and operation of the proposed Project and other area projects would be localized and affect the immediate vicinity surrounding each project. Traffic noise would extend out from the proposed Project and combine with the traffic from other projects to increase the local ambient noise environment. This would be considered a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would not be cumulatively significant.

3G. Transportation/Traffic

3G.1 INTRODUCTION

This chapter presents the results of the traffic impact analysis (TIA) report prepared for the proposed Project in May 2003 by Korve Engineering, Inc. (see Appendix I).[1] The TIA relies on traffic counts taken in January 2003 (when local schools were in session), then estimates the additional trips expected to be generated by the proposed Project and evaluates the potential impacts to local and regional roadway systems. The traffic study also takes into account related traffic growth due to specific development projects in the surrounding area. A total of five key intersections in the project study area were analyzed.

3G.2 SETTING

The Chase Knolls Apartments complex located on the northeast corner of Riverside Drive and Sunnyslope Avenue in the Community of Sherman Oaks Community, approximately 8 miles west of downtown Los Angeles. Existing development features 19 one- and two-story multi-family residential buildings containing 260 units (110 one-bedroom units and 150 two-bedroom units). Two private drives run through the complex. One spans the entire length of the site in an east-west direction and is met in the center by a road running in a north-south direction from Riverside Drive. The apartment complex provides 282 total parking spaces.[2]

3G.1.1 Existing Roadway Network

Figure 3G-1 illustrates the roadway network and related project locations within the study area. The streets serving the study area form a grid system oriented north-south and east-west. The following describes the major and minor access roads serving the proposed Project site.

Riverside Drive. Riverside Drive, which borders the southern perimeter of the project site, is designated as a Major Highway in the Streets and Highways Element of the Los Angeles City

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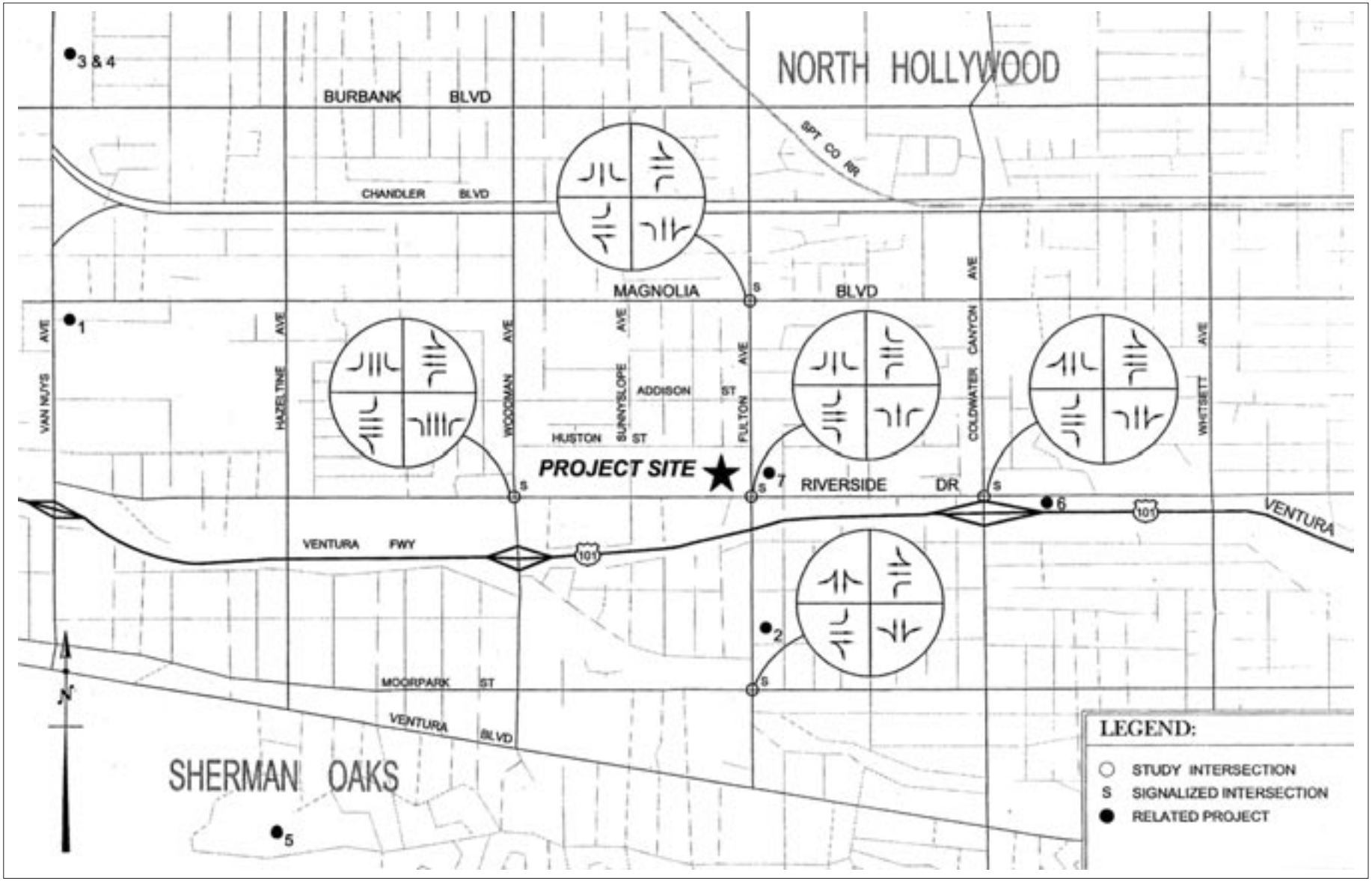
1 Korve Engineering. *Chase Knolls Apartments Traffic Impact Analysis Report, Sherman Oaks, CA.*. May 2003. Appendix I also includes a letter from the Los Angeles Department of Transportation approving the methodology used in the Korve report.

2 The Korve report states there are 285 parking spaces; however, the correct number, although not substantially different, is 282.



SOURCE: Korve Engineering

Figure 3G-1

Project Vicinity Map, Related Projects and Roadway Network

General Plan Framework.[3] Riverside Drive runs in an east-west direction with two lanes in each direction, a divided median, and adequate left turn pockets at most of the major intersections along the corridor. With a posted speed limit of 35 miles per hour (mph), the street carries an estimated average daily traffic (ADT) of 28,000 vehicles between Sunnyslope Avenue and Fulton Avenue. The proposed project site would have one point of ingress/egress on Riverside Drive (see Figure 2-2).

Sunnyslope Avenue. Sunnyslope Avenue is a two lane, north-south, local street that borders the western perimeter of the project site. This roadway intersects with Riverside Drive at an unsignalized intersection. The Project has a point of ingress/egress on Sunnyslope Avenue.

Fulton Avenue. Fulton Avenue borders the eastern perimeter of the site, has a north-south orientation, and is designated by the Los Angeles as a Secondary Highway. This street has two lanes in each direction, and provides ingress/egress to the project site. This roadway, which has a posted speed limit of 35 mph, intersects with Riverside Drive at a signalized intersection.

Huston Street. Huston Street is a two-lane, east-west local street along the northern perimeter of the project site. This street intersects with Sunnyslope Avenue and Fulton Avenue at signalized intersections. Huston Street carries an estimated ADT between Sunnyslope Avenue and Fulton Avenue, and Sunnyslope Avenue and Woodman Avenue of 1,350 vehicles, respectively.

3G.1.2 Existing Traffic Conditions-Level of Service (LOS)

LOS Definitions. Traffic conditions were evaluated in terms of level of service (LOS) at the five signalized study intersections. LOS is a description of traffic performance at intersections. The level of service concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity (V/C) ratio with the ability to carry (the capacity) compared to the level of traffic during the peak hours (volume). Levels range from A to F, with A representing excellent (free-flow) conditions and F representing extreme congestion. Table 3G-1 describes the level of service concept and the operating conditions expected under each level of service for signalized intersections.

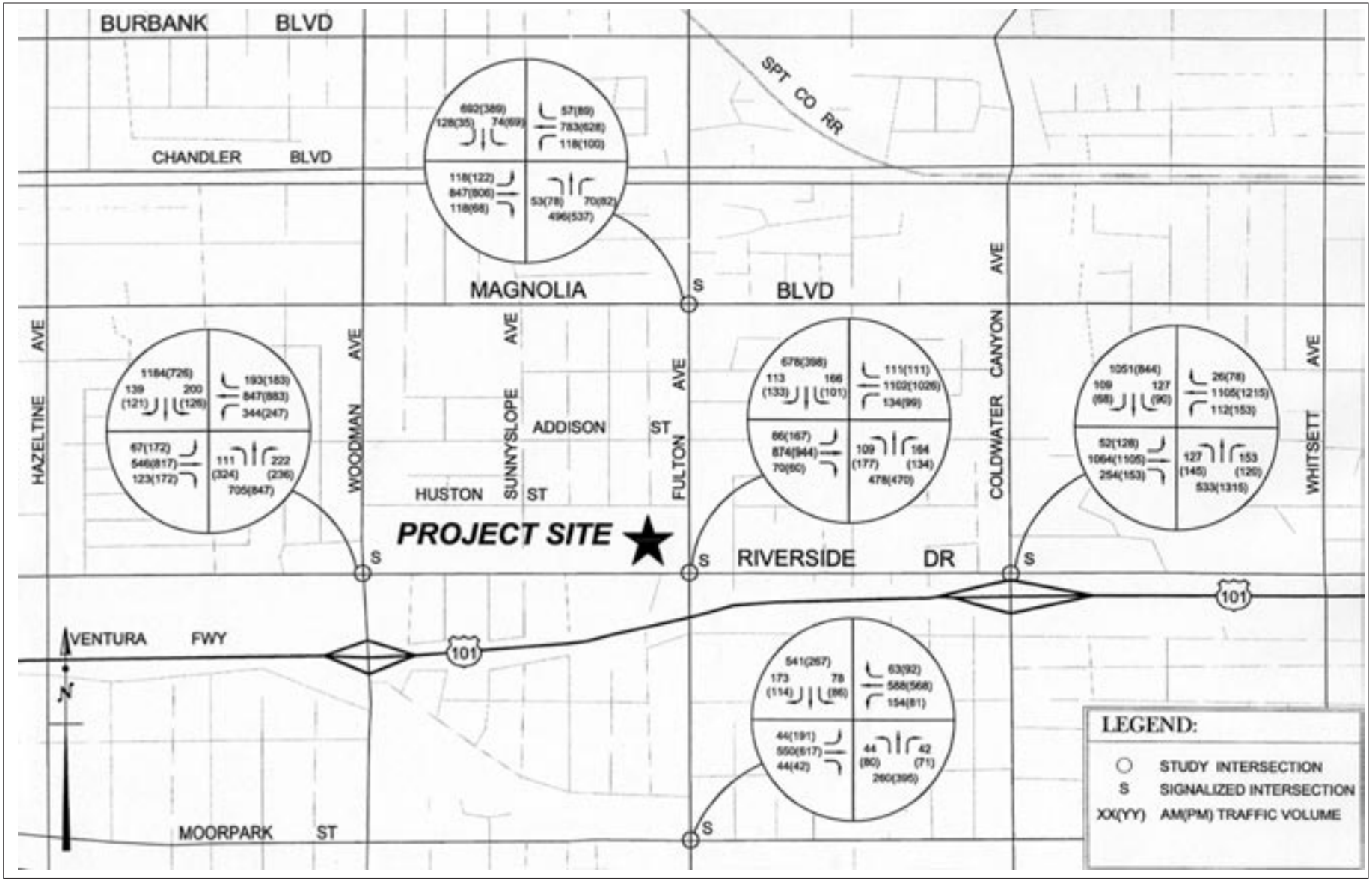
[3] City of Los Angeles. *Los Angeles Citywide General Plan Framework, Streets and Highways Element.* January1995.

TABLE 3G-1: INTERSECTION LEVEL OF SERVICE DEFINITIONS

LOS	Interpretation	Signalized Intersection Volume to Capacity (V/C) Ratio	Stop-Controlled Intersection Average Stop Delay (HCM)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	$\leq$ 10 seconds
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700	> 10 and $\leq$ 15 seconds
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers felt somewhat restricted.	0.701 – 0.800	> 15 and $\leq$ 25 seconds
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	> 25 and $\leq$ 35 seconds
E	Poor Operations. Some long-standing vehicular queues develop on critical approaches.	0.901 – 1.000	> 35 and $\leq$ 50 seconds
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	> 50 seconds

Source: *Highway Capacity Manual* (HCM), Special Report 209. Transportation Research Board, Washington D.C., 1997.

Project Area LOS. A field inventory was conducted of the five study intersections. The inventory included review of intersection geometric layout, traffic control, lane configuration, posted speed limits, land use, and parking. Figure 3G-2 illustrates existing study area intersection traffic volumes, lane configuration, and intersection controls. Traffic volumes for the AM and PM peak hours were obtained from traffic counts taken in January 2003 (when local schools were in session). Counts were conducted weekdays from 7:00 AM to 10:00 AM, and 3:00 PM to



SOURCE: Korve Engineering

Figure 3G-2
Existing Traffic Volumes (AM & PM)

6:00 PM with the highest single-hour traffic volumes at each location used for purposes of the impact analysis.

LOS D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Level of service E and F are considered to be unacceptable operating conditions that warrant mitigation. The LOS results of the study area intersections are summarized below in Table 3G-2.

As shown in Table 3G-2, except for the intersection of Coldwater Canyon Avenue during PM peak hour traffic, all intersections are operating at LOS C or better during peak hour traffic.

Related Projects. Table 3G-3 below lists the eight related projects that were included as part of the cumulative impacts analysis and their associated generated trips. Figure 3G-1 shows the location of the related projects.

3G.2 APPLICABLE REGULATIONS

3G.2.1 County of Los Angeles

New projects within the County must comply with the Congestion Management Program (CMP) for Los Angeles County, which was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) in November 1995 pursuant to state law. The CMP involves monitoring traffic conditions on the designated transportation network, performance measures, analysis of the impact of land use decisions on the transportation network, and mitigation to reduce impacts of the network.

Appendix D of the CMP includes Transportation Impact Assessment guidelines. These guidelines require analysis at monitored street intersections and segments, including freeway on- or off-ramp intersections, at which a project is expected to add 50 or more peak-hour vehicle trips, and mainline freeway or ramp monitoring locations where the project will add 150 or more peak-hour trips. If a project does not add, but merely shifts trips at a given monitoring location, the CMP analysis is not required.

An evaluation of transit impacts is required by the CMP for all projects for which an EIR will otherwise be prepared. The CMP also requires that transit system operators receive the NOP for all EIRs to evaluate the potential impacts on existing transit systems, and establishes evaluation

TABLE 3G-2: LEVELS OF SERVICE - AM/PM PEAK HOUR (2003)

Intersection	Peak Hour	LOS
Riverside Drive/Woodman Avenue	AM	C
	PM	C
Riverside Drive/Fulton Avenue	AM	C
	PM	A
Fulton Avenue/Magnolia Boulevard	AM	B
	PM	A
Coldwater Canyon Avenue/Riverside Drive	AM	C
	PM	D
Fulton Avenue/Moorpark Street	AM	A
	PM	A

Source: Korve Engineering, *Chase Knolls Apartments Traffic Impact Analysis Report, Sherman Oaks, CA.*. May 2003.

TABLE 3G-3: RELATED PROJECTS LIST AND TRIPS GENERATED

Name/Address	Net Daily Trips Generated	AM Peak Hour Trips Generated	PM Peak Hour Trips Generated
1. Keyes Service -Van Nuys Boulevard/Hartsook Street	570	40	53
2. Proposed Day Care Facility – Fulton Avenue/Landale Street	307	51	55
3. Keyes Toyes - Van Nuys Boulevard/Califa Street	1,547	34	36
4. Tire Store - Van Nuys Boulevard/Califa Street	650	36	56
5. The Dudley School – Stansbury Avenue/Valley Vista Boulevard	787	136	121
6. Synagogue – Riverside Drive/Laurelgrove Drive	478	135	55
7. Gas Station and Convenience Store – Riverside Drive/Fulton Avenue	1,086	58	66
8. Gas Station, Convenience Store, Car Wash – Laurel Canyon Boulevard/Kling Street	2,385	236	220

Source: City of Los Angeles Planning Department, Los Angeles Department of Transportation, 2003.

procedures. Transit corridors and centers subject to CMP requirements are identified in Appendix F of the CMP.[4]

3G.2.2 Los Angeles Department of Transportation (LADOT)

LADOT is responsible for transportation issues within the City boundaries. LADOT reviews the transportation/traffic studies prepared for all projects for which the City is the lead agency, in addition to other public agency projects (county, state, or federal) located within, or that may affect, the City. LADOT's internal procedures are described in their Traffic Study Policies and Procedures Manual. The *Traffic Impact Analysis Report*, prepared by Korve Engineering, was conducted in conformance with guidelines set forth by the City of Los Angeles Traffic Study Guidelines and in cooperation with LADOT staff throughout the preparation of the report.

3G.3 PROJECT IMPACTS AND MITIGATION

Methodology

Traffic operating conditions at intersections in the vicinity of the project site were analyzed using intersection capacity-based methodology known as the Circular 212 "Critical Movement Analysis" (CMA) Method. Stop controlled intersections were analyzed using the delay-based Highway Capacity Manual (HCM) method of determining level of service.

The intersections studied are listed below. These intersections were selected in consultation with LADOT. They were analyzed for the weekday AM and PM peak hours.

1. Riverside Drive (EW) / Woodman Avenue (NS)
2. Riverside Drive (EW) / Fulton Avenue (NS)
3. Fulton Avenue (NS) / Magnolia Boulevard (EW)
4. Coldwater Canyon Avenue (NS) / Riverside Drive (EW)
5. Fulton Avenue (NS) / Moorpark Street (EW)

Study Hours of Analysis

The analysis focuses on the weekday AM and PM peak hour conditions in the study area. In order to capture the peak hours during the peak periods, traffic counts were performed for the following times at the study intersections:

[4] City of Los Angeles, *Congestion Management Plan*, 1998.

Weekday	AM Peak Period	7:00 AM to 10:00 AM
	PM Peak Period	3:00 PM to 6:00 PM

The analysis of peak hour intersection LOS is the primary indicator of circulation system performance. The level of service during the peak hour at intersections ranges from LOS A (optimal conditions, little congestion) to LOS F (stop-and-go traffic, very heavy congestion). Traffic operating conditions at intersections near the proposed project site were analyzed using the Intersection Capacity Utilization (ICU) method. The ICU method for evaluating signalized intersection involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movement V/C ratios, plus an efficiency lost factor of 0.1 to account for the effect of change intervals, is used to determine the total intersection capacity utilization and corresponding level of service.

Criteria for Determining Significant Impacts

LADOT has established the threshold criteria that are used to determine if a project has a significant traffic impact. Using the LADOT standard, a proposed project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one or more of the following:

- V/C ratio increase is equal to or greater than 0.040 if final LOS[5] is C
- V/C ratio increase is equal to or greater than 0.020 if final LOS[6] is D
- V/C ratio increase is equal to or greater than 0.010 if final LOS[7] is E or F

The proposed Project may result in a significant impact if it would:

- Impact local intersections and exceed significance criteria established by the LADOT.

5 "Final LOS" is defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation.

6 *Ibid.*

7 *Ibid.*

- Result in inadequate parking capacity.

- Have a significant impact relative to site access or circulation, a substantial disruption to existing circulation patterns, and/or substantial increase in safety risk.

- Result in inadequate emergency access.

- Exceed either individually or cumulatively a LOS standard established by the County CMP for designated roads or highways.

The LADOT significance criteria were used to determine significant transportation impacts at a study intersection. According to the LADOT, the limit of acceptable traffic operations is at LOS D or better.

Project Impacts

Impact 3G1: The proposed Project would not impact the existing load and capacity of local intersections or exceed significance criteria established by the LADOT.

Project Trip Generation

The proposed Project is to construct 141 new apartment units at the existing 260-unit Chase Knolls Apartment complex. Trip generation for the proposed Project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 6th Edition, ITE Land Use Code 223 (Mid-Rise Apartments). Estimated AM peak hour trips generated by the Project are 13 into the apartment complex and 30 out of the apartment complex. Estimated PM peak hour trips generated by the Project are 32 in and 23 out. Table 3G-4 shows the AM and PM peak hour trips generated by the Project.

As stated above, the Chase Knolls Apartment complex currently has 260 occupied units. The trips generated by these units are reflected in the intersection traffic counts conducted in January 2003 for this analysis, and as such are not included in the assessment of the Project's effects on

TABLE 3G-4: PROJECT TRIP GENERATION

Project	ITE Code	Size	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Chase Knolls Apartments	223	141 Units	13	30	43	32	23	55	N/A

Source: Korve Engineering, *Chase Knolls Apartments Traffic Impact Analysis Report, Sherman Oaks, CA.,* May 2003.

the existing load and capacity of local intersections.[8]

Study Area Growth Factor

The Project's proposed new residential units are expected to be ready for occupancy by the end of 2005. In accordance with the Los Angeles County CMP, a growth factor of 2 percent per year was applied to existing 2003 traffic volumes to obtain an estimate of year 2005 traffic volumes.

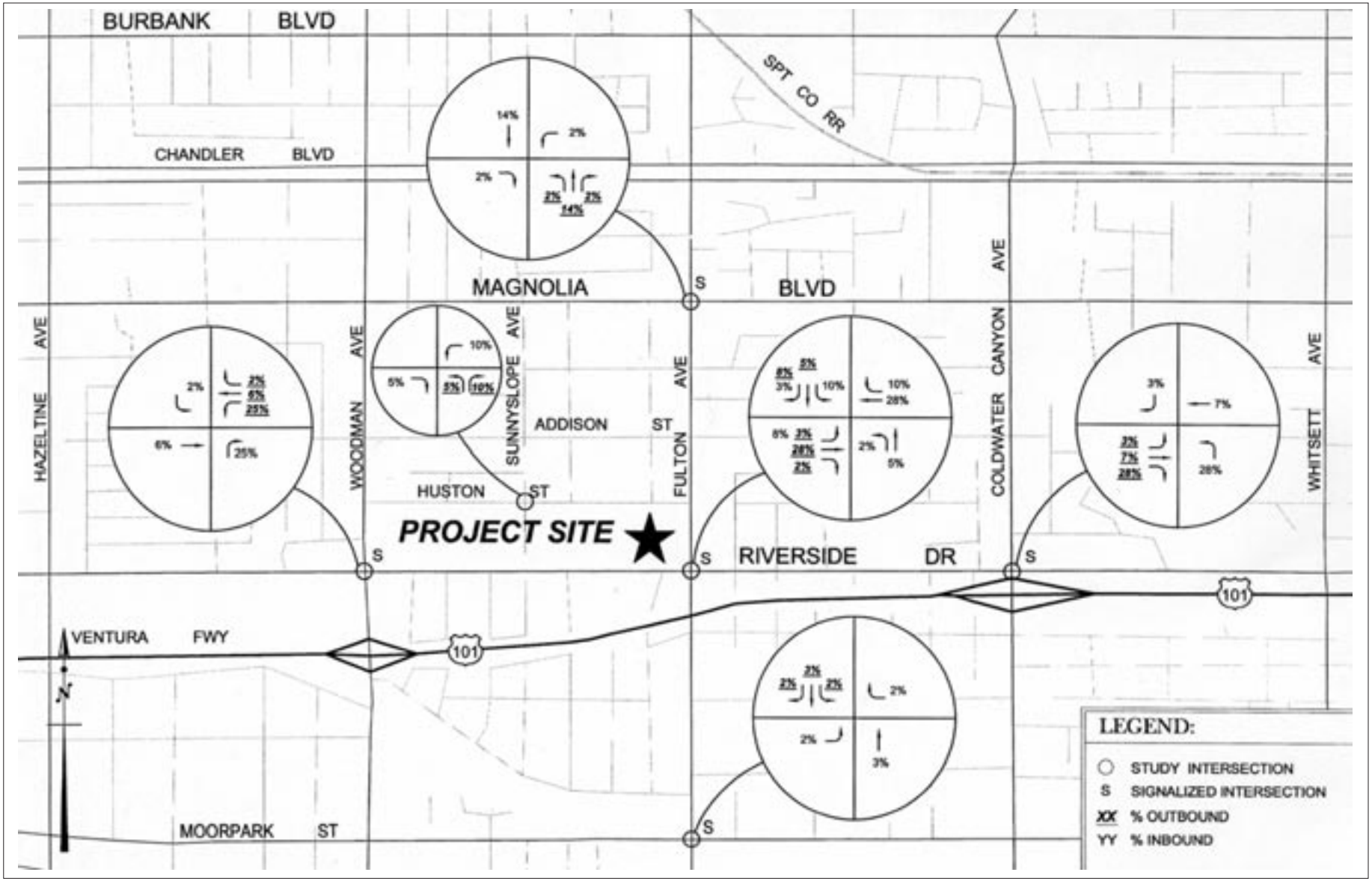
Project Trip Distribution

The Project-generated trips were distributed based on current traffic counts, discussion with LADOT staff, existing and future roadway access to the project site, type of land use proposed, and trip distribution adopted by a previous study provided by the LADOT. Figure 3G-3 shows the Project trip distribution, and Figure 3G-4 shows the Project-generated trips during AM/PM peak hours. The Project-generated trips shown in Table 3G-4 are distributed based on the trip distribution shown in Figure 3G-3.

Related Projects Traffic Volumes

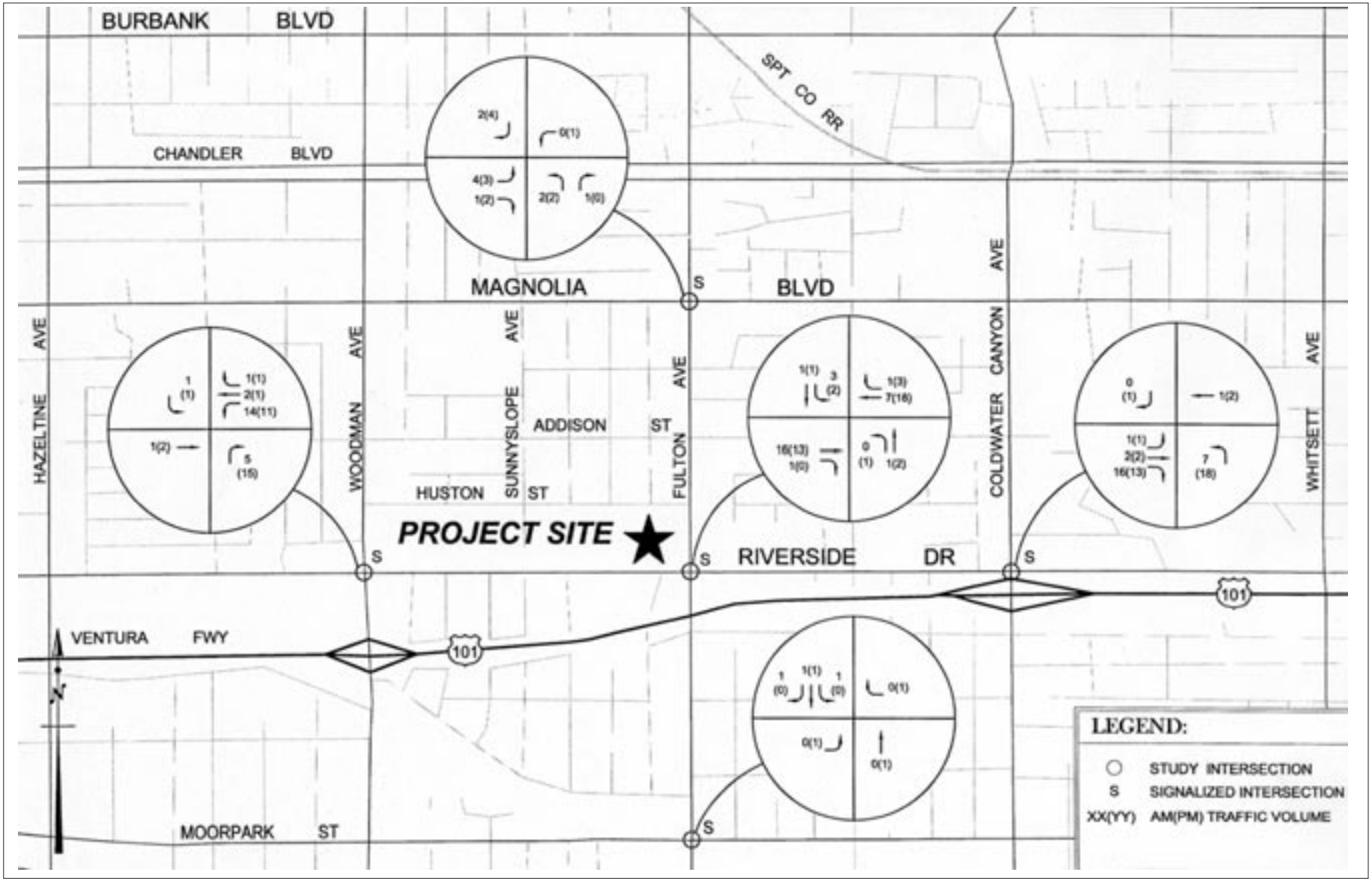
Related projects identification and location are shown on Figure 3G-1. Traffic generated by related projects is shown on Figure 3G-5. Related projects traffic volumes, identification, and locations were obtained from the LADOT.

8 Consultation with LADOT (Korve Engineering. May 2003) affirmed that the proposed Project is not part of a Master Plan, and therefore, traffic generated by the existing units at the Chase Knolls Apartment complex is part of the existing setting and not part of the project's contribution to cumulative traffic conditions.



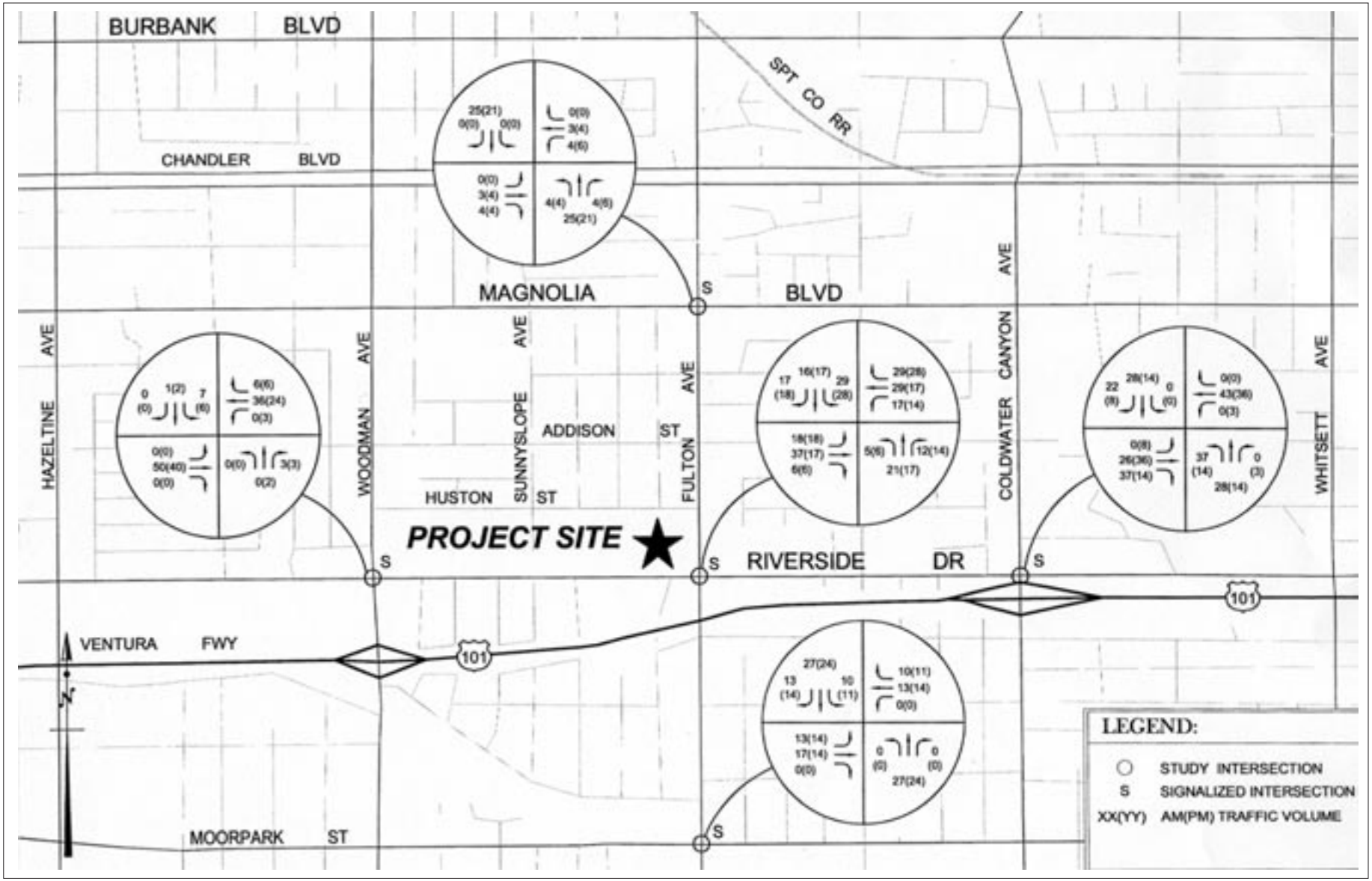
SOURCE: Korve Engineering

Figure 3G-3
Project Trip Distribution



SOURCE: Korve Engineering

Figure 3G-4
Project Traffic Volumes (AM & PM)



SOURCE: Korve Engineering

Figure 3G-5
Related Projects Traffic Volumes

Existing Traffic Conditions (Year 2003) plus Growth Factor plus Related Projects Traffic

Study area AM/PM peak-hour trips generated and corresponding LOS in year 2003 (existing traffic conditions-see Table 3G-2) are added to traffic generated by related projects. This number is inflated by the 2 percent per year regional growth factor to the year 2005 (Project opening year) in order to estimate the levels of service at the study intersections in the year 2005 prior to the impact of the proposed Project. The results of this analysis indicates that all of the study intersections operate between LOS A and LOS D during AM and PM peak hours, except for the intersection of Coldwater Canyon Avenue and Riverside Drive, which operates at LOS E during the PM peak hour only.

Existing Traffic Conditions (Year 2003) plus Growth Factor plus Related Projects Traffic plus Project Generated Traffic

Table 3G-5 shows the LOS and corresponding V/C ratios of the five study intersections with the addition of traffic generated by the proposed Project in the year 2005 (Project opening year). Figure 3G-6 illustrates the opening year cumulative traffic volumes of the study area intersections. As can be noted in Table 3G-5, the additional traffic generated by the proposed Project does not have a significant impact on the study area intersections' levels of service: the intersections still operate between LOS A and LOS D during AM and PM peak hours, except for the intersection of Coldwater Canyon Avenue and Riverside Drive, which operates at LOS E during the PM peak hour only. The traffic generated by the proposed Project does not result in an increment in V/C ratios that meets or exceeds LADOT's threshold criteria for mitigation (see Table 3G-5). Therefore, the proposed Project would not impact the existing load and capacity of local intersections or exceed significance criteria established by the LADOT.

Mitigation Measures

No mitigation required.

Residual Impacts

Impacts would be less than significant.

TABLE 3G-5: INTERSECTION LOS ANALYSIS

Intersection	Level of Service-AM							
	S1[1]	**V/C**	**S2[2]**	**V/C**	**Difference S1-S2**	**S3[3]**	**V/C**	**Difference S2-S3**
Riverside Drive / Woodman Avenue	C	0.743	C	0.783	0.040	C	0.791	0.008
Riverside Drive / Fulton Avenue	C	0.719	C	0.766	0.047	C	0.769	0.003
Fulton Avenue / Magnolia Boulevard	B	0.687	C	0.732	0.045	C	0.732	0.000
Coldwater Canyon Avenue / Riverside Drive	C	0.790	D	0.870	0.080	D	0.875	0.005
Fulton Avenue / Moorpark Street	A	0.422	A	0.464	0.042	A	0.465	0.001
Level of Service-PM								
Intersection	**S1[1]**	**V/C**	**S2[2]**	**V/C**	**Difference S1-S2**	**S3[3]**	**V/C**	**Difference S2-S3**
Riverside Drive / Woodman Avenue	C	0.739	C	0.779	0.040	C	0.786	0.007
Riverside Drive / Fulton Avenue	A	0.575	B	0.613	0.038	B	0.620	0.007
Fulton Avenue / Magnolia Boulevard	A	0.483	A	0.518	0.035	A	0.518	0.000
Coldwater Canyon Avenue / Riverside Drive	D	0.885	E	0.938	0.053	E	0.939	0.001
Fulton Avenue / Moorpark Street	A	0.353	A	0.382	0.031	A	0.382	0.000

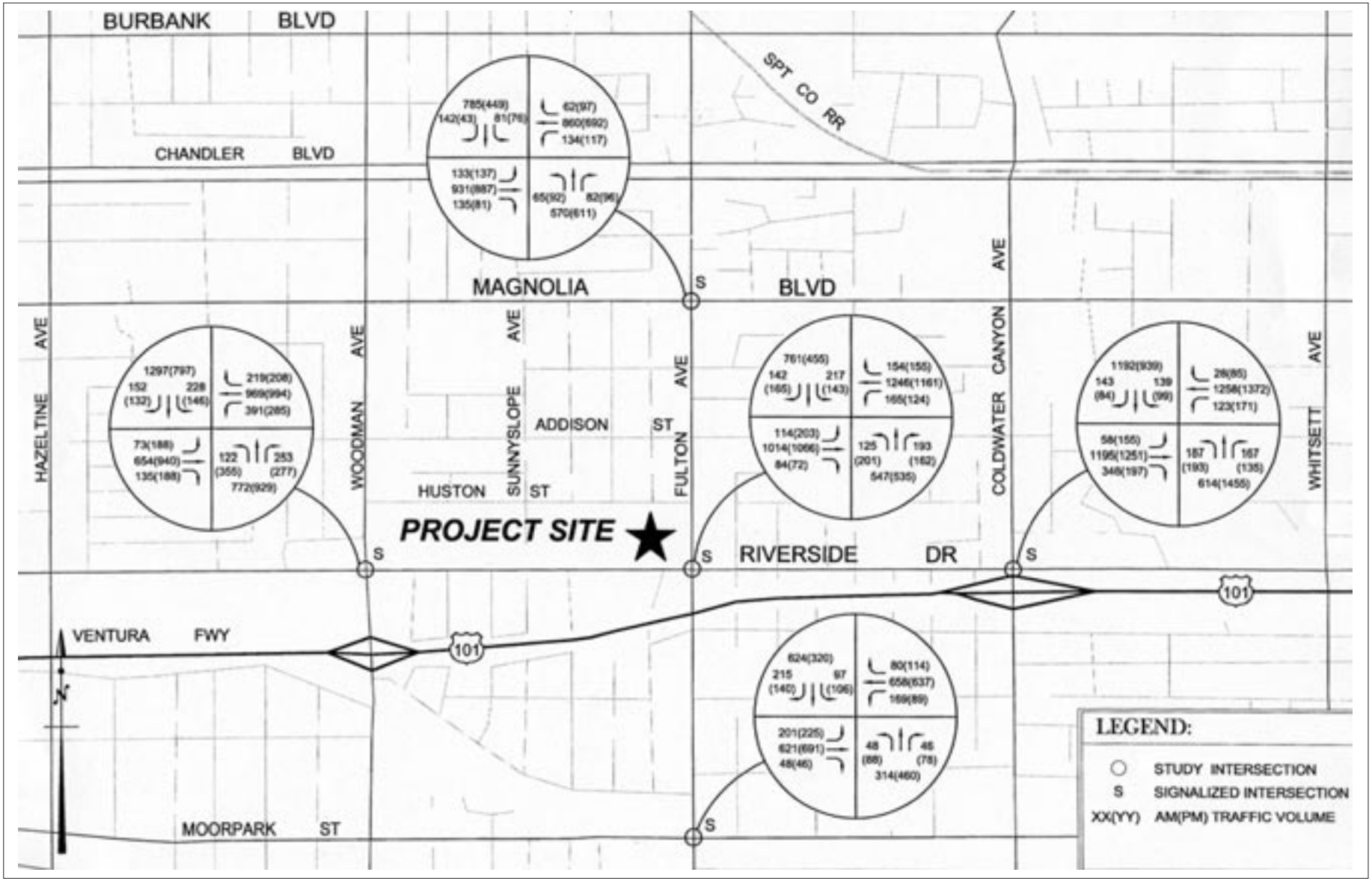
1 Existing Traffic Conditions (Year 2003)
2 Existing Traffic Conditions + Growth Factor + Related Project Traffic (Year 2005)
3 Existing Traffic Conditions + Growth Factor + Related Project Traffic + Project (Year 2005)
Source: Korve Engineering, *Chase Knolls Apartments Traffic Impact Analysis Report, Sherman Oaks, CA.,* May 2003.

Impact 3G2: The proposed Project would provide adequate parking supply.

The project site would provide a total of 519 parking spaces upon completion, which is adequate per LADOT requirements. The site currently provides 282 parking spaces for the 260 existing units. The proposed new units would include 238 subterranean parking spaces for the 95 new one-bedroom units and 48 new two-bedroom units, which would exceed the number of parking spaces required by the Los Angeles Zoning Ordinance.

Mitigation Measure

No mitigation required.



SOURCE: Korve Engineering

Figure 3G-6
Cumulative Traffic Volumes

Residual Impacts

Impacts would be less than significant.

Impact 3G3: The proposed Project would not substantially increase hazards due to a design feature or incompatible use.

The design of the proposed Project does not inherently increase hazards due to a design feature or create an incompatible use. The TIA recommends that parking not be allowed along the private roads within the project site, and as part of the Project, the Project Applicant would prohibit parking along the private roads within the project site.

Mitigation Measures

No mitigation required.

Residual Impacts

Impacts would be less than significant.

Impact 3G4: The proposed Project would have adequate emergency access.

The proposed project design would be required to comply with City Planning Department and LADOT requirements regarding emergency vehicle access. Therefore, no impacts are anticipated.

Mitigation Measure

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3G5: The proposed Project would not exceed either individually or cumulatively exceed the LOS standard established by the CMP.

The CMP was created statewide as a result of Proposition 111 and has been implemented locally by the LACMTA. The CMP for the County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system; 164 intersections are currently identified for monitoring on the system. None of the study intersections approved by LADOT are CMP arterial monitoring intersections. As a result no CMP analysis is required.

The analysis does not show a significant number of proposed Project trips on those freeway ramps. Therefore, no further freeway analysis is required under CMP guidelines.

Mitigation Measure

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact 3G6: The proposed Project and other area projects together do not have the potential to cumulatively significantly impact area traffic.

Cumulative impacts to Project traffic growth are comprised of the growth due to specific known development projects within a two-mile radius of the proposed Project, plus the growth in traffic generated by the proposed Project. The eight area related projects that could affect the study area are listed in Table 3G-3. As can be noted in Table 3G-5, the traffic generated from the related projects combined with the proposed Project would increase traffic volumes at the study area intersections. As stated in the TIA (p. 13), with the addition of related projects, the study intersections are operating between LOS A and D during the AM peak period and between LOS A and E during the PM peak period. The Coldwater Canyon Avenue/Riverside Drive intersection operates at LOS E; however, the Project does not affect the intersection. The increment in volume-to-capacity ratio is below the threshold level indicated in LADOT's guidelines.

Mitigation Measure

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Chapter 4. Alternatives Analysis

4.1 INTRODUCTION AND OVERVIEW

An EIR must describe a reasonable range of feasible alternatives to a proposed Project that could feasibly attain most of the basic project objectives, and would avoid or substantially lessen any of the proposed Project's significant effects. Additionally, a No Project Alternative must be analyzed. An EIR must evaluate the comparative merits of the alternatives (CEQA Guidelines secs. 15126.6[a], [d] and [e]).

The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives must be limited to ones that meet the project objectives, are feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project (CEQA Guidelines, Section 15126.6(f)). "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines sec. 15364).

The EIR must briefly describe the rationale for selection and rejection of alternatives and the information the lead agency relied on when making the selection. It also should identify any alternatives considered, but rejected as infeasible by the lead agency during the scoping process and briefly explain the reasons for the exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6(c)).

This chapter identifies several alternatives that attain some of the project objectives, are feasible, and could avoid or substantially lessen environmental impacts, including the No Project Alternative and the environmentally superior alternative. Additionally, this chapter identifies and further evaluates those alternatives considered by the Project Applicant and those that have been rejected from further consideration.

In developing and analyzing the project alternatives, the CEQA *Guidelines* also require a No Project Alternative, which describes the effects of not going ahead with the proposed project. The No Project Alternative allows a comparison of the impacts of approving a project with the impacts of not approving a project.

The Project Applicant's goals and objectives for this project are to:

- Provide a creative way to ensure preservation of the significant historic features of the project site over the long term by strengthening the property's economic performance;

- Preserve and rehabilitate the significant historic features of the site;

- Add multi-family rental opportunities to the site in a way that complements the existing development;

- Provide attractive new housing opportunities in the community, for single-persons, small households, and roommates;

- Provide needed multi-family rental housing for the region consistent with the goals and objectives of the City of Los Angeles General Plan, and General Plan Framework ;

- Provide new on-site recreational opportunities for existing and future residents;

- Provide housing near public transit and along transit corridors;

- Complement existing residential neighborhoods in the vicinity of the project site; and

- Obtain approval of a project that will be financially feasible to develop and maintain.

The alternatives to the proposed Project are briefly described below. Additionally, the alternatives eliminated from further consideration, and the rationale to support these decisions, also are provided.

4.2 ALTERNATIVES TO THE PROPOSED PROJECT

Based on the project objectives, a range of alternatives was developed for consideration in this EIR in accordance with Section 15126.6 of the State CEQA Guidelines. These are discussed below.

4.2.1 ALTERNATIVES CONSIDERED BUT REJECTED

The potential for developing a similar Project at another site was considered but rejected. The Applicant does not own other property in the vicinity of the project site. In addition, the Applicant' s objectives are closely tied to the project site, which is the subject of an Historical Property Contract with the City, and has been designated by the City of Los Angeles as an Historic-Cultural Monument. As discussed earlier, among the primary purposes of the Project are providing a creative way to ensure preservation of the significant historic features of the project site over the long-term by strengthening the property's economic performance, and to preserve and rehabilitate the significant historic features of the site. Development at another site would not enable these objectives to be achieved.

In addition, the project site is unique in its location and qualities It affords the opportunity for infill development at a site that is zoned and planned for multi-family development, without the demolition of existing housing units. There are no other undeveloped sites in the vicinity or in the Sherman Oaks community, which are currently planned and zoned for residential development that could accommodate 141 apartment units without re-zoning actions. Further, even if such a site were to become available, the environmental effects of developing 141 units would generally be the same as those identified for the proposed Project.

4.2.2 NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) provides that a discussion of the "no project" alternative should also include "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. CEQA Guidelines Section 15126(e)(3)(B) states that:

> If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

According to the Project Applicant, under the No Project Alternative, existing conditions at the project site would be maintained for some time. However, it is not likely that this condition would be continued. The Project Applicant has indicated that in the event the Project, which has as a principle objective the goal of ensuring preservation of the significant historic features of the project site over the long-term by strengthening the property's economic performance, is not approved, the Applicant would exercise its option to terminate the Historical Property Contract, and seek to redevelop the Property. Once notice is given, the Historical Property Contract would be terminated in 10 years, and after the termination of the Historical Property Contract, the existing improvements could be demolished.[1]

Consistent with current zoning and planning regulations, a new project consisting of 403 units could be developed on the project site. The new units might be for-sale (condominiums or townhomes), or rental apartments. New apartments would not be subject to rent control restrictions. In the event the Applicant chose to include a 20 percent affordable housing set aside in compliance with Government Code Section 65915, the Applicant would be eligible for a 25 percent density bonus over the maximum density permitted by the General Plan (504 units), a 20 percent affordable housing set aside in compliance within the provisions of Government Code Section 65915. If the Project was determined to comply with the Ordinance 174995 (an additional density bonus ordinance recently adopted by City Council), the Applicant would be eligible for a 35 percent density bonus over the maximum density permitted by the General Plan, which could result in a project of 544 units.

[1] Existing State law provides private property owners the right to go out of the rental housing business and remove improvements from their property. *See* Government Code Section 7060 *et seq*.

Accordingly, in the event that the Project is not approved, it is foreseeable that the property would be redeveloped after the Historical Property Contract is terminated with a project ranging from 403 units to 544 units. The potential environmental effects of such a scenario are discussed below.

Aesthetics: Complete redevelopment of the property and construction of a project ranging between 403 and 544units under the No Project Alternative would likely result in larger, and taller development than the proposed Project, with a new architectural perspective that would depart from the garden-style architectural style of the existing improvements. The square footage of individual units would most likely be larger than existing units, and the number of total bedrooms at the site would be increased relative to the Project. Construction of the new units and site amenities would result in the removal of all site improvements and landscaping. However, while this could represent a substantial change in the visual quality of the site, it would not necessarily result in an adverse effect on visual quality. No significant public views would be impacted, and new landscaping would be added to the Project site.

Air Quality: Redevelopment of the property under the No Project Alternative would likely result in the same approximate number or additional vehicle trips and would therefore result in approximately the same or greater operational emissions than the proposed Project. It would also likely result in a longer construction period than the proposed Project. As with the proposed Project, demolition and construction would occur near sensitive receptors, and the Project Applicant would be required to implement **Mitigation Measures M-3A.1 through M-3A.12** as required for the proposed Project. Nevertheless, as an infill project consistent with the AQMP, air quality impacts would be less than significant.

Biological Resources: Like the proposed Project, redevelopment of the project site would have no impact on most biological resources. The project site is located in a highly urbanized area that does not include habitat for candidate, sensitive, or special-status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. The site does not provide riparian habitat, and does not include federally protected wetlands. There are no trees on the project site that are protected by the Los Angeles Tree Ordinance, and the site is not located in a Habitat Conservation Plan, Natural Conservation Community Plan or other habitat conservation plan.

Cultural Resources: Unlike the Applicant's Project, redevelopment of the property would result in the demolition of all existing buildings and landscaping. Because the project site is an Historic-Cultural Monument of the City of Los Angeles, such redevelopment would result in a significant and unavoidable effect on an historic resource. This would be a substantially more adverse impact than the proposed Project, which, with the implementation of **Mitigation Measures M-3B.1 through M-3B.12**, would not result in significant impacts to Cultural Resources.

Geology and Soils: Redevelopment of the project site under the No Project Alternative would result in exposure to the same geologic and soil environment described for the proposed Project. Such redevelopment would be required to implement the same mitigation measures required for the proposed Project. Implementation of **Mitigation Measure M-3C.1** would reduce the effect of potential seismic hazards to a less than significant level. Development under the No Project Alternative would be unlikely to result in new additional potentially significant effects.

Hazards and Hazardous Materials: Redevelopment of the project site under the No Project Alternative would be carried out in the same setting described for the proposed Project. In addition, development under the No Project Alternative could result in demolition of existing buildings and structures that would likely have asbestos and lead-based paint. Like the proposed Project, implementation of **Mitigation Measures M-3D.1 and M-3D.2** would reduce potential exposure to hazardous materials to a less than significant level. With mitigation, redevelopment of the Project Site would be unlikely to result in potential significant effects.

Hydrology and Water Quality: Redevelopment of the project site under the No Project Alternative would likely result in development spread out over a larger amount of the site, and would therefore increase the amount of impervious surface at the project site. In addition, such redevelopment could result in the need for additional subsurface parking, which could extend to existing groundwater levels. Such redevelopment would, however, be subject to existing permit requirements, and regulations, but may be required to submit additional technical studies to establish sufficient local storm drain capacity.

Land Use: Redevelopment of the project site consistent with existing planning and zoning (including potential density bonuses) would conform to all applicable land use plans, and policies, including the General Plan and the Zoning designation for the project

site, and State law policies with respect to density bonuses. . The project would no longer be subject to an Historical Property Contract, and therefore would not be subject to the State Historical Building Code.

Noise: Redevelopment of the project site under the No Project Alternative would be required to conform to the City of Los Angeles' Noise Ordinance and therefore would not result in a significant new impact. The Project Applicant would, as with the proposed Project, offer to implement **Mitigation Measures M-3F.1 through M-3F.7** to further reduce noise effects on nearby sensitive receptors.

Population and Housing: Redevelopment of the Project Site with a project between 403 and 544 units would increase the housing stock in the City of Los Angeles and would comply with the City's General Plan's Goals and Objectives with respect to housing needs. All 260 existing units would be demolished, and redevelopment would bring about a net increase of 143 to 284 units. Relocation of existing tenants would be required, while the Applicant's current Project would not require the relocation of any current tenants. Redevelopment of the project site would result in an increased number of persons residing at the site. This additional population would be consistent with the City General Plan, and would not be considered substantial when compared with growth throughout Sherman Oaks and Los Angeles. Population and housing impacts would therefore be less than significant.

Public Services: Redevelopment of the project site with between 403 and 544 units under the No Project Alternative would result in approximately the same or a higher local demand for fire protection, police protection, schools, parks, and other public facilities than anticipated by the proposed Project. However, like the proposed Project, development under the No Project Alternative would be required to pay all applicable fees for parks, the school mitigation measures required by the Leroy F. Greene School Facilities Act of 1998 (SB 50), and would generate tax revenues for additional police and fire protection services. Development under the No Project Alternative would therefore not likely have a significant effect on public services.

Transportation/Traffic: Redevelopment of the project site with between 403 and 544 units (i.e., a net increase of between 143 and 284 units above the existing number of units) would result in up to about double the number of peak-hour trips as the proposed project (the low end of the above-described range of units is approximately the same as

under the proposed project), with resulting higher traffic volumes at local intersections. A larger number of units would foreseeably require a higher number of new parking spaces at the project site. Higher traffic volumes could potentially impact local intersections, and could require mitigation (if feasible) to avoid a reduction in levels of service at the affected intersections.

Utilities and Service Systems: Unlike the proposed Project, redevelopment of the project site under the No Project alternative could require new storm drains. Depending on the final number of units, such a Project could also require a water supply assessment from the Los Angeles Department of Water and Power consistent with Senate Bill 610 and resulting revisions made to the Water Code. Like the proposed Project, development under the No Project Alternative would conform to all federal, state, and local statutes and regulations related to solid waste. However, new storm drains would ultimately result in a beneficial impact. Accordingly, such redevelopment would not result in a new significant impact.

Conclusion: While the No Project Alternative would maintain existing conditions for approximately ten more years (assuming the termination of the Historical Property Contract), it is foreseeable that the Project Site would be redeveloped with between 403 and 544 units Such redevelopment would result in unavoidable significant impacts to a designated Historic-Cultural Monument. Relative to existing conditions, air quality emissions and traffic volumes would also increase. Similarly, depending on the size of the resulting development, air quality emissions and traffic volumes could be increased relative to the proposed Project as well. The addition of residential units to the site would be consistent with the AQMP and City housing goals and objectives with respect to housing needs.

4.2.3 REDUCED DENSITY ALTERNATIVE

The Legacy Partners proposal, which was never formally acted upon by the City of Los Angeles, but which received approval from SHPO and NPS, is the Reduced Density Alternative. Legacy Partners proposed to build 47 townhomes in seven 30-ft. tall buildings in areas where laundry pads and carports are now located. New tenant amenities, including a swimming pool and spa would have been located in Courtyard 1, which is the largest courtyard in the complex. The Legacy Partners project also proposed

to remove approximately 257 existing trees. (The Legacy Partners proposal is discussed in more detail in Chapter 3B, Cultural Resources of this EIR.)

Aesthetics: Development under the Reduced Alternative would result in slightly shorter, 30-foot buildings than the proposed Project. While the proposed development would likely change the visual character of both the site and the vicinity, it would not result in a substantial adverse affect to visual quality. As an Historic-Cultural Monument under an Historical Property Contract, the Reduced Density Alternative would have also required review by the City Council and the Cultural Heritage Commission. However, SHPO and NPS have already determined that the Reduced Density Alternative is consistent with the Secretary of Interior's Standards for Rehabilitation, which is the standard for review under the an Historical Property Contract. In its comments on the *State Historic Preservation Office Review & Recommendation Sheet, Significance – Part 2/Part 3*, SHPO states:

> This is a phased project affecting a large vintage 1949 garden apartment complex which is noteworthy for its abundance of mature landscaping. This rehabilitation project will increase the number of units from 260 to 308 by means of the addition of a number of grouped townhouses. The townhouses will be in essentially the same location as a number of original carports which are being replaced with new carports relocated along a traffic spine. On the sides and rears of a number of existing units, bathroom additions will be constructed; however, the historic entry courtyards of the various building complexes will not show these additions, nor will they be seen from the surrounding streets. [p. 3]

The Reduced Density Alternative would have a less than significant effect on visual quality, as would the proposed Project.

Air Quality: Development under the Reduced Density Alternative would result in fewer vehicle trips than the proposed Project, and, like the proposed Project, would have a less than significant effect on air quality. Development under the Reduced Density Alternative would result in nearly the same construction-related effects on air quality. Implementation of **Mitigation Measures M-3A.1 through M-3A.12** would reduce construction-related effects on air quality to a less than significant effect.

Biological Resources: Like the proposed Project, development under the Reduced Density Alternative would have no impact on most biological resources. The project site is located in a highly urbanized area that does not include habitat for candidate, sensitive, or special-status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. The site does not provide riparian habitat, and does not include federally protected wetlands. There are no trees on the project site that are protected by the Los Angeles Tree Ordinance, and the site is not located in a Habitat Conservation Plan, Natural Conservation Community Plan or other habitat conservation plan.

Cultural Resources: SHPO and NPS determined that while all buildings at the site contribute to the historic significance of the project site (see Appendix E), the Reduced Density Alternative, including its removal of approximately 257 trees, was consistent with the Secretary of the Interior's Standards and would have no affect on historic resources. SHPO noted, however, that the "proposal to remove so many trees should be revisited" (see Appendix E).

The Reduced Density Alternative would result in the removal of significantly more trees that the proposed Project, which would remove approximately 95 trees. The Reduced Density Alternative would also result in the disturbance of the largest existing courtyard on the project site (although both SHPO and NPS found such effect to be less than significant). The Reduced Density Alternative would retain 15 original carports, although SHPO and the NPS determined that the carports are not architecturally significant. Implementation of **Mitigation Measures M-3B.1 through M-3B.12** would reduce the effects of the Reduced Density Alternative to a less than significant level. However, even with implementation of Mitigation Measures M-3B.1 through M-3B.12, the Reduced Density Alternative would still result in the removal of significantly more trees and vegetation than the proposed Project.

In addition, the Reduced Density Alternative would result in the use of the largest major courtyard for a pool and clubhouse. Although approved by SHPO and NPS, this would remove a character-defining feature of the project site.

Geology and Soils: Development under the Reduced Density Alternative would result in exposure to the same geologic and soil environment described for the proposed Project. As a result, development under the Reduced Density Alternative would be required to

implement the same mitigation measures required for the proposed Project. Implementation of **Mitigation Measure M-3C.1** would reduce the effect of potential seismic hazards to a less than significant level. Development under the Reduced Density Alternative would be unlikely to result in new additional potentially significant effects not already identified for the proposed Project.

Hazards and Hazardous Materials: Development under the Reduced Density Alternative would be carried out in the same setting described for the proposed Project. In addition, development under the Reduced Density Alternative would result in demolition of existing buildings and structures that would likely have asbestos and lead-based paint. Like the proposed Project, implementation of **Mitigation Measures M-3D.1 and M-3D.2** would reduce potential exposure to hazardous materials to a less than significant level. Development under the Reduced Density Alternative would be unlikely to result in new additional potentially significant effects not already identified for the Proposed Project.

Hydrology and Water Quality: Development under the Reduced Density Alternative would not increase the amount of impervious surface at the project site, nor would it result in more effects than the proposed Project. As with the proposed Project and as described in Chapter 3E, Hydrology and Water Quality of this EIR, development would be subject to existing permit requirements, and regulations.

Land Use: Development under the Reduced Density Alternative would conform to all applicable land use plans, and policies, including the General Plan and the current Zoning Ordinance. Development proposed under the Reduced Density Alternative would be considered medium density, and, because of its location along a Major Highway (Riverside Drive), the project would be a compatible land use.

Noise: Development under the Reduced Density Alternative would be required to conform to the City of Los Angeles' Noise Ordinance and therefore would not result in a significant new impact. The Project Applicant would, as with the proposed Project, offer to implement **Mitigation Measures M-3F.1 through M-3F.7** to further reduce noise effects on nearby sensitive receptors. Development under the Reduced Density Alternative would not result in additional significant effects not already identified for the proposed Project.

Population and Housing: Development proposed under the Reduced Density Alternative would increase the housing stock in the City of Los Angeles, though not as significantly as the proposed Project (141 new units) or the foreseeable development under the No Project alternative (which could forseeably result in redevelopment consisting of 403 to 544 new units). The Reduced Density Alternative envisions the sale of large luxury townhomes rather than rental units similar to those in the existing complex. The anticipated population growth would not be considered substantial when compared with growth throughout Sherman Oaks and Los Angeles. Population growth as part of the Reduced Density Alternative would be considered a less than significant impact.

Public Services: Development proposed under the Reduced Density Alternative would result in a higher local demand for fire protection, police protection, schools, parks, and other public facilities than anticipated by the proposed Project. However, like the proposed Project, development under the Reduced Density Alternative would be required to pay all applicable fees for parks, the school mitigation measures required by the Leroy F. Greene School Facilities Act of 1998 (SB 50), and would generate tax revenues for additional police and fire protection services. Development under the Reduced Density Alternative would therefore not likely have a significant effect on public services.

Transportation/Traffic: Development proposed under the Reduced Density Alternative would result in less than half as many vehicle trips as the proposed Project, and would require fewer additional parking spaces at the project site. The proposed Project, with more units, would result in a less-than-significant effect on local intersections. As a result, development under the Reduced Density Alternative would have even less of an effect on local traffic volumes.

Utilities and Service Systems: Like the proposed Project, development under the Reduced Density Alternative could not likely require new storm drains, and growth at the site would have been already accounted for in local water supplier's water management plans. Like the proposed Project, development under the Reduced Density Alternative would conform to all federal, state, and local statutes and regulations related to solid waste. Development proposed under the Reduced Density Alternative would not result in a new significant impact.

Conclusion: Relative to the proposed Project, the Reduced Density Alternative would result in greater impacts than the proposed Project. The impact analysis conducted by Kaplan Chen Kaplan (see Appendix H), compares the proposed project and the Reduced Density Alternative. The analysis concludes that:

- The Reduced Density Alternative's proposed townhome units were larger than the units now being proposed;

- The proposed Project's plan to develop one- and two-bedroom apartments at the site is more consistent with the historic use of the property than the Reduced Density Alternative's proposal to develop large townhome units. Although the footprints of the new buildings are similar for both the proposed Project and the Reduced Density Alternative, the site has historically been occupied by smaller one- and two-bedroom rental apartment units, instead of larger three-bedroom townhome units;

- The massing of the proposed project is more compatible with existing buildings than the proposed Reduced Density Alternative; and

- The proposed Project would preserve all of the courtyards in the complex, while the Reduced Density Alternative (determined by the National Park Service to be consistent with the Secretary of Interior's Standards) proposed a pool and clubhouse in one of the complex' three major courtyards.

The Reduced Density Alternative was not developed by Legacy Partners, which sold the property instead. The Applicant considers the Reduced Density Alternative infeasible in that the proposed luxury townhomes envisioned by Legacy are not compatible with the existing type of multi-family product that would surround them, and would not result in a financially feasible project. Accordingly, the Applicant would pursue comprehensive redevelopment of the project site instead.

4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed Project is the environmentally superior alternative. It is consistent with the Secretary of Interior's Standards for Rehabilitation and, relative to the Reduced Density Alternative, preserves a greater number of trees and the complex' largest courtyard.

After the proposed Project, the Reduced Density Alternative is the next environmentally superior alternative.

The No Project Alternative is not environmentally superior to either the proposed Project or the Reduced Density Alternative because it would not result in the maintenance of existing conditions over the long-term. While the additional housing would be beneficial, such redevelopment would result in increased traffic, as well as effects on air quality, and the potential demolition of an Historic-Cultural Monument of the City of Los Angeles

Chapter 5. Other CEQA Considerations

This chapter presents the evaluation of other types of environmental impacts required by CEQA and that are not covered within the other chapters of this EIR. The other CEQA considerations include environmental effects that were found not to be significant, growth-inducing impacts or significant and unavoidable adverse impacts.

5.1 ENVIRONMENTAL EFFECTS THAT WERE FOUND NOT TO BE SIGNIFICANT

In addition to potentially significant environmental impacts, this EIR also considered environmental effects that were found to not be significant or less than significant. Accordingly, such effects were not further analyzed in the EIR. Implementation of the proposed Project would result in less-than-significant environmental changes to:

- Aesthetics (see the Initial Study , Appendix A)
- Agriculture Resources (see the Initial Study, Appendix A)
- Biological Resources (see the Initial Study, Appendix A)
- Land Use and Planning (see the Initial Study, Appendix A)
- Mineral Resources (see the Initial Study, Appendix A)
- Population and Housing (see the Initial Study, Appendix A)
- Public Services (see the Initial Study, Appendix A)
- Public Services and Utilities (see the Initial Study, Appendix A)
- Recreation (see the Initial Study, Appendix A)

5.2 GROWTH-INDUCING IMPACTS

Pursuant to Section 15126.2(d) of the State CEQA Guidelines, an EIR must address whether a project would directly or indirectly foster growth. Section 15126.2(d) reads as follows:

> "[An EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

As discussed in this section, this analysis evaluates whether the proposed Project would directly, or indirectly, induce economic, population, or housing growth in the surrounding environment.

5.2.1 Direct Growth-Inducing Impacts in the Surrounding Environment

A project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's General Plan and Zoning Ordinance which allowed new residential development to occur. The proposed Project would result in infill development in accordance with the City's General Plan and the AQMP. After it is completed, the Project would still conform to the General Plan and Zoning Ordinance.

5.2.2 Indirect Growth-Inducing Impacts in the Surrounding Environment

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently met demand. Examples would be increasing the capacity of a sewer treatment plant, or a roadway beyond that needed to meet existing demand.

The project site is located in an urbanized, built-out area that includes commercial, institutional, and residential uses. The Project is an infill development and would not require an expansion of infrastructure (see Initial Study Checklist, Appendix A). The Project is part of the City's Urban Water Management, and the Project Applicant would be required to pay connection fees for wastewater and storm drain connections. The proposed Project would not require an expansion of facilities that could directly or indirectly induce growth nearby or elsewhere in the Los Angeles area.

5.3 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA Section 15126.2(b) requires a discussion of any significant impacts that cannot be reduced to levels of insignificance. Although mitigation measures have been identified, where feasible, for all of the significant impacts of the proposed Project, the project would result in one impact that is significant and unavoidable even after implementation of available, feasible mitigation measures.

The proposed project would result in no significant and unavoidable effects.

Chapter 6. References

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Chapter 7. Report Preparation

7.1 PERSONAL COMMUNICATIONS

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7.2 EIR PREPARERS

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Korve Engineering, Inc.

Dr. Daniel Murphy
Ali Banava
Juan Diaz

Chapter 8. Acronyms/Abbreviations

ACM	Asbestos-Containing Material
ADT	Average Daily Traffic
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Program
BMP	Best Management Practice
CAA	Clean Air Act
CAL EPA	California Environmental Protection Agency
CAL-OSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CCA	California Coastal Act
CCR	California Code of Regulations
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Society, formerly known as California Division of Mines and Geology
CHC	Cultural Heritage Commission
CHRIS	California Historic Resources Inventory System
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CWA	Clean Water Act

dB	Decibel
dBA	A-Weighted Decibel
DNL	Day-Night Level
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
DWP	Department of Water and Power
DWR	Department of Water Resources (California)
EAF	Environmental Assessment Form
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Science Associates
FHA	Federal Housing Administration
G	Gravity
HCM	Highway Capacity Manual
HPOZ	Historic Preservation Overlay Zone
ICU	Intersection Capacity Utilization
IS	Initial Study
ITE	Institute of Transportation Engineers
L_{dn}	Day-Night Sound Level
L_{eq}	Equivalent Sound Level
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level
L_{xx}	Percentile Exceeded Sound Level
LAA	Los Angeles Aqueduct
LACMTA	Los Angeles County Metropolitan Transportation Authority

LADOT	Los Angeles Department of Transportation
LAMC	Los Angeles Municipal Code
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	Lead-Based Paint
LBS	Pounds
LOS	Level of Service
M	Magnitude
MM	Modified Mercalli
MPH	Miles Per Hour
Mw	Maximum Moment Magnitude Earthquake
MWD	Metropolitan Water District
NA	Not Available
NAAQS	National Ambient Air Quality Standards
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
O_3	Ozone
OHP	Office of Historic Preservation (California)
OSHA	Occupational Safety and Health Administration
Pb	Lead
PM_{10}	Particulate Matter

PPM	Parts Per Million
PRC	Public Resource Code
PSI	Pounds Per Square Inch
RCPG	Regional Conservation and Recovery Act
RCRA	Resource Conservation and Recovery Act
ROC	Reactive Organic Compound
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCEC	Southern California Earthquake Center
SHBC	State Historical Building Code
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
sq. ft.	Square Feet or Square Foot
SUSMP	Standard Urban Storm Water Mitigation Plan
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIA	Transportation Impact Assessment
TMDL	Total Maximum Daily Load
UBC	Uniform Building Code
US	United States

USDA	United States Department of Agriculture
USGS	United States Geologic Survey
UST	Underground Storage Tank
V/C	Volume-to-Capacity Ratio

APPENDICES

CHASE KNOLLS APARTMENTS ENVIRONMENTAL IMPACT REPORT

APPENDICES TABLE OF CONTENTS

Appendix A

Notice of Preparation and Environmental Assessment Form (Initial Study)

~2028502

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION

MITCHELL B. MENZER
PRESIDENT
JOSEPH KLEIN
VICE-PRESIDENT
RICHARD BROWN
MABEL CHANG
DORENE DOMINGUEZ
JAVIER O. LOPEZ
PASTOR GERARD MCCALLUM II
BRADLEY H. MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1247

CITY OF LOS ANGELES
CALIFORNIA

JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271

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DEPUTY DIRECTOR
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ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
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July 8, 2003

NOTICE OF PREPARATION AND
PRE-DRAFT ENVIRONMENTAL IMPACT REPORT REQUEST FOR COMMENTS

EAF NO.: ENV-2003-1228-EIR

STATE CLEARINGHOUSE NO.:

PROJECT NAME: Chase Knolls

PROJECT DESCRIPTION: Site Plan Review, Cultural Heritage Commission Review (including historic preservation contract review) to permit the construction of 141 new dwelling units in five, three-story buildings (117,264 square feet), and to construct common area amenities (including a pool, clubhouse room, and gym) and 101 bathrooms to existing two-bedroom units (bathrooms to be added as units become vacant). Demolition of certain carport structures and laundry facilities will be required for the construction of the new dwelling unit structures; parking provided by proposed demolished carports will be replaced with a surface area parking lot. The complex's open garden courtyards will be preserved.

PROJECT LOCATION/ADDRESS: 13401 Riverside Drive, Sherman Oaks, CA 91423

PLANNING AREA: Van Nuys - North Sherman Oaks

COUNCIL DISTRICT: 2

DUE DATE: August 6, 2003

AREAS OF POSSIBLE ENVIRONMENTAL IMPACT: Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, Hydrology/Water Quality, Noise, and Transportation/Traffic

The enclosed materials reflect the scope of the proposed project which is located in an area of interest to you and/or the organization you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning, Environmental Review Section. The Environmental Review Section welcomes all comments and recommendations regarding

environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by **August 6, 2003.**

A Public Scoping Meeting will occur on Tuesday, July 15, 2003, from 6:00 p.m. to 8:00 p.m., located in the Notre Dame High School Cafeteria. Nortre Dame High School is located on the corner of Woodman Ave and Riverside Drive:

Notre Dame High School
13645 Riverside Drive
Sherman Oaks, CA 91423

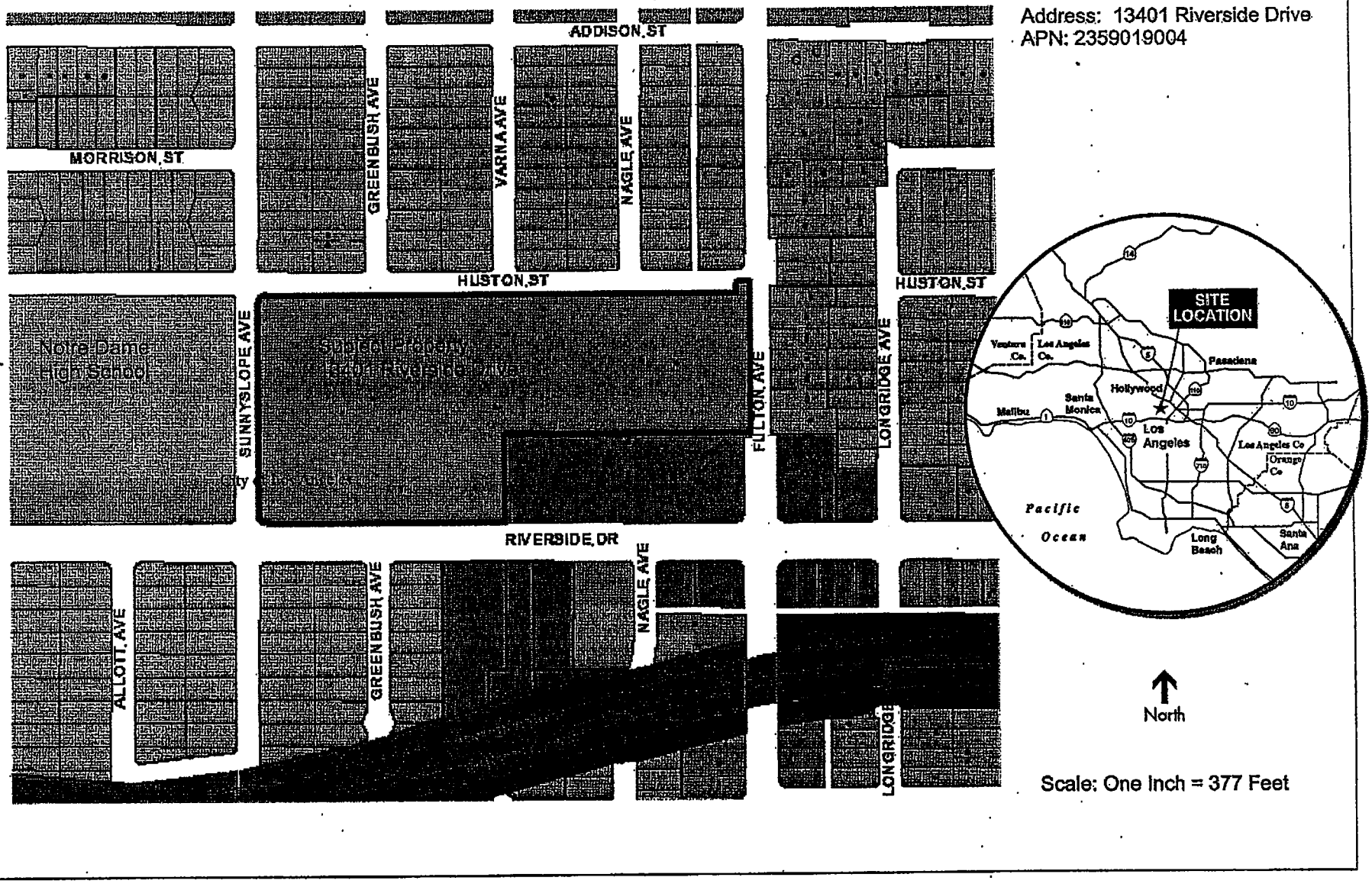
Please direct your written comments to:

Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012 (213) 978-1359

Con Howe
Director of Planning

Nicholas Hendricks
City Planning Assistant

Enclosures



Chase Knolls Apartments Project / 202802 ■

SOURCE: City of Los Angeles, Department of City Planning

Figure 1
Project Location Map

CHASE KNOLLS APARTMENT PROJECT

Background Information / Environmental Assessment Form Attachment

May 15, 2003

Prepared for:

Los Angeles City Planning Development

ESA

SECTION 1.0
PROJECT DESCRIPTION

INTRODUCTION

This document summarizes and addresses the results of an Environmental Study to determine the potential for significant environmental effects as a result of the Chase Knolls Apartments Project. The project is subject to the California Environmental Quality Act (CEQA); therefore, this Environmental Study was prepared following the general requirements of CEQA Guidelines for review by the City of Los Angeles Planning Department. The applicant has agreed to the preparation of a EIR to address the Project. As permitted by CEQA Guidelines Section 15083, this document identifies issues requiring further study in the EIR due to the potential for significant environmental impacts, as well as those issues that do not require further study in the EIR due to a lack of potential impact or the incorporation of mitigation measures which are applicable to the Project or to which the applicant has voluntarily agreed.

PROJECT OBJECTIVES

The primary objective of the project, as identified by the applicant, TransAction Financial Corporation, is to add 141 new dwelling units to the existing housing stock, and to upgrade the residential facilities at the existing apartment complex.

PROJECT LOCATION

The Project site is located in Sherman Oaks, California, and is bounded on the north by Huston Street, on the west by Fulton Avenue, on the south by Riverside Drive, and on the west by Sunnyslope Avenue (Figure 1). The project site does not include the retail development on the southwest corner of Fulton Avenue and Riverside Drive.

Land surrounding the apartment complex is occupied with residential, public (high school), commercial, and light retail uses.

PROJECT BACKGROUND

The Chase Knolls Apartment complex consists of 260 one- and two-bedroom contained in 19 one- and two-story buildings constructed between 1947 and 1949 on an approximately 13.9-acre site of undulating topography. Joseph Chase, a prominent Valley businessman, built the apartment complex on the former site of the Chase Dairy Farm. The City of Los Angeles designated the complex as an Historical-Cultural Monument in November 2001, and it is the subject of a historic preservation contract between the City and the owner.

CHASE KNOLLS APARTMENT PROJECT

Background Information / Environmental Assessment Form Attachment

May 15, 2003

Prepared for:

Los Angeles City Planning Development

225 Bush Street Suite 1700
San Francisco, California 94104
(415) 896-5900

436 14th Street, Suite 600
Oakland, California 94612
(510) 839-5066

8950 Cal Center Drive Building 3, Suite 300
Sacramento, California 95826
(916) 564-4500

4221 Wilshire Boulevard Suite 480
Los Angeles, California 90010
(323) 933-6111

2685 Ulmerton Road Suite 102
Clearwater, Florida 33762
(727) 572-5226

700 Fifth Avenue Suite 4120
Seattle, Washington 98104
(206) 442-0900

1751 Old Pecos Trail Suite O
Santa Fe, New Mexico 87505
(505) 992-8860

ESA Environmental Science Associates

202802

BACKGROUND INFORMATION FOR THE CHASE KNOLLS APARTMENTS PROJECT ENVIRONMENTAL ASSESSMENT FORM

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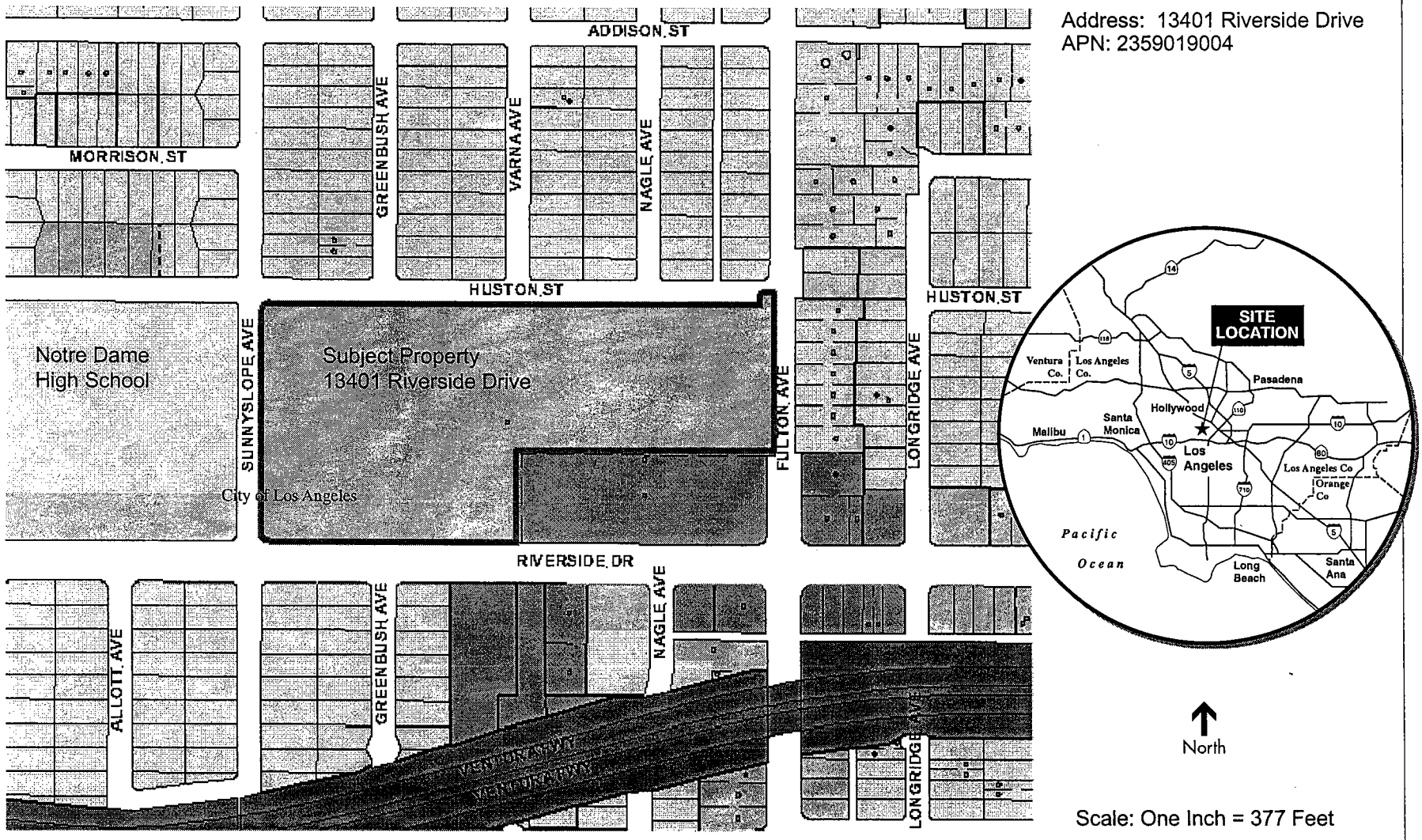
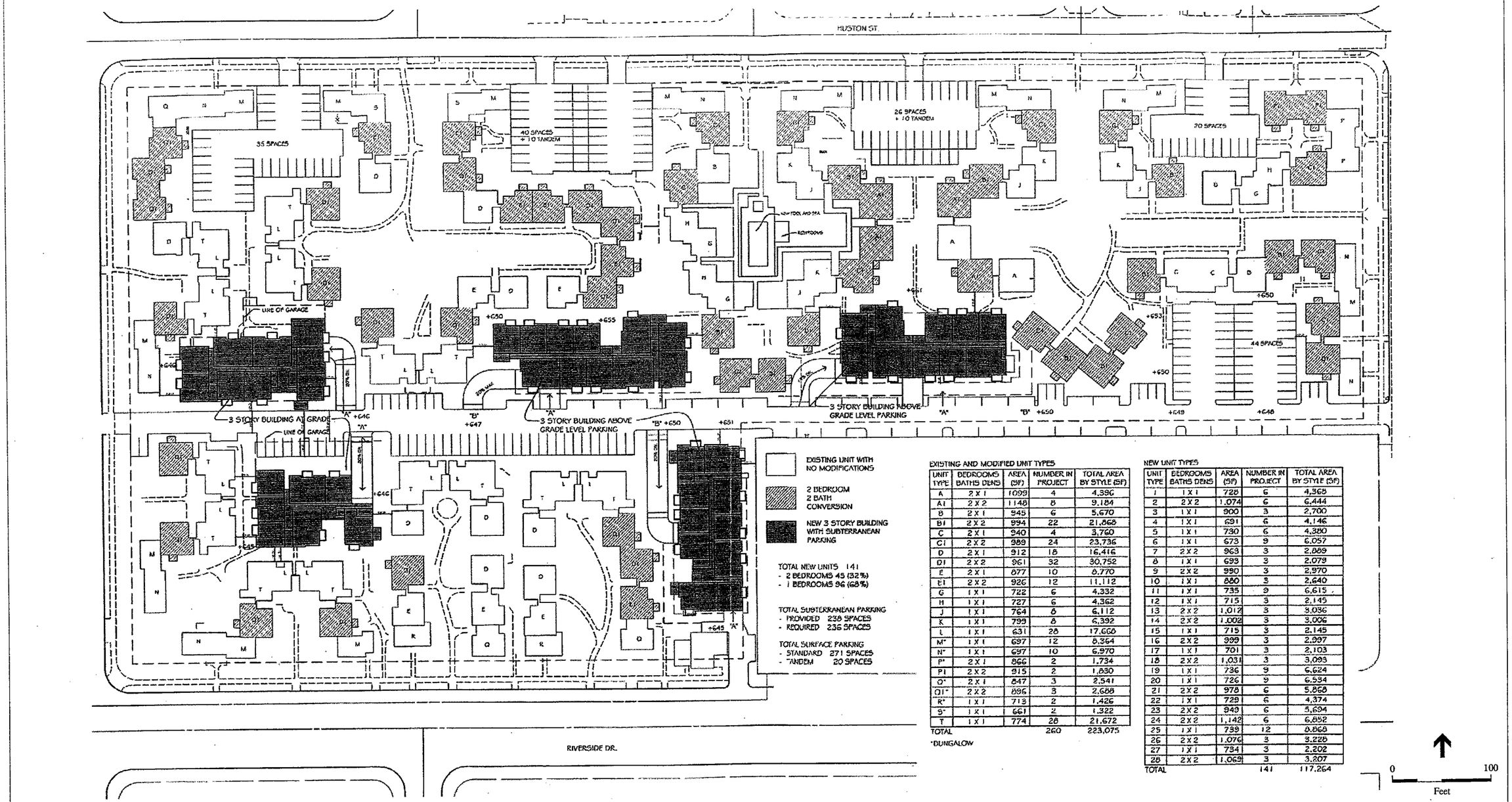


Chase Knolls Apartments Project / 202802 ■

SOURCE: City of Los Angeles, Department of City Planning

Figure 1
Project Location Map



EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
A	2 X 1	1099	4	4,396
A1	2 X 2	1148	8	9,184
B	2 X 1	945	6	5,670
B1	2 X 2	994	22	21,868
C	2 X 1	940	4	3,760
C1	2 X 2	989	24	23,736
D	2 X 1	912	18	16,416
D1	2 X 2	961	32	30,752
E	2 X 1	877	10	8,770
E1	2 X 2	926	12	11,112
G	1 X 1	722	6	4,332
H	1 X 1	727	6	4,362
J	1 X 1	764	8	6,112
K	1 X 1	799	8	6,392
L	1 X 1	631	28	17,666
M*	1 X 1	697	12	8,364
N*	1 X 1	697	10	6,970
P*	2 X 1	866	2	1,734
P1	2 X 2	915	2	1,830
Q*	2 X 1	847	3	2,541
Q1*	2 X 2	896	3	2,688
R*	1 X 1	713	2	1,426
S*	1 X 1	661	2	1,322
T	1 X 1	774	28	21,672
TOTAL			260	223,075

*DUNGALOW

NEW UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
1	1 X 1	728	6	4,368
2	2 X 2	1,074	6	6,444
3	1 X 1	900	3	2,700
4	1 X 1	691	6	4,146
5	1 X 1	730	6	4,380
6	1 X 1	673	9	6,057
7	2 X 2	963	3	2,889
8	1 X 1	693	3	2,079
9	2 X 2	990	3	2,970
10	1 X 1	880	3	2,640
11	1 X 1	735	9	6,615
12	1 X 1	715	3	2,145
13	2 X 2	1,012	3	3,036
14	2 X 2	1,002	3	3,006
15	1 X 1	715	3	2,145
16	2 X 2	999	3	2,997
17	1 X 1	701	3	2,103
18	2 X 2	1,031	3	3,093
19	1 X 1	736	9	6,624
20	1 X 1	726	9	6,534
21	2 X 2	978	6	5,868
22	1 X 1	729	6	4,374
23	2 X 2	949	6	5,694
24	2 X 2	1,142	6	6,852
25	1 X 1	739	12	8,868
26	2 X 2	1,076	3	3,228
27	1 X 1	734	3	2,202
28	2 X 2	1,069	3	3,207
TOTAL			141	117,264

SOURCE: David Forbes Hibbert, AIA

Figure 2
Site Plan

DESCRIPTION OF THE PROJECT

The project proposes the construction of 141 additional residential apartment units (the "Project") at the Chase Knolls Apartments located at 13401 Riverside Drive in Sherman Oaks ("Chase Knolls"). The Project would also include the installation of additional tenant amenities such as a pool, a community clubhouse room, and a gym in approximately the center of the northern portion of the property. Finally, as part of the Project, second bathrooms would be added to 101 of the complex's two bedroom units, which are presently served by only one bathroom. Bathroom additions would take place when units become vacated so that it would not be necessary to relocate, evict, or inconvenience tenants.

Chase Knolls is an L-shaped property bounded by Riverside Drive to the South, Sunnyslope Avenue to the West, Huston Drive to the North, and Fulton Avenue to the East. The commercial center located at Riverside Drive and Fulton Avenue is not part of the site. Chase Knolls currently consists of an existing 260 apartments in 19 one- and two-story buildings. Currently, there are 110 one-bedroom units and 150 two-bedroom units. Existing improvements are shown on the plans depicted in Figure 2 and Appendix A.

The site is bisected by an alley-way that runs the length of the property parallel to Riverside Drive. A second alley provides access from Riverside Drive to the main alley. In addition to the residential buildings on the site, there are 256 carport spaces and 14 laundry rooms at Chase Knolls. Adjacent to the laundry rooms are a number of concrete patio areas that were originally used for drying clothes, but most are no longer used for such purposes and are now generally unimproved large concrete slabs. Carport structures are presently accessed from on-site alleys or from Huston Drive.

The proposed new units would be constructed in five three-story buildings on the present site of certain of the carport structures and laundry rooms, all of which would be demolished. Parking presently provided by the carports would be replaced by on-site surface parking, and laundry facilities would be replaced (see Figure 2). Parking for the new units would be provided in partially subterranean garages beneath the new buildings. Existing residential units would not be affected, except those planned for bathroom additions, and the complex's open garden courtyards would be preserved. Upon completion of the Project, there would be a net increase of 31 parking spaces to serve the existing apartment units.

SECTION 2.0
INITIAL STUDY CHECKLIST

The following Environmental Checklist and discussion of potential environmental effects were completed using Section 15063(d)(3) of the CEQA Guidelines to determine if the project has the potential to have any significant effect on the environment.

A brief explanation is provided for all determinations. A "No Impact" or "Less than Significant Impact" determination is made when the project will not have any impact or will not have a significant effect on the environment for that issue area based on a project-specific analysis.

CEQA ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL STUDY

1. Project Title: Chase Knolls Apartment project.

2. Reviewing Agency Name and Address: City of Los Angeles
City Planning Department
200 North Spring
Los Angeles, CA 90012

3. Project Location: 13401 Riverside Drive
Sherman Oaks, CA 91423

4. Project Sponsor's Name and Address: TransAction Financial Corporation
1800 Century Park East, Suite 450
Los Angeles, CA 90067

5. Los Angeles City General Plan Designation: Low Medium II Residential

6. Description of Project:

The project proposes the construction of 141 additional residential apartment units (the "Project") at the Chase Knolls Apartments located at 13401 Riverside Drive in Sherman Oaks ("Chase Knolls"). The Project would also include the installation of additional tenant amenities such as a pool, a community clubhouse room, and a gym in approximately the center of the northern portion of the property. Finally, as part of the Project, second bathrooms would be added to 101 of the complex's two bedroom units, which are presently served by only one bathroom. Bathroom additions would take place when units become vacated so that it would not be necessary to relocate or evict tenants from their apartments.

Chase Knolls is an L-shaped property bounded by Riverside Drive to the South, Sunnyslope Avenue to the West, Huston Drive to the North, and Fulton Avenue to the East. The commercial center located at Riverside Drive and Fulton Avenue is not part of the site. Chase Knolls currently consists of an existing 260 apartments in 19 one- and two-story buildings. Currently, there are 110 one-bedroom units and 150 two-bedroom units (see Figure 2 and Appendix A).

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The proposed new units would be constructed in five three-story buildings on the present site of certain of the carport structures and laundry rooms, all of which would be demolished. Parking presently provided by the carports would be replaced by on-site surface parking, and laundry facilities would be replaced (see Figure 2). Parking for the new units would be provided in partially subterranean garages beneath the new buildings. Existing residential units would not be affected and the complex's open garden courtyards would be preserved. Upon completion of the Project, there would be a net increase of 31 parking spaces for existing apartment units.

7. Surrounding Land Uses and Setting:

The Chase Knolls Apartment complex is bordered on the north by single-family residences; on the east by single-family residences and commercial office space; on the southeast (contiguous to the subject property) by light-retail; on the south by light-retail, commercial office, and residential uses; and on the west by the Notre Dame High School football field.

8. Other agencies whose approval is required:

- None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Summary

The Focused Environmental Impact Report (FEIR) will analyze the potentially significant impacts to Cultural Resources. Any potentially significant impact to remaining issue areas would be mitigated and incorporated through project design and by compliance to applicable City ordinances, policies, and best management practices.

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

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation / Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by lead agency)
On the basis of this Environmental evaluation:

☐ We find that the proposed project COULD NOT have a significant effect on the environment.

☐ We find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent.

☒ We find that the proposed project MAY have a significant effect on the environment.

☐ We find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets.

☐ We find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier document pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Printed Name _____ For _____

EVALUATION OF ENVIRONMENTAL IMPACTS

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY -- (cont.):				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☒	☐	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS -- (cont.):				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place housing within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING -- (cont.):				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XV. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS -- (cont.):				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

SECTION 3.0

DISCUSSION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

I. AESTHETICS: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the proposal:

a) Have a substantial adverse effect on a scenic vista?

No Impact. There are no scenic vistas or scenic highways near the site. Therefore, the Project would not affect scenic vistas or scenic highways. The Project would add 141 dwelling units in addition to the existing 260 dwellings units within the footprint of the existing apartment complex. The project will not exceed the current breadth of the existing development. No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant. The subject property is fully improved with buildings and landscaping. The carports and laundry rooms to be demolished and replaced with new buildings are significantly deteriorated and acknowledged to be in need of rehabilitation. While aesthetic impacts are anticipated to be less than significant, the potential impact to historic resources of removing and replacing these buildings will be evaluated in the EIR

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than Significant. The additional lighting that may be required would be designed to illuminate the appropriate common areas, and would not create a significant source of new light or glare. No mitigation measures are required.

II. AGRICULTURAL RESOURCES: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. There are no agricultural resources or operations in the vicinity of the project site; therefore, there would be no impacts to agricultural resources. No mitigation measures are required.

III. AIR QUALITY: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?**

b) **Violate any air quality standard or contribute to an existing or projected air quality violation?**

c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less than Significant. The Project site is located within the South Coast Air Basin (SCAB). According to the CEQA Air Quality Handbook, the proposed residential development of 141 dwelling units would not exceed the daily threshold of potential significance for air quality in the SCAB. No mitigation measures are required.

d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact with Mitigation. Sensitive receptors bordering the project site include the Notre Dame High School west of the site, and single-family residences north, east, and south of the site. Air contaminant emissions during construction could result from the use of a small number of construction equipment and construction worker vehicles. It is anticipated that 9 months would be required to complete all construction-related activities for project installation. Impacts from construction activities are temporary. The following mitigation measures would be required during construction to reduce the potential impact from air contimant emissions.

- *All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.*

- *General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.*

- *Limit construction equipment to the mix of equipment that was used for the estimation of pollutant emissions or an alternate mix of equipment that does not result in emissions that exceed the threshold of significance.*

e) **Create objectionable odors affecting a substantial number of people?**

No Impact. The project consists of the expansion of an existing apartment complex. No odors inappropriate for such a land use are anticipated on-site. No mitgation measures are required.

IV. BIOLOGICAL RESOURCES: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

No Impact. The subject property is an apartment complex located in an urban setting. No endangered, threatened, or rare species of plants, fish, insects, animals, or birds have been identified on site. No mitigation measures are required.

b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. No riparian habitat or other sensitive natural communities are located on or adjacent to the existing apartment complex. No mitigation measures are required.

c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. No federally protected wetlands are located on or near the Project site. No mitigation measures are necessary.

d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. The Project contains no elements that would interfere with fish or wildlife corridors, or impede native wildlife nursery sites. No mitigation measures are required.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The project does not conflict with any tree preservation policies or ordinances. The project site is improved with several hundred trees. Approximately six eucalyptus and four fir trees will be removed to permit the construction of the new apartment buildings.

f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The Project would not conflict with any habitat conservation plan, natural community conservation plan, or other local, local, regional, or state habitat conservation plan. No mitigation measures are necessary.

V. CULTURAL RESOURCES: THIS ISSUE WILL BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

Less than Significant Impact with Mitigation. The City designated the Chase Knolls apartment complex an Historic-Cultural Monument on November 5, 2001, and is also subject to a historic preservation contract with the City. The project has also been determined to be eligible for the National Register as a locally significant resource. Modifications to the resource have the potential to impact the historic character-defining features of the complex. Compliance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, Restoring, and Reconstructing Historic Buildings will mitigate the potential impacts to below the threshold of significance.

b) **Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?**

Less than Significant Impact with Mitigation. Although no archaeological resources are known to be on site, a Cultural Resources Inventory should be conducted to identify the potential presence or absence of such resources or features. If found, mitigation measures would be required that inform construction crews of procedures that address the identification of archaeological resources to reduce the potential impact these resources to below the threshold of significance.

c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than Significant Impact with Mitigation. Although no paleontological resources or unique geologic features are known to be on site, a Cultural Resources Inventory should be conducted to identify the potential presence or absence of such resources or features. If found, mitigation measures would be required that inform construction crews of procedures that address the unearthing of paleontological resources would be required to reduce the potential impact to these resources to below the threshold of significance.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

Less than Significant Impact with Mitigation. The project would include underground parking. Although no archeological resources are known to be on site, mitigation measures that inform the construction crews of procedures that address the unearthing of human remains would be required to reduce the potential impact to these resources to below the threshold of significance.

VI. GEOLOGY AND SOILS: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Less than Significant The site is not located within an Alquist-Priolo Zone. However, the Project site is located approximately 4 miles northwest of the Santa Monica Fault, according to *Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada,* prepared by the California Department of Conservation, Division of Mines and Geology. The primary seismic hazard to the site is strong ground shaking from earthquakes along the Santa Monica Fault. Building design would be regulated by the Uniform Building Code, which would take into account the site's proximity to existing faults, and require minimum seismic safety design features accordingly. Additionally, no landslide zones are mapped within a one-mile radius of the project site. Mitigation measures, if necessary, would be included in the design of the project's construction and grading plans.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact with Mitigation. No erosion hazards zones are mapped within a one-mile radius of the project site. However, construction in the City is regulated by the Los Angeles Building Code, which provides requirements for construction, grading, excavations, use of fill material, and foundation work, including type of materials, design, and procedures intended to limit the severity of consequences from sedimentation and erosion.[1] Necessary engineering requirements would be included in the design of the project's construction and grading plans.

c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact with Mitigation. No landslides are mapped within a one-mile radius of the project site. However, construction in the City is regulated by the Los Angeles Building Code, which provides requirements for construction, grading, excavations, use of fill material, and foundation work, including type of materials, design, and procedures intended to limit the severity of consequences from geologic hazards.[2] Necessary engineering measures would be included in the design of the project's construction and grading plans.

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[1] *Draft LA CEQA Thresholds Guide*, City of Los Angeles, May 14, 1998.

[2] Ibid.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Less than Significant Impact with Mitigation. On-site soils have not yet been categorized. Construction in the City is regulated by the Los Angeles Building Code, which provides requirements for construction, grading, excavations, use of fill material, and foundation work, including type of materials, design, and procedures intended to limit the severity of consequences from geologic hazards.[3] Necessary engineering measures for soil deficiencies, if any, would be included in the design of the project's construction and grading plans.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project does not include the use of septic tanks or alternative wastewater disposal systems. No mitigation measures are required.

VII. HAZARDS: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact with Mitigation. The Project would not result in the use, storage, or generation of hazardous materials in sufficient quantities to pose a potential hazard. Compliance with existing laws and regulations regarding the transport, handling, and storage of hazardous substances related to the construction of Project would avoid potential impacts. No further mitigation measures are required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The Notre Dame High School is located adjacent to the west border of the Project site. However, the project would not involve the use of hazardous materials in sufficient quantities to pose a potential hazard, or acutely hazardous materials, substances, or wastes. No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 62962.5. No mitigation measures are required.

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[3] Ibid.

e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project site is not located within an airport use plan zone of a public airport or private airstrip. No mitigation measures are required.

g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. This project creates no barriers that could physically interfere with an adopted emergency response or emergency evacuation plan. No mitigation measures are required.

h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The project site is not located in a wildland area or and area intermixed with residences and wildlands. No mitigation measures are required.

VIII. HYDROLOGY AND WATER QUALITY: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Violate any water quality standards or waste discharge requirements?**

Less than Significant. The Project is not expected to impact water quality standards or waste discharge requirements. The City's Storm Water Management Division would require the project development plan to comply with existing waste discharge permits, and to incorporate best management practices. No mitigation measures are required.

b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

No Impact. The Project does not include design features that would use or cause depletion of existing groundwater resources. No mitigation measures are required.

c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less than Significant Impact with Mitigation. The Project does not include design features that would significantly alter the existing drainage pattern of the site or area, nor cause additional potential for the increase in surface runoff that could result in flooding on- or off-site. Compliance with existing laws and regulations regarding erosion control measures, such as grading slopes and matting, silt fencing, protection of downstream storm drainage inlets, and water conveyance and diversion, would be employed if necessary. No other mitigation measures are required.

e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?**
f) **Otherwise substantially degrade water quality?**

No Impact. The Project is not expected to significantly create or contribute to runoff water that would exceed the storm water drainage system or degrade water quality. No mitigation measures are required.

g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
h) **Place housing within a 100-year flood hazard area structures which would impede or redirect flood flows?**
i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

No Impact. The project site is not within a 100-year flood zone. No mitigation measures are required.

j) **Inundation of seiche, tsunami, or mudflow?**

No Impact. The project site is not located near a body of water. Therefore, the potential for inundation by seiche, tsunami or mudflow is not probable. No mitigation measures are required.

IX. LAND USE AND PLANNING: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Physically divide an established community?**

No Impact. The Project would be developed within the footprint of an existing apartment complex located within an area zoned for multi-family residential uses. The project would not divide an established community; therefore, no mitigation measures are required.

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

No Impact. The project site's general plan/community plan residential land use category is Low Medium II, which permits between 18 to 29 dwelling units per net acre[4]. The project would increase the number of dwelling units from 260 to 401, which equates to 29 dwelling units per acre on the 13.9-acre site. In addition, the Project does not conflict with any applicable land use plan, habitat conservation plan, or natural-communities conservation plan. No mitigation measures are required.

X. MINERAL RESOURCES: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

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

No Impact. The design features of the Project would not impact mineral resources, nor does it affect the availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No mitigation measures are required.

XI. NOISE: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR

Would the project:

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

Less than Significant Impact with Mitigation. The Project would entail temporary construction activities that may generate noise levels that could adversely affect sensitive receptors such as adjacent residents and the Notre Dame high school. The following mitigation measures would be required to reduce the potential impact to below the threshold of significance.

- *During construction phases, all equipment shall have sound-control devices no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.*

- *During construction phases, the contractor shall ensure that all construction be performed in accordance with the City of Los Angeles noise standards. No noise intensive construction or repair work shall be performed between the hours of*

[4] Van Nuys – North Sherman Oaks Community Plan, A Part of the City of Los Angeles General Plan.

9:00 PM and 7:00 AM on any weekday, or before 8:00 AM or after 6:00 PM on any Saturday or national holiday, or at any time on Sundays.

- *During construction phases, the contractor shall store and maintain equipment as far as possible from the adjacent residents.*
- *Contractor shall be restricted from playing loud music in the open construction area.*
- *During construction activities, construction manager and inspector shall serve as the contact persons in the event that noise levels become disruptive to local residents. A sign will be posted at the site with the contact phone number.*
- *In the event of complaints by nearby residents, the project manager shall monitor construction noise levels to ensure compliance with the noise ordinance.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within an airport land use plan zone of a public airport or private airstrip. The Project would not expose people residing or working in the project area or people visiting the project site to excessive noise levels from air traffic. No mitigation measures are required.

XII. POPULATION AND HOUSING: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant. The Project would increase the dwelling units on site by 141 apartments, which equates to approximately 350 people (2.5 persons per unit).[5] The Project is in compliance with existing zoning ordinances and Community Plan residential land use category designations controlling density; therefore, it can be assumed that the increase in population is within the scope of the Community Plan population growth estimates for the region.[6] The Project would contribute 141 additional multi-family units to the community, which is facing a severe shortfall in housing, as well as improve existing units through the addition of bathrooms and resident serving amenities. No mitigation measures are required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

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[5] Ibid.
[6] Ibid.

c) **Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

No Impact. The Project would add housing to the existing stock. No mitigation measures are required.

XIII. PUBLIC SERVICES: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

Less Than Significant. The Project adds 141 dwelling units to the Chase Knolls Garden Apartments complex. Though the additional residents will require fire, police, park and other public services, the additional 141 units are not expected to generate a need for new or physically altered governmental facilities. The Project will comply with applicable requirements to pay school, park, other public facilities fees, and will also generate property tax revenue for the maintenance of such public facilities.

XIV. RECREATION: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

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

Less than Significant. The Project would add new users to could potentially impact the recreation facilities in the area, requiring mitigation measures to reduce the potential impact to below the threshold of significance. The Project will comply with applicable requirements to pay park and other public facilities fees, and will also generate property tax revenue for the maintenance of such public facilities.

XV. TRANSPORTATION/CIRCULATION: THIS ISSUE WILL BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

Less than Significant with Mitigation. The traffic generated by the project does not increase the traffic to the roadway network near the project site substantially in comparison to the existing traffic. With the addition of 141 apartments, the project generates an estimated 43 trips during a.m. and 55 trips during p.m. peak periods. The Riverside Drive carries approximately 30,000 vehicles per day.[7] A traffic study will be prepared for the project and will be included in the EIR.

b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Less than Significant with Mitigation. The Project generated traffic is not expected to have any significant impact on the level of service either individually or cumulatively. However, mitigation measures in compliance with LADOT requirements may be necessary.

c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The Project is not located in an airport zone; therefore, it will not result in a change of air traffic patterns. No mitigation measures are necessary.

d) **Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. No design features of the Project will increase hazards or incompatible uses. No mitigation measures are required.

e) **Result in inadequate emergency access?**

No Impact. The design of the Project would continue to provide adequate to the apartment complex. No mitigation measures are required.

f) **Result in inadequate parking capacity?**

No Impact. The design of the Project would provide adequate parking for the project residents and visitors. No mitigation measures are required.

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[7] Korve Engineering, *Chase Knolls Apartments Draft Traffic Impact Report*, 2003.

g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. All policies supporting alternative transportation would be followed by the project. No mitigation measures are required.

XVI. UTILITIES AND SERVICE SYSTEMS: THIS ISSUE WILL NOT BE FURTHER ANALYZED IN THE EIR FOR THE PROJECT

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The Project would comply with all applicable Regional Water Quality Control Board permitting requirement. No mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant. The Project, which adds 101 bathrooms and 141 dwelling units to the existing apartment complex, would be within the wastewater treatment capacity projections for the area by the Citywide General Plan Framework and SCAG. A payment of sewer connection fees would be adequate to offset any potential impact. No mitigation measures are necessary.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant. The estimated regional growth in population and the demand on potable water supplies have been calculated in the City's Urban Water Management Plan. The Project would not significantly impact available water supplies. No mitigation measures are required.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant. The Project, which adds 101 bathrooms and 141 dwelling units to the existing apartment complex, would be within the wastewater treatment capacity projections for the area by the Citywide General Plan Framework and SCAG. A payment of sewer connection fees would be adequate to offset any potential impact. No mitigation measures are necessary.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant. Based on the Project's location, solid waste generated at the project site could be disposed at the Bradley West Landfill in Sun Valley, the Chiquita Canyon Landfill in Valencia, or the Sunshine Canyon Landfill near the intersection of the I-5 and SR 14. Both the Sunshine Canyon Landfill and the Chiquita Canyon Landfill have sufficient remaining capacity to serve the project.[8] These facilities have between 10 and 20 million tons of remaining capacity; in addition, both facilities have applied for expansion. The CUP for the Bradley West Landfill expires in March 2006, and this facility has limited remaining capacity. Since two major landfills have adequate capacity to serve waste generated by the project, this impact is considered less than significant.

To enhance recycling and to assist in achieving to AB 939 diversion requirements, it is recommended that the applicant's contractor implement a program to source separate construction and demolition materials so they can be transported to recyclers.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The Project would comply with all federal, state, and local statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation. The analysis conducted in this Initial Study results in a determination that the project, either individually or cumulatively, would not have a significant effect on the local environment. The site is presently developed and devoid of fish or significant wildlife, and/or plant populations. The Project would not have the potential to degrade the environment in this regard. Although compliance with existing laws and regulations will reduce most impacts to a less than significant level, the project may have the potential to impact historical resources, thus requiring further environmental review and mitigation measures to reduce the potential impact to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant with Mitigation. The Draft Traffic Impact Report indicates that cumulative impacts would result from the Project that would require mitigation measures to reduce the impacts to a less than significant level.[9] However, the Project would be within SCAG and the Los Angeles Citywide General Plan Framework projections for housing, public services, water and waste water capacities, and landfill capacities.

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[8] Los Angeles County Sanitation Districts, *Continued Operation of the Puentes Hills Landfill EIR*, June 2001.

[9] Korve Engineering, 2003.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. As indicated in the discussions of the Initial Study, the Project would not cause substantial adverse effects on human beings, either directly or indirectly.

SECTION 4.0

LIST OF PREPARERS

LEAD AGENCY

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City Planning Department
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Los Angeles, CA 90012

CONSULTANTS

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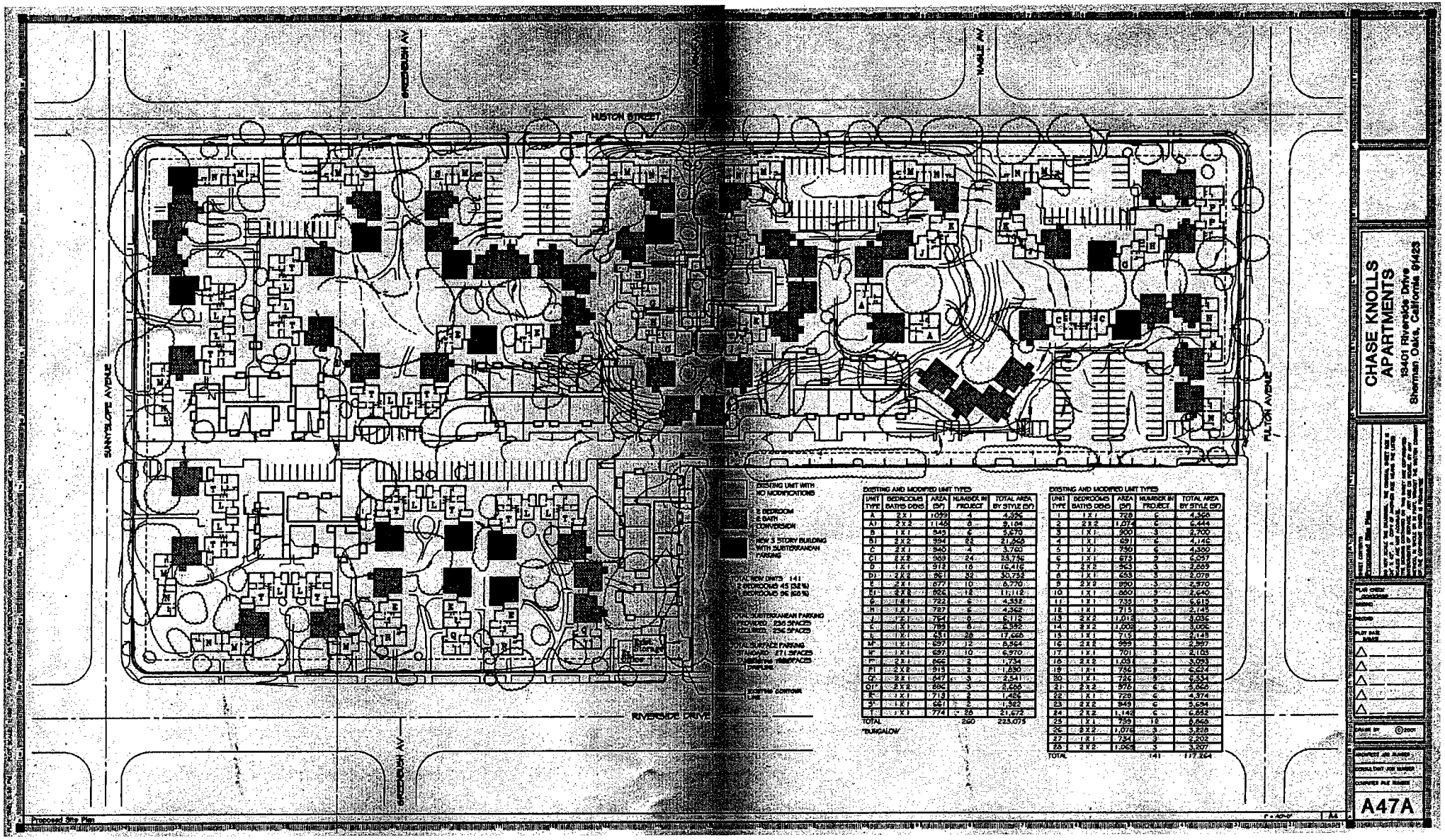
David Hibbert
Lindsay Green

APPENDIX A

ALTA Plan-Existing Conditions



EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
A	2 X 1	1059	4	4,356
A1	2 X 2	1148	2	2,296
B	1 X 1	545	6	3,670
B1	2 X 2	994	22	21,868
C	2 X 1	940	4	3,760
C1	2 X 2	969	24	23,736
D	1 X 1	913	18	16,416
D1	2 X 2	961	32	30,752
E	2 X 1	877	10	8,770
E1	2 X 2	955	12	11,112
G	1 X 1	722	6	4,332
H	1 X 1	727	6	4,362
J	1 X 1	764	8	6,112
K	1 X 1	799	8	6,392
L	1 X 1	631	28	17,668
M	1 X 1	597	12	8,364
N	1 X 1	697	10	6,970
P	2 X 1	866	2	1,734
P1	2 X 2	815	2	1,630
Q	2 X 1	847	3	2,541
Q1	2 X 2	886	3	2,658
R	1 X 1	713	2	1,426
S	1 X 1	661	2	1,322
T	1 X 1	774	28	21,672
TOTAL			250	225,075

*BUNGALOW

EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
1	1 X 1	728	6	4,368
2	2 X 2	1,074	5	5,370
3	1 X 1	900	3	2,700
4	1 X 1	691	6	4,146
5	1 X 1	730	6	4,380
6	1 X 1	675	9	6,057
7	2 X 2	963	3	2,889
8	1 X 1	653	3	2,078
9	2 X 2	880	3	2,970
10	1 X 1	660	3	2,640
11	1 X 1	735	9	6,615
12	1 X 1	715	3	2,145
13	2 X 2	1,018	3	3,036
14	2 X 2	1,002	3	3,006
15	1 X 1	715	3	2,148
16	2 X 2	959	3	2,587
17	1 X 1	701	3	2,103
18	2 X 2	1,031	3	3,093
19	1 X 1	736	9	6,624
20	1 X 1	726	9	6,534
21	2 X 2	976	6	5,856
22	1 X 1	720	6	4,374
23	2 X 2	949	6	5,694
24	2 X 2	1,143	6	6,852
25	1 X 1	759	12	9,540
2C	2 X 2	1,076	3	3,228
27	1 X 1	734	3	2,202
28	2 X 2	1,063	3	3,207
TOTAL			141	117,264

CHASE KNOLLS APARTMENTS
13401 Riverside Drive
Sherman Oaks, California 91423

Proposed Site Plan

1" = 40'-0"

A4

A47A

Appendix B

Responses to Notice of Preparation

AGENCY RESPONSES

	Agency	Date of Letter/Comment
1.	California Department of Transportation	July 10, 2003
2.	City of Los Angeles Cultural Affairs Department	August 1, 2003
3.	City of Angeles Police Department	July 17, 2003
4.	South Coast Air Quality Management District	July 23, 2003
5.	Southern California Association of Governments	July 21, 2003

INDIVIDUAL RESPONSES

1.	Mary Jane Atkins	August 5, 2003 (multiple copies, same date)
2.	Nancy Beverly	July 22, 2003
3.	Isabel Callin	July 29, 2003
4.	Laura Carney	August 5, 2003
5.	Jill Croce	August 5, 2003 (multiple copies, same date)
6.	Jan Finer	July 25, 2003
7.	Michael Finer	July 28, 2003
8.	Aaron Gold	August 6, 2003 (multiple copies, same date)
9.	Daniel Gutman	August 3, 2003
10.	David Haskin	August 6, 2003 (date faxed; multiple copies, same fax date)
11.	Doug Hayek and Gail Hayek	July 11, 2003
12.	Cynthia Hsiung-Langston	July 31, 2003

13.	Susan H. Jagiello	August 6, 2003
14.	Trisha Kirk and Bernard Redding	July 13, 2003
15.	Debra J. Kraus	August 6, 2003
16.	Linda J. LaRosa	August 4, 2003
17.	Meg McIntyre	August 3, 2003
18.	Ellen Michiel	August 6, 2003
19.	Nancy Genevieve Oatway	August 6, 2003
20.	Nicolas Oatway	July 15, 2003
21.	Tom Parker and Sue Parker	August 2, 2003 (multiple copies, same date)
22.	Murray Perez	August 6, 2003 (multiple copies, same date)
23.	Robin Pearson Rose	July 22, 2003
24.	Pearl Roseman	August 13, 2003 (date faxed)
25.	Tony L. Stumpf	July 29, 2003 (date faxed)
26.	Sylvia Weishaus, PhD	August 1, 2003
27.	Unsigned	No date
28.	Signature not visible	August 3, 2003

PUBLIC SCOPING SESSION – TRANSCRIPT, JULY 15, 2003

Speakers – In Order of Appearance

1. Hadar Plafkin, City Planner, City of Los Angeles
2. David Hibbert, AIA, Architect for Project Applicant
3. Ken Bernstein, Los Angeles Conservancy
4. Ellen Michiel, Chase Knolls Residents and Neighbors Association
5. Nicolas Oatway, Chase Knolls Resident
6. Carolyn Smith, Chase Knolls Resident
7. Charles La May, Chase Knolls Resident
8. Kathleen Jonas, Chase Knolls Resident
9. Susan Jagrello
10. Joseph Tobin, Neighborhood Resident
11. Richard Mayer, Sherman Oaks Neighborhood Council
12. Debra Armani, Neighborhood Resident
13. Barry Cullison
14. Tony Stumpf, Chase Knolls Resident
15. Jonathan Brand, Neighborhood Resident
16. Jan Finer, Neighborhood Resident
17. Paul Lewis, Neighborhood Resident
18. Jeff Langston, Neighborhood Resident
19. Tom Stratton, Chase Knolls Resident
20. Nancy Beverly, Chase Knolls Resident

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

Flex your power!
Be energy efficient!

Mr. Nicholas Hendricks
Environmental Review Unit
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, CA. 90012

IGR/CEQA# 030734NY
NOP/Chase Knolls-141 Residential Units
LA/101/13.5

July 10, 2003

Dear Mr. Hendricks:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Chase Knolls Project, which consists of 141 Residential Units.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State route 101.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
- description of transportation infrastructure improvements
- financial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-link travel forecast modeling might be used.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen Buswell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
120 S. Spring St., Los Angeles, CA 90012

Mr. Hendricks July 10, 2003

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 030734NY.

Sincerely,

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office

CITY OF LOS ANGELES
CALIFORNIA

JAMES K. HAHN
MAYOR

CULTURAL AFFAIRS DEPARTMENT

433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 473-7700
(213) 473-8352 FAX

MARGIE J. REESE
GENERAL MANAGER

August 1, 2003

HARD COPY SENT VIA GRAY MAIL

Mr. Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012 STOP 395
nhendric@planning.lacity.org

RE: PRE-DRAFT ENVIRONMENTAL IMPACT REPORT REQUEST FOR COMMENTS
EAF NO: ENV-2003-1228-EIR
HISTORICAL PROPERTY CONTRACT
13401 Riverside Drive, Historic-Cultural Monument #683
Chase Knolls Garden Apartments

Dear Mr. Hendricks:

I am in receipt of your July 8 request for comments regarding a proposed alteration of the above-referenced property with attachments labeled as figures 1 and 2 and the prepared Initial Study. The proposed project description includes construction of 141 new dwelling units in five, three-story buildings, the addition of a pool, clubhouse room and gym. In addition, 101 new bathrooms are proposed to be added to existing two-bedroom units, demolition of certain parking structures and laundry facilities with parking provided in new surface area parking lots and underneath new buildings.

This letter serves as notification that the above-referenced property is under an Historical Property Contract agreement with the City of Los Angeles, and, as such, is obligated to conform to the provisions established under Article 12, Section 50280 et seq., of the California Government Code. As the agent responsible for monitoring the historic resource for compliance with the contract, I am presenting the following comments regarding the proposed alterations:

HISTORICAL PROPERTY CONTRACT PROVISIONS (MILLS ACT):
In December 1996, the Los Angeles City Council adopted ordinance 171,413 to implement approval of historical property contracts. The Mills Act Historical Property Contract Program is a state tax incentive law that allows cities to enter into a binding agreement with owners of qualified historic properties to preserve, rehabilitate and maintain their historic resource. The provisions of the contract run with the property and are transferable to subsequent owners. The Los Angeles program maintains both eligibility restrictions and allows for modification and limits of use and certain types rehabilitation on contracted properties.

Chapter 14, §19.142 of the Los Angeles Administrative Code prescribes the limitations on eligibility for qualifying historic properties for the Historical Property Contract Program. The code establishes pre-contract assessed property value limitations on Historic-Cultural Monuments or Contributing Structures in designated Historic Preservation Overlay Zones. Multi-family, commercial or industrial properties are limited to a property tax value no greater than $1.5 million. Property owners may petition the Commission to grant exemptions to this value limitation provided they meet certain exceptional circumstances.

On September 5, 2001, then property owner Legacy Partners requested and was granted an exemption from the value limitation on eligibility for historical property contracts from the Cultural Heritage Commission. The assessed pre-contract property valuation at the time was $23 million. This represented an approximately 1,464% over the pre-contract maximum assessed value of $1.5 million (15 times over the allowable limit). In so doing, the Commission granted this major exemption because the property met the criteria established under the Ordinance and because the property owner indicated only the intent to rehabilitate existing historic buildings and add a pool and fitness building/clubhouse to a secondary open space as the proposed maintenance and improvements to the historic resource during the first 10 years of the contract. Because of the owner's expressed contract intent to conscientiously rehabilitate the historic resource, staff recommended that the property owner be granted an exemption. This was based on the findings established in Section 19.142, and the contract application (Exhibit "A") which describes the proposed rehabilitation work over the next ten years. On November 7, 2001, an historical property contract was executed between the property owners of Chase Knolls and the City of Los Angeles (Recording Document ID# 01-2131532).

This property's overall treatment is currently limited the proposed rehabilitation of existing units and features of the property, repair of existing garage/carports and the addition of a pool and clubhouse. The contract does not identify the addition of new units as a part of the 10-year agreement. In the event of the property owner wishes to cancel the contract, the Commission may recommend exercising the City's right as established in the California Government Code § 50287. This section allows, as an alternative to cancellation of the contract for breach of any condition, the county, city, or any landowner to bring any action in court necessary to enforce a contract including, but not limited to an action to enforce the contract by specific performance or injunction.

INITIAL STUDY:

Item I(c) *(...Does the project substantially degrade the existing visual character or quality of the site and its surroundings?)* indicates less than significant impact. Staff respectfully disagrees with this conclusion. There is potentially significant impact in this category. Lack of property maintenance is not a justification for demolition. Provisions of the historical property contract under Exhibit A require rehabilitation and exclude demolition. The Chase Knolls Garden Apartments represents one of the city's outstanding examples of Post-War Garden City Movement residential dwellings of its time and place. In the absence of a qualified Cultural Landscape Report describing the identification, location and significance of the numerous specimen trees on the property and the character-defining features of the resource, this initial response is found to be wanting.

Item IX(b) *(..Does the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project...adopted for the purpose of avoiding or mitigating an environmental effect...)* indicates that the proposed project would have no impact. We disagree. There is potentially significant impact. Section 50280 allows historical property contracts to specifically regulate land use with the primary purpose of avoiding or mitigating an environmental effect on a historic resource. As defined, the current project scope indicates potential conflict with the land use regulation policies defined under the Mills Act Contract. (Ref. Exhibit A – Describe Rehabilitation Work Proposed for the next 10 years).

Item XVII(a) *(...Does project have the potential to degrade the quality of the environment...or eliminate important examples of the major period of California history or prehistory?)* indicates less than significant effects with mitigation incorporated. In the absence of further definition and clarification on the important character-defining features of the site and environment, there is not sufficient basis for determining whether or not significant impacts can be mitigated. Due to the Garden-Movement nature of the resource and the proposed elimination of a considerable amount of open space, Staff respectfully disagrees with the Initial Study's findings and recommends potentially significant impacts for this category. In addition, does the Initial Study anticipate which agency will potentially mitigate this finding? Please clarify.

Item XVII(b) *(...Does the project have impacts that are individually limited, but cumulatively considerable?)* indicates no impact. The incremental addition of 101 bathrooms over time could have a potential impact on the cultural landscape of this historically renown Garden City Movement apartment complex. The entire scope of this project when viewed as individual projects does have the potential for cumulative effects that are significant (e.g. infrastructure resources such as water, sewer, traffic and air quality). Staff respectfully recommends a finding of potentially significant impact be attributed to this item. In addition, there is a discrepancy between the Checklist and Discussion of the Environmental Impacts & Measures on this item. Two responses have been indicated. Please clarify which response is correct.

In summary, the project description under Section 1.0 of the Initial Study indicates that the project objectives suggest that the substantial addition of new dwelling units and the elimination of open space are necessary in order to "up-grade" the property. However, the historical property contract, assumes a preservation-incentive agreement for rehabilitation of the property in exchange for abiding by certain restrictions as identified in the contract. It is important to note that the contract agreement is administered cooperatively between the City of Los Angeles, the Los Angeles County Assessor's Office and State Office of Historic Preservation — all of whom share a vested interest in the preservation of the resource.

In conclusion, the contract identifies and describes rehabilitation to the existing historic features as the first priority. The Chase Knolls Garden Apartments involves a unique setting and landscape design that highlights an unequaled approach to both the Garden City and Modern Movements. This combination sets it apart from other similar Garden Apartment projects located throughout the City. Therefore, Staff concludes that it is imperative for any proposed project to result in no impact or one that identifies an environmentally superior alternative in order to comply with the following:

- Obligations established under Exhibits A and B of the Historical Property Contract;
- Maintain the necessary and cooperative contract program agreements between the City of Los Angeles, County and State;
- Avoid potential litigation under the provisions established by the California Government Code;
- Prevent the issuance of a Statement of Overriding Considerations which would constitute breach of the contract by the City of Los Angeles, and;
- Protect and preserve this valuable and important historic resource to the immediate community of Sherman Oaks, to the City of Los Angeles and for future generations.

Sincerely,

Matthew G. Dillhoefer
Historical Property Contracts Manager
Cultural Affairs Department

mgd:

cc: Jack Brown (via email)
Ken Bernstein (via email)
Cultural Heritage Commission
Gene Itogawa (via email)
Jay Oren (via email)
Frank Orozco (via email)
Margie Reese (via email)

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police

JAMES K. HAHN
Mayor

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 1.1.2

July 17, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, California 90012

Dear Mr. Hendricks:

PROJECT TITLE: CHASE KNOLLS

The proposed project involves the Los Angeles Police Department's (LAPD) Van Nuys Area. Enclosed are Area and individual Reporting District population, average crime rate per thousand persons, predominant crimes, response time to emergency calls for service, and Area personnel statistics and information. The Department's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division and input from Crime Prevention Unit (CPU) personnel.

A project of this size would have a significant impact on police services in Van Nuys Area. The LAPD's Community Relations Section, CPU, is available to advise you on crime prevention features appropriate to the design of the property involved in the project. The LAPD strongly recommends that developers contact CPU personnel to discuss these features.

Upon completion of the project, you are encouraged to provide the Van Nuys Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Questions regarding this response should be referred to Sergeant John Amendola, Community Relations Section, at (213) 485-4101.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police

FRED BOOKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosures

VAN NUYS AREA

The Chase Knolls Project is located in Van Nuys Area, in Reporting District (RD) 977. Van Nuys Area covers 27.62 square miles and the station is located at 6240 Sylmar Avenue, California 91401, (818) 756-8343.

The service boundaries of Van Nuys Area are as follows: Roscoe Boulevard, and Lassen Street to the north, Mulholland Drive to the south, White Oak Avenue, Louise Avenue, and the San Diego Freeway (405) to the west, Woodman Avenue, Coldwater Canyon, the Flood Control Channel, and the Tujunga Wash to the east.

The boundaries for RD 977 are as follows: Chandler Boulevard to the north, Woodman Avenue to the west, Ventura (101) Freeway to the south, and Fulton Avenue to the east.

The average response time to emergency calls for service in Van Nuys Area during 2002 was 9.6 minutes. The Citywide average during 2002 was 10.2 minutes. There are approximately 307. sworn officers and 24 civilian support staff deployed over three watches at Van Nuys Area.

There were 44 crimes per 1000 persons in Van Nuys Area during 2002. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets. The predominant crimes in Van Nuys Area are aggravated assault, vehicle theft, and burglary from vehicle.

Prepared by:
Community Relations Section
Crime Prevention Unit

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: CHASE KNOLLS PROJECT

TYPE OF CRIME	RD * 977	VAN NUYS AREA	CITYWIDE
Burglary from Business	8	432	5,407
Burglary from Residence	17	985	15,155
Burglary Other	8	271	4,758
Street Robbery	3	426	11,259
Other Robbery	7	326	5,998
Murder	0	14	655
Rape	0	75	1,400
Aggravated Assault	10	1,703	32,491
Burglary from Vehicle	27	1,933	29,135
Theft from Vehicle	11	885	13,467
Grand Theft	19	373	12,408
Theft from Person	0	39	1,006
Purse Snatch	0	16	348
Other Theft	37	1,444	22,890
Bicycle Theft	1	15	306
Vehicle Theft	27	2,513	34,123
Bunco	0	12	133
TOTAL	175	11,826	190,939

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
VAN NUYS	11,826	/	270,550	44/1000
CITYWIDE	190,939	/	3,865,000	49/1000

*** All statistical information is based on 2002 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 report.**

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 23, 2003

Mr. Nicholas Hendricks
City of Los Angeles
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

Notice of Preparation of a Draft Environmental Impact Report for
Chase Knolls

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC030716-01LI
Control Number

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

July 21, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I 20030392 Chase Knolls

Dear Mr. Hendricks:

Thank you for submitting the **Chase Knolls** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Chase Knolls**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is not a residential development of more than 500 dwelling units. Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **July 1-15, 2003** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

Cover Sheet

To: Nicholas Hendricks
Env. Review
200 No. Spring St. Rm 763
LA. Ca 90012
FAX (213) 978-1343

From: Mary Jane Atkins
4853 B Fulton Ave
Sherman Oaks, Ca 91423

Re: Chase Knolls Apts

8/5/03

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA. 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA. HISTORIC / CULTURAL MONUMENT, #683

DEAR MR. HENDRICKS:

SUPER DEVELOPEMENT OF CHASE KNOLLS WILL DESTROY THIS NEIGHBORHOOD. 141 NEW UNITS IS CRAZY!! THERE ARE THOUSANDS OF ACRES OF VACANT LAND IN OTHER VALLEY AREAS WHERE MORE PEOPLE + CARS CAN BE TOLERATED.

THE COMMUNITY OF NEIGHBORS + RESIDENTS WILL BE OVER ZONED. ANY DEVELOPMENT OF THIS PROPERTY WILL DESTROY THE INFRASTRUCTURE — MORE CARS?? MASSIVE TRAFFIC JAMS? BOTTLENECKS?? YOU BET! GET THIS PLAN OFF THE BOOKS! PLEASE!

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA. CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA. 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA. HISTORIC, CULTURAL MONUMENT, #683

DEAR MR. HENDRICKS-

NOISE POLLUTION from 300+ CARS AT CHASE KNOLLS ?!

STOP THIS INSANE PLAN TO DESTROY THIS NEIGHBORHOOD — 141 MORE UNITS, 300+ CARS! SAY GOODBYE TO THIS QUIET LITTLE COMMUNITY IN SHERMAN OAKS.

CITY OFFICIALS MUST STAND UP TO THIS DEVELOPER + STOP THESE PLANS FROM GOING THROUGH! THEY NEED TO RESPECT THIS HISTORIC CULTURAL MONUMENT — AND THE COMMUNITY!!

THESE DEVELOPERS MUST BE HELD ACCOUNTABLE!!

THANK YOU.

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA. 91423

NICHOLAS HENDRICKS, ENV-REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA. HISTORIC, CULTURAL MONUMENT #683

DEAR MR. HENDRICKS:

DEVELOPING CHASE KNOLLS IS A MASK FOR GREED!

THE DEVELOPER PRETENDS THEY'RE ADDRESSING THE HOUSING CRISIS. THEY ARE NOT!! DON'T BE FOOLED. LOOK WHAT'S HAPPENING AT LINCOLN PLACE IN VENICE!!

141 UNITS OF LUXURY APTS. IS NOT SOLVING THE PROBLEM. THIS DEVELOPMENT IS OFF THE CHARTS! FILL UP VACANT LOTS ELSEWHERE — NOT HERE — THIS IS A HISTORIC MONUMENT! LEAVE IT ABOVE. PLEASE SEND THIS MESSAGE!

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA HISTORIC, CULTURAL MONUMENT #683

Dear Mr. HENDRICKS:

How will FIRE and POLICE get into Chase Knolls After MASSIVE Development?! These Plans Are TOO BIG! They must be CUT BACK for fire and SAFETY ISSUES!!

CRIME and SAFETY ARE DANGEROUSLY Affected By These MASSIVE plans.

STOP This development!

Thank you.

Sincerely,

Mary Jane Atkins (MARY JANE ATKINS)

cc: City Planning Dept., CON HOWE, DIR.
LA City Council

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA HISTORIC MONUMENT #683

DEAR MR. HENDRICKS:

THIS HISTORIC/CULTURAL MONUMENT IS SO BECAUSE OF THE OPEN SPACE FOR RESIDENTS — THAT'S WHY IT'S HISTORIC — THE ARCHITECT PLANNED IT THIS WAY. LOS ANGELES CITY COUNCIL AND CULTURAL HERITAGE COMMISSION AGREED.

THAT'S WHY THIS MASSIVE DEVELOPMENT IS OUT OF PLACE!! IT DESTROYS THE VERY FABRIC OF ITS HISTORIC INTEGRITY.

PLEASE STOP THIS DEVELOPMENT.

THANK YOU.

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA. 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA HISTORIC CULTURAL MONUMENT #683

DEAR MR. HENDRICKS:

DEVELOPMENT OF CHASE KNOLLS WILL DESTROY THE AREA WITH TOO MUCH TRAFFIC!

TOO MANY ACCIDENTS ALREADY AT FULTON + RIVERSIDE + HUSTON.

THE CONGESTION WILL BE DEVASTATING ON THE COMMUNITY. NOTRE DAME AND MILLIKAN SCHOOL PARKING WILL BE SEVERLY AFFECTED.

STOP THIS DESTRUCTION OF HISTORY + COMMUNITY!

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS, LA. HISTORIC, CULTURAL MONUMENT #683

DEAR MR. HENDRICKS:

CHASE KNOLLS IS THE LAST REMAINING CLUSTER HOUSING IN THE VALLEY!!

ANY DEVELOPMENT WILL VIOLATE HISTORIC STATUS OF THIS CULTURAL MONUMENT, #683, IN LOS ANGELES.

LEAVE THE HISTORIC PROPERTY IN TACT! DEVASTATING IMPACTS ON CULTURE, HISTORY, NEIGHBORHOOD, AND ENVIROMENT WILL BE IRREVERSIBLE IF THIS DEVELOPMENT IS NOT STOPPED.

THANK YOU,

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

Cover Sheet

ONE LETTER (Multiple PAGES)

To: Nicholas Hendricks
ENVIRON. REVIEW UNIT
200 NO. SPRING, Rm 763
LA, CA 90012
FAX: (213) 978-1343

From: Mary Jane ATKINS
4853 B FULTON Ave
Sherman Oaks, CA 91423

Subject: Chase Knolls Apartments

8/5/03

Page 1 of 2

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA, CA 90012

RE: CHASE KNOLLS APTS, HISTORIC/CULTURAL MONUMENT #683

DEAR MR. HENDRICKS:

STOP THE MASSIVE PLANS TO DEVELOP CHASE KNOLLS!!

GREED IS THE ONLY REASON!!

HOW WILL THE DEVELOPER HANDLE ANY TOXIC ASBESTOS MATERIAL IF DEVELOPMENT IS APPROVED??
THIS DEVELOPER NEEDS TO BE MADE ACCOUNTABLE FOR ALL ACTIONS.!

SAVE OUR AIR QUALITY!! MAKE THIS DEVELOPER RESPONSIBLE FOR ANY DAMAGE TO THE NEIGHBORHOOD.

THANKS,

SINCERELY,

MARY JANE ATKINS (MARY JANE ATKINS)

CC: CITY PLANNING DEPT., CON HOWE, DIR. PLG. & ZONING
LA CITY COUNCIL

Cover Sheet

To: Nicholas Hendricks
Environ. Review Unit
200 No. Spring, Rm 763
LA, Ca 90012
FAX: (213) 978-1343

From: Mary Jane Atkins
4853 B Fulton Ave
Sherman Oaks, 91423

Subject: Chase Knolls Apartments

8/5/03

Page 1 of 2

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS APARTMENTS – LA HISTORIC/CULTURAL MONUMENT, #683

DEAR MR. HENDRICKS:

STOP THE MASSIVE development of Chase Knolls !!!

The AESTHETIC IMPACT ON THE BEAUTIFUL 14 ACRE SITE and the NEIGHBORHOOD is FAR TOO DAMAGING TO THE COMMUNITY.

This developer will destroy the COMMUNITY, ESP: ALONG HUSTON STREET. They MUST BE ACCOUNTABLE for their DESTRUCTIVE PLANS.

Help SAVE This NEIGHBORHOOD! Please!!

SINCERELY,

Mary Jane Atkins (MARY JANE ATKINS)

CC: City Planning Dept., CON HOWE, DIR.
LA City COUNCIL

8/5/03

M.J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 9142

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS AAIS, L.A. HISTORIC/CULTURAL MONUMENT, #683

DEAR MR. HENDRICKS:

ARE YOU READY TO ANSWER WHY RIVERSIDE, FULTON AND HUSTON STREETS WILL BE FLOOD ZONES IF DEVELOPMENT OCCURS AT CHASE KNOLLS???

MORE BUILDINGS + CARS REPLACING GRASSY AREAS WILL BE MASSIVELY DANGEROUS TO THE NEIGHBORHOOD.

MAKE THESE DEVELOPERS CUT BACK THEIR PLANS. THEIR IDEAS ARE WAY OVER THE TOP FOR THIS NEIGHBORHOOD.

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

2 of 2

8/5/03

M.J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS APTS, L.A. HISTORIC MONUMENT, #683.

DEAR MR. HENDRICKS:

ANY MASSIVE GRADING / EXCAVATING OF CHASE KNOLL WILL SERERLY COMPROMISE THE LAND!! AND THE NEIGHBORHOOD.

CHASE KNOLLS APTS. AS IS, STOOD UP BEAUTIFULLY IN THE '94 NORTHRIDGE QUAKE!! NOT ONE RED TAG! ANY NEW UNDERGROUND GRADING WILL BE DEADLY!!

STOP THIS DEVELOPMENT!!

THANK YOU,

SINCERELY,

MaryJane Atkins (MARY JANE ATKINS)

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

Cover Sheet

To: Nicholas Hendricks
Environ. Review Unit
200 No. Spring, Rm 763
LA, Ca 90012
Fax: (213) 978-1343

From: Mary Jane Atkins
4853 B Fulton Ave
Sherman Oaks, 91423

Subject: Chase Knolls Apartments

8/5/03

Page 1 of 2

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

8/5/03

NICHOLAS HENDRICKS, ENV-REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS APTS, L.A. HISTORIC/CULTURAL MONUMENT, #683

DEAR MR. HENDRICKS:

ARE YOU READY TO ANSWER WHY RIVERSIDE, FULTON AND HUSTON STREETS WILL BE FLOOD ZONES IF DEVELOPMENT OCCURS AT CHASE KNOLLS???

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MAKE THESE DEVELOPERS CUT BACK THEIR PLANS. THEIR IDEAS ARE WAY OVER THE TOP FOR THIS NEIGHBORHOOD.

SINCERELY,

MARY JANE ATKINS

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

Cover Sheet

TO: Nicholas Hendricks
ENVIRON. REVIEW UNIT
200 NO. SPRING, RM 763
LA, CA 90012
FAX: (213) 978-1343

FROM: Mary Jane ATKINS
4853 B FULTON Ave
Sherman Oaks, 91423

Subject Chase Knolls Apartments

8/5/03

Page 1 of 2

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 9142

Nicholas Hendricks, ENV. Review
200 No Spring St, Rm 763
LA, Ca 90012

RE: CHASE KNOLLS APARTMENTS, L.A. CULTURAL/HISTORIC MONUMENT, #683

Dear Mr. HENDRICKS:

HAVE YOU SEEN ALL THE GORGEOUS MATURE TREES AT CHASE KNOLLS?? HAVE YOU WALKED THE LOVELY 14-ACRE SITE OF CHASE KNOLLS CLASSIC CLUSTER HOUSING? WALK THE SITE AND ASK YOURSELF — HOW COULD ANYONE WANT TO TEAR DOWN THESE TREES??

THE LANDSCAPE, ALL THE TREES, ARE PART OF THE LA HISTORIC MONUMENT, #683. WE ALL FOUGHT 2 YEARS TO KEEP THIS HISTORIC MONUMENT IN TACK. ANY CHANGE WILL BE DAMAGING BEYOND CONTROL.

MAKE THESE DEVELOPERS ACCOUNTABLE!!!

SINCERELY,

MARY JANE ATKINS

CC: City Planning Dept., CON HOWE, DIR.
LA City Council

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

NICHOLAS HENDRICKS, ENV. REVIEW
200 NO SPRING ST, RM 763
LA. CA 90012

RE: CHASE KNOLLS APARTMENTS, LA. HISTORIC MONUMENT #683

DEAR MR. HENDRICKS:

ANY DEVELOPMENT OF CHASE KNOLLS WILL ADD MASSIVE POLLUTION TO SHERMAN OAKS!!

PLEASE MAKE THE DEVELOPER RESPONSIBLE AND ACCOUNTABLE — STOP FURTHER DEVELOPMENT OF THE BEAUTIFUL CHASE KNOLLS APARTMENTS. THE PARK LIKE SETTING OF CHASE KNOLLS WITH HUGE MATURE TREES HELPS BUFFER THE NEIGHBORHOOD FROM NOISE AND POLLUTION.

ANY DEVELOPMENT WILL ADD TOXINS TO AIR QUALITY. OUR NEIGHBORHOOD IS PERFECT AS IS. TELL THEM TO LEAVE THE APARTMENTS ALONE!

SINCERELY,

MARY JANE ATKINS (MARY JANE ATKINS)

CC: CITY PLANNING DEPT., CON HOWE, DIR.
LA CITY COUNCIL

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

Nicholas Hendricks, ENV. Review
200 No Spring ST, RM 763
LA. Ca 90012

RE: CHASE KNOLLS APARTMENTS – LA. HISTORIC/CULTURAL MONUMENT, #683

Dear Mr. HENDRICKS:

STOP the MASSIVE development of Chase Knolls !!!

the AESTHETIC IMPACT ON the BEAUTIFUL 14 ACRE SITE and the Neighborhood is FAR TOO DAMAGING To the COMMUNITY.

This developer will destroy the community, ESP: ALONG HUSTON STREET. They MUST be ACCOUNTABLE for their DESTRUCTIVE PLANS.

Help SAVE This Neighborhood ! Please !!

Sincerely,

Mary Jane Atkins (MARY JANE ATKINS)

cc: City Planning Dept., CON HOWE, Dir.
LA City Council

1 of 2

Cover Sheet

To: Nicholas Hendricks
Environ. Review Unit
200 No. Spring, Rm 763
LA. Ca 90012
FAX: (213) 978-1343

From: Mary Jane Atkins
4853 B Fulton Ave
Sherman Oaks, 91423

Subject: Chase Knolls Apartments

8/5/03

Page 1 of 2

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

Nicholas Hendricks, ENV. Review
200 No Spring ST, RM 763
LA. Ca 90012

RE: CHASE KNOLLS APARTMENTS, LA. HISTORIC MONUMENT #683

Dear Mr. HENDRICKS:

ANY Development of Chase Knolls will ADD MASSIVE POLLUTION To Sherman OAKS!!

Please MAKE The Developer Responsible AND ACCOUNTABLE = STOP further development of The beautiful Chase Knolls apartments. The Park Like SETTING of Chase Knolls with HUGE MATURE TREES helps Deflect The Neighborhood from NOISE AND POLLUTION.

ANY Development will ADD TOXINS to AIR QUALITY. Our Neighborhood is PERFECT AS is. Tell Them to Leave The apartments ALONE!

Sincerely,

Mary Jane Atkins (MARY JANE ATKINS)

cc: City Planning Dept., CON HOWE, DIR.
LA City Council

Cover Sheet

To: Nicholas Hendricks
Environ. Review Unit
200 No. Spring, Rm 763
LA, Ca 90012
FAX: (213) 978-1343

From: Mary Jane Atkins
4853 B Fulton Ave
Sherman Oaks, 91423

Subject: Chase Knolls Apartments

8/5/03

Page 1 of 2

8/5/03

M. J. ATKINS
4853 B FULTON AVE
SHERMAN OAKS, CA 91423

Nicholas Hendricks, ENV. Review
200 No Spring ST, RM 763
LA. Ca 90012

RE: CHASE KNOLLS APTS, L.A. HISTORIC MONUMENT #683

Dear Mr. HENDRICKS:

Chase Knolls is the LAST REMAINING Cluster Housing, POST WWII IN The Valley. This Developer DOES NOT CARE About its HISTORIC IMPORTANCE To The COMMUNITY AND future GENERATIONS.

OPEN SPACE — GARDEN CITY ARCHITECTURE — BEING COMMUNITY TOGETHER. We MUST KEEP This HISTORIC - CULTURAL PLAN UNCHANGED!!

These developers MUST BE MADE ACCOUNTABLE TO the MILLS ACT CONTRACT! MAKE OUR OBJECTIONS KNOWN!!

Sincerely,

Mary Jane Atkins (MARY JANE ATKINS)

cc: City Planning Dept., Con Howe, Dir.
LA City Council

pg 2 of 2

July 22, 2003

Mr. Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

I would like to add a few more items for review in the Environmental Impact Report being prepared for the project at Chase Knolls Apartments, 13401 Riverside Drive, Sherman Oaks, CA 91423.

The subject of flooding was mentioned at the public scoping meeting on July 15, but it was only in regards to the perimeter streets around the Chase Knolls complex. Actually, we have fairly severe flooding INSIDE the complex on the spine driveway when heavy rain falls. Additionally, there is flooding in some of the low-lying grassy areas during downpours – my elderly neighbor is trapped in his apartment at these times unless management remembers to place a wooden plank from his bottom step out across the flooded area. In both cases I'm not talking about a half inch puddle of water, but rather water that easily comes over and covers your shoes.

Please make sure the environmental impact with regards to flooding is included in the E.I.R. I would imagine the construction of (and the completed buildings of) 141 new dwellings would be mitigating factors.

Secondly, please include in the report a study of the amount of trash that will be generated by the addition of 141 new units. Chase Knolls is not able to efficiently keep the trash under control now – I've complained several times to the management office – how will they keep twice the trash from being a mitigating factor on the environment in the future?

Thank you for adding these items to the study.

Sincerely,

Nancy Beverly

Nancy Beverly
10 year Chase Knolls resident
13449 Riverside Dr. Apt. C
Sherman Oaks, CA 91423

July 29, 2003

Nicholas Hendricks, Environmental Review Unit
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: EAF No. ENV-2003-1228-EIR

I used to walk by Chase Knolls Garden Apartments at 13401 Riverside Drive in Sherman Oaks. I was struck by the quiet beauty of the place, how it fit in architecturally and thematically with the surrounding single family homes in the area. What are the drastic changes proposed by the new owner/developers going to do to this quiet neighborhood? It will create a scenic eyesore and increase traffic to an unmanageable extent thereby increasing pollution and noise and causing safety problems for all area residents, especially school children at Notre Dame High School, Millikan Middle School and Riverside Drive School. (More and more is definitely not better, in this case).

Yours truly,
Isabel Callin
Isabel Callin
c/o 13013 Hartsook St.
Sherman Oaks, CA 91423

From: <LCarney2@aol.com>
To: <nhendric@planning.lacity.org>
Date: 8/6/03 12:23PM
Subject: Chase Knolls Environmental Impact Report

August 5, 2003

VIA EMAIL

Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: Scope of the Chase Knolls Environmental Impact Report

Dear Mr. Hendricks:

Please take into consideration the aesthetics and cultural resources of the Chase Knolls site under the proposed development. Chase Knolls is a green belt along the "concrete" corridor of Riverside Drive. The development proposed indicates the removal of many of the grandest trees/landscaping which are an intricate part of the design and is one of the reasons that makes Chase Knolls stand out amongst other garden city apartments. There is nothing like it in the San Fernando Valley - a section of the city that is sadly lacking in cultural historic monuments.

The developer also has proposed putting a pool in one of the three major historic courtyards. As far as my research led me - pools in major courtyards were not a part of the garden city movement.

The removal of the carports and replacing them with parking lots will remove significant portions of the semi private back yards of the apartments and lead to further removal of trees and alterations of landscaping. Once again, drastically altering the "garden city" style (separation of the automobile from the pedestrian). The trees provide privacy and shading in post war apartments that are to be cooled by one small airconditioner. The trees make this possible the removal make it impossible.

Thank you.

Laura Carney
13378 Huston St. Apt. B
Sherman Oaks, CA 91423
818-783-0313

cc: Wendy Greuel (via email)
Jack Weiss (via email)
Eric Garcetti (via email)
Tom LaBonge (via email)
Ed P. Reyes (via email)

Jill Croce

August 5, 2003

ONE Letter (Multiple pages)

Nicholas Hendricks
Environmental Review Unit
Con Howe, Director of Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Dear Mr. Howe:

I am writing to urge you to include a detailed study of Chase Knolls Garden Apartments' (CK) historic status, and a separate enquiry into the quality of life that is born out of by the property's current design, in the upcoming Environmental Impact Report.

Spending every weekend and holiday visiting my Grandmother and Aunt (37-year residents) at CK I can honestly say I grew-up on the property. Almost 18 years ago, after learning my Mother had cancer, my parents and I moved to CK so that we could live closer to her sister. My Mom died shortly after we moved in and my Father moved out several years later; I on the other hand remained.

I was unhappy at the notion of moving to CK; I hated the thought of living in those old buildings, and really didn't see anything special about the place. I finally grew-up and was able to recognize its beauty and appreciated its magic. CK is not just a collection of apartment buildings, land or trees, it's a community made up of all of the sums of its part, including its tenants who have formed strong bonds that make-up extended families that care for one another and their neighborhood, something that is often hard to find in Los Angeles.

When studying Chase Knolls it is important to consider, the fact that it is not only an example of 1940s vintage style garden apartments, it remains one of the last examples of a 1940s community comprised of multi-generations of families and neighbors. Many long time residents are seniors who rely on these extended families to remain independent in their homes. Without this assistance many of our seniors would have been forced to live in assisted living facilities. As the population ages, we as a society, face the challenge of caring for our elders in a cost-efficient manner that promotes dignity and independence. Institutionalization should be a last resort. As newer, younger tenants move into the complex they quickly adopted the CK culture and have been instrumental keeping our seniors at home by caring for their emotional, spiritual and physical well-being. CK is not only noteworthy for the historic value of its architecture, but for is 1940's sense of community as well.

The developers proposed changes will not only compromise the property's architectural style, but comprise a quality of life as well. CK's current design was specifically designed to separate the pedestrian from the vehicle. It provides for common and semi-private areas that bring families together. The developer's plan to demolish current garages and gardens and replace them with open parking alters a key component of the property's historic value. The loss of the semi-private areas, which are now slated to become parking lots, greatly reduces opportunities for tenants to interact with each other in an warm-friendly setting, verses an in personable public club house. These semi-private areas are often scene of impromptu gathering. It is through these interactions that the Chase Knolls neighborhood is born. Again, a large, single clubhouse cannot serve as a replace for these areas.

13431 Riverside Drive #C Sherman Oaks, CA 91423 • 818-995-3644

Jill Croce

Each year we spend billions of dollars travelling abroad to visit historic sites and experience the rich history of other nations. If we continue to alter architecturally significant work and destroy representations of our past how can we offer future generations the opportunity to visit history within our own communities? CK, as it stands today, is a piece of history for the San Fernando Valley and for Los Angeles. CK is the last remaining example of post World War II cluster housing in the San Fernando Valley. Los Angeles needs to preserve this San Fernando Valley's significantly historic site. We need to preserve the integrity of the site for future generations.

Please include a study of Historic Status and its community in the Environmental Impact report.

Sincerely,

Jill Croce

cc: Councilperson Wendy Greuel, 2nd District
Councilperson Jack Weiss, 5th District
Councilperson Eric Garcetti, 13th District
Councilperson Tom LaBonge, 4th District
Councilperson Ed Reyes, 1st District
Michael A. Cornwell, President, Cultural Heritage Commission
Con Howe, Director of Planning, Department of City Planning

13431 Riverside Drive #C Sherman Oaks, CA 91423 • 818-995-3644

Jill Croce

August 5, 2003

Nicholas Hendricks
Environmental Review Unit
Con Howe, Director of Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Dear Mr. Howe:

I am writing to urge you to include a detailed air quality and traffic study regarding the proposed developments at Chase Knolls Garden Apartments' (CK).

The developer plans to add an additional 141 units which will bring roughly 300 additional cars on to the property. The property is situated on already busy streets, Riverside Drive, Fulton and Sunnyslope. Riverside and the surrounding streets are already congested as a result of traffic from the 101 freeway, Sherman Oaks Fashion Square and a busy strip mall.

Additionally, the property is sounded by four local schools. Across the street from the property, on Riverside Drive, there is private elementary school. Two blocks to the East of the property, on Riverside, is a public elementary school. Across the street, on Sunnyslope, resides Notre Dame. About three blocks away, at the end of Sunnyslope, is Milikan Jr. High. I feel that an additional 300 cars will further increase traffic and pose a safety threat for children attending these schools.

As I mentioned, the streets surrounding the complex are already busy. An additional 300 vehicles will only further exacerbate the situation causing more traffic delays resulting in increase air pollution from of idling cars.

Furthermore, the developer's plans do not include sufficient parking to accommodate all tenants. As a result, Chase Knolls tenants will be forced to parking their cars on the street. , Sunnyslope and the surrounding side streets are narrow. I feel this may future impeding traffic.

I ask that both air quality and traffic studies are conducted over time to meet the following conditions: (1) during the peak drop-off and pick-up times when all four schools are in session (2) weekend and evening hours during the Holiday season (3) High School Football season (3) Drive time traffic hours. I asked this so existing traffic conditions are accurately measured and factored into the City's decision

Thank you for taking these matters under advisement.

Sincerely,

Jill Croce

cc: Councilperson Wendy Greuel, 2nd District
Councilperson Jack Weiss, 5th District
Councilperson Eric Garcetti, 13th District
Councilperson Tom LaBonge, 4th District
Councilperson Ed Reyes, 1st District
Michael A. Cornwell, President, Cultural Heritage Commission
Con Howe, Director of Planning, Department of City Planning

13431 Riverside Drive #C Sherman Oaks, CA 91423 • 818-995-3644

July 25, 2003

Nicholas Hendricks, Environmental Review Unit
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: EAF No. ENV-2003-1228-EIR

Dear Mr. Hendricks,

I am writing to protest the proposed changes by developer/owners to Chase Knolls Garden Apartments at 13401 Riverside Drive in Sherman Oaks. There are many many reasons why these modifications/additions should not be allowed, but I will just address a couple of major ones.

We are thirty-nine year long homeowners three streets east of the property in question. Another 200-250 cars added to that location spells hardship and disaster. The streets bordering that locale (Fulton, Sunnyslope and Huston) are already burdened with traffic (some of which comes from Notre Dame High School, Los Angeles Valley College, Riverside Drive Elementary School, Millikan Middle School and the Armenian school across the street from Chase Knolls on Riverside).

Besides the increase in traffic, the accompanying decrease in air quality would be a monumental concern. The AQMD recently reported on the news (July 15th – ABC evening news) that we were in the 36th day in the last three months of unhealthful levels of smog. The San Fernando Valley was one of the areas noted. They were blaming more vehicles on our roadways for this problem. Barry Wallerstein of the AQMD stated that our ozone levels are twice the federal standards and that more Stage 1 smog alerts are

highly possible. He further stated that "pollution has grown with the population," that smog is the worst it's been since 1986.

How can anyone reconcile adding another 200-250 more cars to an area that is already having increased smog to a dangerous degree? What would such a proposition do to the air all of our neighborhood is breathing?

Very sincerely,

Jan Finer

13013 Hartsook Street
Sherman Oaks, CA 91423

P.S. There are six adults from this household, so you can expect to receive several letters from here in a similar vein.

July 28, 2003

Nicholas Hendricks
Environmental Review Unit
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, Ca 90012

RE: EAF No. ENV-2003-1228-EIR

Dear Mr. Hendricks,

Three years later, a new owner/developer, and the same old problem. After Chase Knolls was designated as a cultural and historical landmark, a developer is trying to change Chase Knolls from a peaceful, safe, scenic, park-like residential complex to include a five building, three story (actually four stories when you consider the above ground lower level of the buildings will be parking) complex overwhelming the existing buildings.

In addition, the proposed complex will change the open spaces, characteristic of the garden city movement, presently shared by the tenants for barbeques and evening outdoor meals to open parking areas to make up for the loss of the present parking structures.

The proposed increase in the number of units and cars in the area will severely affect traffic in the surrounding area causing parking problems to an area that has a private high school and a public middle school located adjacent to or nearby the property.

Chase Knolls presently provides low cost housing for many elderly tenants and the proposed development will price many of the residents out of the market.

The proposed changes will also substantially increase the already appalling pollution problems in the San Fernando Valley.

The proposed changes will also significantly inconvenience the surrounding homeowners during the long construction time because of the dust, noise, trucks and so on.

Based on the present historical significance of Chase Knolls, and the many factors heavily impacting the area, the developers' proposal should be totally rejected.

Sincerely,

Michael Finer

Michael Finer
13013 Hartsook Street
Sherman Oaks, CA 91423

4847 Fulton Ave. Apt. A
Sherman Oaks, CA 91423
August 6th, 2003

ONE LETTER (Multiple Pages)

Nicholas Hendricks
Environmental Review Unit
200 North Spring St. Room 763
Los Angeles, CA 90012
via fax: (213) 978-1343

Re: Proposed Chase Knolls Expansion

Dear Mr. Hendricks:

It is my understanding that the developers of the proposed Chase Knolls project are attempting to push it through by saying that they will provide affordable housing to ease the shortage in LA. **Affordable housing?** ***Nothing could be further from the truth.***

When I moved into Chase Knolls nearly a year ago, two-bedroom, one-bath apartments with a single parking space were renting for between $1,200 and $1,400 per month – significantly higher than other two-bedroom apartments in the area. Soon after I moved in, a Chase Knolls staffer told me that rents were starting at $1,300. I understand that they are now even higher.

Now they want to build brand-new 2 bedroom/2 bath units and add second bathrooms to existing units. Think about it: **If they rent *fifty year old apartments* with just *one* parking space and *one* bathroom for $1,400 or more, how much are they going to ask for *brand new* units with two bathrooms and two parking spots?**

Chase Knolls has a number of residents who have lived their for decades, who pay a fraction of what new residents pays. This lowers their average rent, but also lowers their potential income.

Chase Knolls is a wonderful place to live, but I pay a premium to live their. It is a luxury apartment complex. To think that any expansion will provide more affordable housing for LA residents is folly.

Sincerely yours,
Aaron Gold

Cc: Wendy Greuel's office, Los Angeles Affordable Housing Commission, Los Angeles Planning Commission

4847 Fulton Ave. Apt. A
Sherman Oaks, CA 91423
August 6th, 2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring St. Room 763
Los Angeles, CA 90012
via fax: (213) 978-1343

Re: Proposed Chase Knolls Expansion

Dear Mr. Hendricks:

Chase Knolls is intending to build 141 new apartments on a driveway. Considering the number of units currently occupied, we can expect the population on one single block to nearly double.

Considering other construction projects in the area, has the city budgeted for the additional police, fire and ambulance services we are going to need? Will this affect emergency service response times?

And with 270 parking spots being added on a driveway that is already crowded, will ambulances and fire trucks even be able to reach the Chase Knolls residents who may need them?

Sincerely yours,

Aaron Gold

Cc: Wendy Greuel's office Los Angeles Planning Commission, Los Angeles Building and Safety Commission, Los Angeles Police Commissioner

4847 Fulton Ave. Apt. A
Sherman Oaks, CA 91423
August 6th, 2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring St. Room 763
Los Angeles, CA 90012
via fax: (213) 978-1343

Re: Proposed Chase Knolls Expansion

Dear Mr. Hendricks:

Chase Knolls is a landmark. Now, we are talking about letting developers change it in the interest of profit.

Mr. Hendricks, what is the purpose of a landmark system? Is it not to allow future generations to experience a past way of life?

When Chase Knolls was designed, it wasn't just a bunch of buildings and a few trees – it was designed to provide a way of life. Mr. Chase wanted to give the residents of Los Angeles a beautiful place to live. His design went beyond buildings – it extended to the foliage (much of which has since been destroyed), the pathways (now endangered), the ebb and flow of life. Forgive me if I'm being dramatic, but it's true: to come home to Chase Knolls is to leave behind the headaches of Los Angeles. It is an oasis of calm and privacy that gives working-class people like myself – who can't afford to buy a house in the area - the chance to have their own bit of serenity.

I know that would please Mr. Chase, because that's what he intended when he designed it.

Mr. Hendricks, the residents of Chase Knolls are not NIMBYs (Not In My Back Yard!). These are the same people who fought to save Chase Knolls, joined by people like myself who have since moved in and fallen in love. We are the keepers of Chase Knolls and her historic legacy. We had hoped the owners of the property would take that role, but we have since learned that they look at our complex and only see dollar signs. We look at our complex and see a way of life that needs to be preserved.

I have no doubt that Chase Knolls will be standing two hundred years from now. I hope there will be another young family living in my apartment. I hope there's a proud father like me living there, pleased that if he can't give his family a house, he can at least provide them with Chase Knolls. I'd like him to step out on his porch, just like I do, and see one man's vision of how life should be in the middle of the 20th century... not a group of investor's vision of how best to make a profit at the turn of the 21st.

Sincerely yours,

Aaron Gold

Cc: Wendy Greuel's office Los Angeles Planning Commission, Los Angeles Building and Safety Commission, Los Angeles Police Commissioner

4847 Fulton Ave. Apt. A
Sherman Oaks, CA 91423
August 6th, 2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring St. Room 763
Los Angeles, CA 90012
via fax: (213) 978-1343

Re: Proposed Chase Knolls Expansion

Dear Mr. Hendricks:

The proposed Chase Knolls project involves literally hundreds (and possibly thousands) of truckloads of fill and supplies being moved in and out of what is, essentially, a driveway.

Chase Knolls is located next to a high school and just a few blocks from Riverside Elementary, where my seven year old son will be going to school. Older kids frequent the El Pollo Loco, Foster's Freeze, and Rite Aid in the shopping center on the same block.

The magnitude of construction that Chase Knolls is proposing is going to create a major safety hazard for pedestrians. That whole half-block will get gridlocked. Frustrated truck drivers will be looking for a gap in traffic. Frustrated drivers will be trying to get into the shopping center.

All this, with scores of children walking in the area.

This is a recipe for disaster. Please don't let it happen.

Sincerely yours,

Aaron Gold

Cc: Wendy Greuel's office Los Angeles Planning Commission, Los Angeles Building and Safety Commission

4847 Fulton Ave. Apt. A
Sherman Oaks, CA 91423
August 6th, 2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring St. Room 763
Los Angeles, CA 90012
via fax: (213) 978-1343

Re: Proposed Chase Knolls Expansion

Dear Mr. Hendricks:

I am inviting you to join me at the corner of Fulton Avenue and Riverside on any given weekday morning between 7:00am and 9:00am. The traffic – cars going in and out of the shopping center, the Chase Knolls driveway, and Huston Street is incredible. Some mornings I wait minutes to turn out from either Huston or the driveway onto Fulton Street – and I'm turning right!

Chase Knolls now proposes to build *one hundred forty one* apartments and *two hundred seventy* parking spots on this driveway. Mr. Hendricks, Chase Knolls hasn't rented all of their apartments, and the traffic is already unreal.

The fact is that Chase Knolls was designed in the 40s, when most families had one car – or none at all. Today we live in a world of two-car two-career families. The neighborhood just can't handle that kind of traffic.

Sincerely yours,

Aaron Gold

Cc: Wendy Greuel's office Los Angeles Planning Commission, Los Angeles Building and Safety Commission

Sunday, August 3, 2003

Dear Mr. Hendricks,

As a 39 year neighbor of Chase Knolls Apartments I wish to express my grave concern regarding the impact of the proposed re-configuration of the grounds to accommodate additional units.

The most striking aspect of the expansion plan is the allowance for eliminating any of the trees that currently flourish throughout the complex. In my opinion this compromises the historic integrity of Chase Knolls in a fundamental way. Every time I walk by, I am struck by the majesty of these trees and their vitality. I think it was Emerson who said that every cathedral in Europe pales in comparison to a fully grown oak. I happen to harbor a deep passion for architecture and deem cathedrals to the ultimate expression of that art so it does seem an exaggeration, however I would not contest the sentiment of that statement and the underlying spirit that should resonate with any person that has a healthy respect for life in all its variety.

These trees contribute in a meaningful way to the tranquility of the environment. Moreover, they afford a plenitude of shade as well as a habitat to various animals - a consideration which should not be scanted. You cannot equate the shelter from the sun that is provided by the side of a structure to that of a tree! It's bad enough that many of them were trimmed within the last year without the benefit of an arborist to consult on the job; as a result, many along Sunnyslope Avenue look like they were hit by lightening. To go beyond that and entertain the notion of felling these trees should give everyone serious pause.

Respectfully,

Daniel Gutman

Daniel Gutman
5120 Greenbush Avenue
Sherman Oaks, Ca. 91423

FAX TO: NICHOLAS HENDRICKS, Environmental Review Unit
200 N. Spring St., Rm. 763
Los Angeles, CA. 90012 FAX # 213 - 978-1343

RE: CHASE KNOLLS Proposed Development and RECREATION AREA

My name is David Haskin. I have been a resident of Chase Knolls for over 15 years. My family have been Chase Knolls residents for over 3 decades. I have been an Architectural Illustrator for the biggest names in Architecture and Development for over 25 years including: Barry Berkus AIA, Daniel/Mann/Johnson/Mendenhal, the Mayer Group, Landmark Development and countless other Developers and Architects. My father is an Architect/Developer. I know all their tricks. I am the artist who makes their Proposed Structure look good (if it's good, bad, or hideously ugly) in order for it to get approved and built.

Even high density plans must have a minimum of Recreational and open space. The communal backyard lawns and gardens are an essential part of life at Chase Knolls where we have our gardens and personal plants, where our pets, children and adults relax and play. Where we interact with other residents..it's where the real life goes on at Chase Knolls. This proposed plan replaces the small shared area with Cars, Cars and Cars -Eliminating the already small Buffer between Living Units and Cars -adding to the Noise, Smell, and Danger of being next to Automobiles.

Make no mistake about it -This Proposed Plan can only get the Parking necessary for approval by Destroying the Quality of Life at Chase Knolls. Please DO NOT APPROVE THIS OVERSIZED PLAN for a very Unique and Sensitive site. Send them back to the drawing boards to produce a more REALISTIC PLAN.

Thank you for your consideration,
David Haskin
13352 Huston St.

FAX TO: NICHOLAS HENDRICKS, ENVIRONMENTAL REVIEW UNIT
200 N. Spring St., Rm. 763
Los Angeles, CA 90012 FAX # 213 - 978-1343

RE: CHASE KNOLLS Proposed Development and Noise

My name is David Haskin. I have been a resident of Chase Knolls for over 15 years. My family have been Chase Knolls residents for over 3 decades. I have been an Architectural Illustrator for the biggest names in Architecture and Development for over 25 years including: Barry Berkus AIA, Daniel/Mann/Johnson/Mendenhal, the Mayer Group, Landmark Development and countless other Developers and Architects. My father is an Architect/Developer. I know all their tricks. I am the artist who makes their Proposed Structure look good (if it's good, bad, or hideously ugly) in order for it to get approved and built.

The communal backyard lawns and gardens are an essential part of life at Chase Knolls where we have our gardens and personal plants, where our pets, children and adults relax and play. Where we interact with other residents. The Garden Plan of Chase Knolls has them as a Buffer between the parking lot and our rear doors and kitchens. Removing that Buffer brings the Noises of the parking lot right to our Kitchen Windows. Can you imagine 300 more autos reving up and moving through and around the One large block that is Chase Knolls? The Architect who proposed this obviously never tried to park here during a Friday night football game or other funtion at the High School when there is no available parking on TWO of the four streets around Chase Knolls.

Make no mistake about it -This Proposed Plan can only get the Parking necessary for approval by Destroying the Quality of Life at Chase Knolls. Please DO NOT APPROVE THIS OVERSIZED PLAN for a very Unique and Sensitive site. Send them back to the drawing boards to produce a more REALISTIC PLAN.

Thank you for your consideration,
David Haskin

13520 Morrison Street
Sherman Oaks, CA 91423
July 11, 2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Chase Knolls Garden Apartments

Dear Mr. Hendricks,

We are writing this letter to advise you of our opposition to the construction of 141 apartment units proposed at the above referenced complex. As you can see by our address, we live one block from the apartment project and we strongly feel that the increased density will have a negative impact on the neighborhood.

Specifically, the impact will be greatest upon the increased cars and people on the surface streets surrounding the project. At the present time Sunnyslope Avenue is heavily used by families whose children attend Notre Dame High School and Milliken Middle School. Riverside Drive also is subject to school traffic as well as traffic to the adjacent neighborhood shopping center. If you conduct a survey, you will find that the center is under parked and the overflow of cars must park on Riverside instead of in the parking lot.

In addition to the above traffic problems, the additional density will have a tremendous impact on the major intersection of Woodman and Riverside Drive. At the present time it can take three or four lights to make a left turn on to Woodman from westbound Riverside because of the back up of cars. There are two reasons why this intersection is so congested: 1) Woodman is an access/egress to the east and west bound Ventura Freeway and 2) there is a regional shopping center on the southeast corner of Woodman and Riverside, running to Hazeltine and Riverside drawing shoppers from all over the area. The traffic will only worsen if these units are allowed to be built.

It has been estimated that 270 additional vehicles amounting to 1000 additional daily trips will result from adding these apartments. This will have a dramatic negative environment impact on the area and we want this project defeated.

Sincerely,

Doug Hayek

Gail Hayek

July 31, 2003

Via Fax & Mail

Cynthia Hsiung-Langston
4920 Greenbush Avenue
Sherman Oaks, CA 91423

Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Chase Knolls Apartments Proposed Construction – Air Quality (air pollution)

Dear Mr. Hendricks,

I am a neighbor of the Chase Knolls complex living just 4 houses directly north of the apartments on Greenbush Avenue. I am writing today to express my deep concern and disapproval over the proposed new construction of this complex and how both the construction and aftermath will impact the air quality and air pollution in this otherwise peaceful and tranquil environment.

Air pollution to many people is a nuisance and an undesirable living situation. For myself and my children, it can be a life-threatening situation. My 10 month old son was born with enormous allergies that kept him on a breathing monitor 24 hours a day, 7 days a week for the first 6 months of his life. Two allergy doctors, Drs. Richard Harris in Beverly Hills and Dr. Catherine Fuller in Santa Monica, have been keeping close watch over his allergies since he was under 1 month old. With regards to myself, I have been under allergy shots and allergy medications for years, testing "off the scale" for 22 out of 59 airborne environmental allergies (see attachment A, medical test results, for details). Kicking up the dust, grass, tress, pollens, and other airborne allergens so close to my home would be, without exaggeration, devastating to me and my infant son. So serious is this, my husband and I have acutely considered moving out of our beloved house and neighborhood. However, with real estate prices now beyond our reach, we would not be able to recreate our current house situation in a neighborhood with comparably good schools in the Los Angeles area.

I implore you to recommend stopping this proposed construction for air quality and air pollution reasons. Thank you for your time and attention to this matter.

Sincerely,

Cynthia Hsiung-Langston

Cc List:

The Honorable Wendy Greuel
City Council District 2
200 North Spring Street, Room 475
Los Angeles, CA 90012

The Honorable Jack Weiss
City Council District 5
200 North Spring Street, Room 440
Los Angeles, CA 90012

The Honorable Eric Garcetti
City Council District 13
200 North Spring Street, Room 470
Los Angeles, CA 90012

The Honorable Tom LaBonge
City Council District 4
200 North Spring Street, Room 480
Los Angeles, CA 90012

The Honorable Ed P. Reyes
City Council District 1
200 North Spring Street, Room 410
Los Angeles, CA 90012

Cultural Heritage Commission
Michael A. Cornwell, President
L.A. Cultural Heritage Commission
433 South Spring Street, 10th Floor
Los Angeles, CA 90013

Con Howe, Director of Planning
200 N. Spring St., Room 525
L.A., CA 90012

Attachment A

•Robert F. Meth, M.D., F.C.C.P., F.A.C.A.
Chest Diseases and Allergy • Internal Medicine

Century City Medical Plaza
2080 Century Park East • Suite 810
Los Angeles, CA 90067
Telephone (310) 556-1377
Fax: (310) 556-1650

Diplomate
American Board of Internal Medicine
American Board of Pulmonary Disease
American Board of Allergy and Immunology

Patient Hsiung, Cynthia

Date 2-9-99

Trees	Reactions Scratch/ID	
Box Elder	4+	
Bald Cypress	3+	
Western Oak Mix	4+	
Western Walnut Mix	4+	
Acacia	4+	
White Mulberry	↓	
Eucalyptus Globulus	↓	
Oregon Ash	4+	
Olive	4+	
Western Sycamore	4+	
Fremont Cottonwood	3+	
Elm Mix	4+	
White Alder	4+	

Grasses	Reactions Scratch/ID	
Cultivated Oat	4+	
Smooth Brome	↓	
Standard Bermuda	↓	
Standard Orchard	↓	
Saltgrass	↓	
Ryegrass	↓	
Meadow Fescue	↓	
Kentucky/June Grass	↓	
Johnson Grass	↓	

Weeds	Reactions Scratch/ID	
Careless Weed	4+	
Scale Mix	4+	
Lamb's Quarters	4+	
Russian Thistle	4+	
Western Ragweed Mix	4+	
Common Sagebrush	3+	
Cocklebur	4+	
English Plantain	↓	
Dock Sorrel Mix	↓	
Nettle	↓	

Desert Pollen	Reactions Scratch/ID	
Western Juniper	4+	
Black Willow	↓	
Mesquite	↓	
Shad Scale	4+	
All Scale	↓	
Lens Scale	↓	
Iodine Bush	4+	
Rabbit Bush	4+	
Desert Ragweed	↓	
Burrobrush	↓	
Baccharis		

Molds	Reactions Scratch/ID	
Aspergillus Mix	3+	
Hormodendrum	4+	
Epicoccum	3+	
Phoma Betae	4+	
Alternaria Tenuis	↓	
Mucor Racemosus	↓	
Fusarium Moniliforme	↓	
Helminthosporium	↓	
Penicillium Mix	3+	
Botrytis Cinerea	3+	

	Reactions Scratch/ID	
Cat	4+	
Dog	4+	
[redacted]		
Feathers	3+	
Horse	4+	
House Dust	4+	
Control	neg	
Milk	4+	
Wheat	4+	
Eggs	4+	
Dust Mite	4+	
Cockroach	4+	
Histamine	4+	

4+ Highly Allergic
3+ Moderately Allergic
2+ Mildly Allergic
1+ Minimally Allergic

*** A positive reaction to histamine is normal. ***

Re: ENV-2003-1228-EIR
August 6, 2003
FAX Transmittal to:

Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012
FAX: (213) 978-1343

Dear Mr. Hendricks:

On this last day for written comments on the scope of the Chase Knolls EIR, we decided to submit our own version of an Initial Study/Discussion of Environment Impacts on behalf of the Chase Knolls Residents & Neighbors Association. We thought it might serve as a kind of summary. Thank you for your consideration.

Sincerely,

Susan H Jagiello

Susan H. Jagiello

INITIAL STUDY

AESTHETICS

Would the project:

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Demolishing the garages and replacing them with expanded open-air parking lots will virtually eliminate site characteristics that define Chase Knolls as part of the Garden City movement. These include the separation of cars from pedestrian uses and the provision of semiprivate backyard spaces where children can play safely and adults gather to engage in community-building activities. The demolition will also degrade the visual character of the site's principal (Huston Street) frontage by making conspicuous gaps in its parklike facade and disrupting the step-down of the architecture, which was designed to merge the complex seamlessly into the surrounding neighborhood.

AIR QUALITY

Would the project:

b) Violate any air quality standard or contribute to an existing or projected air quality violation?
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard...?

Less Than Significant Impact with Mitigation. There will be short-term air quality impacts associated with the construction phase of the project. These would include exhaust from construction vehicles and equipment and dust stirred up by demolition of structures and excavation of subterranean parking. Increases in automotive pollution can also be expected since the site is bordered by two major thoroughfares (Fulton and Riverside) and intersections that are already congested at intervals throughout the day (morning and evening rush hours, drop-off and pick-up times for the area schools, and peak business hours for the mall that shares the superblock with the complex.) Construction can only exacerbate these conditions. Long term, automotive pollution levels could remain elevated locally even after construction, given the traffic and congestion generated by an additional 270 vehicles on the site.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation. Sensitive receptors include four area schools: two bordering the site (Notre Dame High School to the west and the Merdinian Armenian Evangelical School to the south) and two located two blocks away (Millikan Junior High School to the north and Riverside Elementary School to the east); single-family residences to the north,

east, and south; and Chase Knolls itself, whose residents (including seniors, children, and disabled individuals) would be closest to the construction. Advance notice for Chase Knolls residents of activities that might cause respiratory distress has already been an issue on the site.

BIOLOGICAL RESOURCES

Would the project:

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact. The monument status of Chase Knolls extends to its landscaping as well as its architecture. Both are historic. Therefore, the proposed removal of any trees, no matter what the number, is subject to review by the Cultural Affairs Department; specifically (since there is a Mills Act Contract on this property) by the department's contracts administrator. The ten trees to be removed have yet to be specifically identified, but judging from the locations of the new buildings, the four firs could be some of the oldest and grandest trees on the site. Removing them would amount to carving a huge hole in the center of the Chase Knolls "skyline." If this is allowed to happen, mitigation at the very least should specify replacement with big-box trees rather than saplings.

Apart from the Cultural Affairs process, the City of Los Angeles has a policy of encouraging the planting and replacement of trees. In a warm state that is experiencing escalating energy prices, shade trees represent a cost-efficient alternative to air conditioning, and Chase Knolls is a model of what can be done over time. In this context, it seems ironic to take down mature trees in order to put up unshaded buildings that will have to be air conditioned at the first hint of summer weather. Maybe the buildings should be downsized and the trees left alone.

CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064/5?

Potentially Significant Impact. The five proposed new buildings are out of scale with the surrounding development. Their massiveness detracts from the human scale of the complex and plays havoc with its orientation to public and semiprivate open spaces, which is one of the primary historic values of the Chase Knolls design. Even on the site plan, these buildings force the light, highly articulated forms of the existing structures into the background–only the newly enlarged parking lots can visually hold their own against them. Like the parking lots, these structures are takers, consuming backyard space and trees, cutting off nearby buildings from light and air, and even encroaching on the driveway where it exits onto Riverside. Their height (three stories above

grade-level parking for the largest buildings) and their concentration along the east-west driveway create an effect not unlike a Chinese wall, dividing the complex down the middle. This is the very essence of "adverse change." The Garden City site plan was designed to build community, not divide it.

The proposed modifications of the existing two-bedroom units (the so-called pop-out bathrooms) violate the architectural integrity of the site. They deface the long, low, simple lines of the complex's modern architecture by adding fussy earlike extensions to the buildings. These butt against pedestrian walkways and parking lots, form awkward spaces with articulated walls, displace small trees and shrubs, and consume yet more backyard space.

Finally, the location of a pool, recreation room, gym, spa, and similar amenities in a major courtyard is incompatible with the site's historic values. It significantly alters accessibility, crowds a courtyard area, and introduces architectural elements into a character-defining open space.

HAZARDS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact with Mitigation. Through multiple changes in ownership, one question has persisted: Is there asbestos at Chase Knolls? Is it in the walls of the buildings? the heating systems? Is it anywhere in the garages? Once and for all, there need to be answers. If it is in the buildings, it could conceivably be released during the adding on of a pop-out bathroom. If it is in the garages, it could conceivably be released during demolition. In either case, procedures need to be established for safeguarding residents, neighbors, and nearby school children should the material accidentally be released during demolition, construction, or transport off the site.

HYDROLOGY AND WATER QUALITY

Would the project:

d) Substantially alter the existing drainage pattern of the site or area...or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact with Mitigation. The proposed development will increase storm water runoff, mainly by covering permeable backyard space with buildings, driveways, pop-out bathrooms, and expanded parking facilities. While the total amount of permeable ground lost may not be great, it doesn't have to be. In certain areas, like the northwest corner of the complex, a broken sprinkler head can flood the intersection in 5-10 minutes. At the southeast "corner," the rain coming off the knoll can flood parking spaces and make the drive way-street junction impassable for pedestrians. Riverside Drive floods at places in the middle of the block, not just at intersections. (And yes, it's called *Riverside* Drive for a reason.) Want to know how bad Sunnyslope is in the rain? Just look at the height of the curbs. Given the notoriously poor drainage system in the Valley, a retention basin might be considered as mitigation.

LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

Potentially Significant Impact. Yes, this development plan divides a community–the Chase Knolls community. The wall of buildings along the driveway and the extra 270 cars pouring out of them turn the driveway into something like thoroughfare. Only this thoroughfare lacks pedestrian-friendly features like sidewalks, crosswalks, and signals; and the traffic load makes it a place to be avoided, especially by those with pets or children. This will effectively isolate Chase Knolls' two frontages, Riverside and Huston, from each other.

POPULATION AND HOUSING

Would the project:

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact. The struggle over Chase Knolls has already displaced two-thirds of the original residents, back in 2000. Then as now there was a need for replacement housing, and then as now there wasn't much being built in LA County. California has a cumulative decades-old shortfall of housing approaching 2 million units. That makes the impact of displacing *any* number of people or housing units significant.

The assertion that constructing 141 multifamily units at Chase Knolls will add to the housing stock is meaningless. There isn't just a shortage of housing. There's a shortage of *affordable* housing–housing for middle income people and people of more modest means. Once there were 260 such units at Chase Knolls; now there are only about 85. The rest have or are in the process

of moving up to market rate (for Sherman Oaks, that's about $1200-$1400 for a two-bedroom unit). And the 141 new units? Those will surely rent for more. They will be luxury units for which teachers, policemen, firemen, nurses, editors, secretaries, therapists, and others of modest means need not apply. The irony is that these working-class people were the ones for whom Chase Knolls was built 50-plus years ago; they are part of its history. If the present development plan is allowed to proceed, as the remaining affordable units turn over, Chase Knolls will inevitably become a working-class monument in which no working-class people are able to live.

TRANSPORTATION/CIRCULATION

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in...congestion at intersections)?

Less Than Significant Impact with Mitigation. It is already difficult to enter or exit the complex from any of the gates. The Fulton and Riverside gates are the most problematic, particularly during the morning and evening rush hours, drop-off and pick-up times for the area schools, and peak business hours for the mall next door. The intersection of these two streets backs up easily, mostly because six driveways (one from Chase Knolls', three from malls, and two from an office building) empty into Fulton within a quarter square of the intersection. A similar situation exists on Riverside, with the additional complication of traffic from a small private school. Factor in the Magnolia Boulevard trunk line(?) construction project slated to take 18 months, and then the Chase Knolls construction project, and then the Notre Dame construction project, and *finally* add another 270 cars from Chase Knolls, and there's going to be a collective neighborhood yowl that's going to be heard clear down to City Hall. Probably wise to start taking care of it now.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses...?

Potentially Significant Impact. The intensity of vehicular traffic in the driveway will be without precedent at Chase Knolls. To start, vehicles from all 141 new units will use the driveway to leave and enter the complex, along with vehicles from (how many?) existing units. These new residents will reach the driveway moving at an upward angle *while negotiating a sharp curve*, which may lead to problems seeing approaching driveway traffic. At this point, one group of drivers at the west end of the complex will face not only on-coming traffic from *another* building, but also head-in parking on *both* sides of the driveway. It may be that the first traffic jam of the day will be on the complex rather than the street. As difficult as this might be for the drivers, it will be absolutely hazardous for pedestrians: no sidewalks and traffic coming from three different directions and five different driveways. It gives new meaning to "incompatible uses."

e) Result in inadequate emergency access?

Potentially Significant Impact. *Test situation:* A fire breaks out north of the driveway between the Nagle and Varna Courtyards. It's 8:20 a.m. (morning rush hour and drop-off time for all area schools, including Notre Dame and the Armenian Evangelical School). Many of the head-in parking places along the driveway are still occupied by residents' cars. It's Wednesday, trash collection day; the gates are open and the various receptacles are lined up on both sides of the driveway so that two cars cannot pass abreast. Weather conditions are very warm, with moderate Santa Anna winds blowing around leaf debris and some light tree branches. The nearest fire station sends out three trucks, including its biggest hook and ladder. Would the complex's "adequate" emergency access be up to the challenge?

MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment,...or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Clearly the project has the potential to degrade the quality of an extraordinary example of classic cluster housing in the Garden City tradition–Chase Knolls. At virtually every turn the project undercuts some key principle or characteristic element of the design. The light, low, restrained architecture is pushed into the background by new, massively out of scale buildings. Semiprivate backyard space is all but eliminated in the rush to provide additional parking for cars. The move also erases the carefully planned dividing line between the automobile and pedestrian uses. The central driveway is so intensely developed that it divides the superblock rather than builds a sense of community. And trees, large and small, are paved over without anyone's counting or ever acknowledging that they were there.

b) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Significant Impact. Clearly the project has the potential to cause substantial adverse effects on human beings. Residents and neighbors alike, as well as local business owners, will have their lives disrupted by up to two years of construction. They may even be exposed to hazardous materials like asbestos. Residents will lose both their protected parking and their storage spaces. Renters generally in the Los Angeles area may have their affordable housing options further diminished, and the state's housing shortage may be exacerbated. And finally San Fernando Valley residents may lose a valuable historic resource: their "park" down the street, the Valley's "Village Green," the only Garden City residential complex uniquely adapted to the San Fernando Valley's climate and suburban culture–Chase Knolls.

Trisha Kirk & Bernard Redding
Chase Knolls - 4836 Sunnyslope Ave., Apt. B
Sherman Oaks, Ca. 91423
(818) 501-1489

July 13, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012

RE: Proposed Construction & Demolition
at Chase Knolls Apartments
13401 Riverside Drive, Sherman Oaks, Ca

Dear Mr. Hendricks,

As new residents of the Chase Knolls apartments in Sherman Oaks, we were very surprised to learn of the proposed construction and demolition at the complex. We moved in to our apartment on Sunnyslope Ave., across from Notre Dame High School, just two weeks ago.

We are concerned about the proposed development and we ultimately oppose it for the following reasons:

1. ***Noise level*** One of the primary reasons we moved to Chase Knolls was for the quiet atmosphere. The apartment homes are spread out evenly across the grounds and our location on Sunnyslope Ave. is very quiet. We recently lived in a cramped, multi-story apartment complex near the freeway and were eager to get away from that. Now, the threat of construction noise right outside our window for several months – or longer – is making us rethink our choice! Not to mention the added noise that the residents of 141 new apartments will bring.
2. ***Power outages*** We have already discovered problems with the power in our apartment. We understand that these are old apartments and we are willing to work with the situation. Sometimes the power goes out on certain appliances when the air conditioner or microwave is turned on. We can only imagine the power problems we'll have when construction personnel start to use heavy equipment and suck the juice out of our meager power supply – and when new residents move in to the new dwellings and use MORE power, how will that leave us?
3. ***Dirt & hazardous materials*** Another reason we chose Chase Knolls is for its cleanliness. This is a very clean complex with well-groomed grounds. We would hate to see that lost to construction dirt and hazardous materials being thrown into our environment.
4. ***Traffic problems*** We have been told by other Chase Knolls residents that when school is in session at Notre Dame High School, the traffic in this neighborhood is insane. Moms waiting to pick up their children line the streets, making it impossible to park. As if that weren't bad enough, if this new development is agreed upon and our garages are taken out, there will be

absolutely NO parking provided for us by Chase Knolls, and very little will be available on the street with every resident having to park there .... and compete with people here on school-related agendas NOT TO MENTION parking for construction personnel and equipment! Again, another reason we chose to live here was because we were afforded a designated parking space that was covered and clean. Even when construction is done, we'll get the space back, but it won't be covered and it won't have the additional storage unit we were promised. We'll be forced to pay for a self-storage unit for our belongings, as will many other residents.

5. ***Laundry facilities*** If the laundry facilities are demolished for construction that will leave us with no choice but to take our laundry to a coin-op facility. That is unacceptable to us. We would not have moved into this complex if we knew we would have to take our laundry away from home in order to have clean clothes.
6. ***Addition of three-story buildings*** If construction is approved and three-story buildings are erected, it will obstruct the view that many residents, including us, have of the surrounding hills to the south. No one wants to see a high-rise outside their bedroom window and I'm sure that's why many residents chose to live here at Chase Knolls, because there is a feeling of living in the suburbs, not deep in the city surrounded by other dwellings that obstruct their views.

To sum up, Mr. Hendricks, we strongly urge you to oppose the development proposed for the Chase Knolls apartment complex. We feel that it will be an extreme and unfair hardship to those residents currently living here who support the uniqueness and cultural history behind the complex and the peaceful home it has become for us. Please don't destroy that.

Please feel free to contact us at the number above should you have any questions.

Sincerely,

Trisha Kirk

Bernard Redding

01/01/1997 00:08

=== COVER PAGE ===

TO: _____

FAX: 12139781343

FROM: KRAUS PUBLICATIONS

FAX: 18189956284

TEL: 18189956284

COMMENT: PLEASE CALL

Cover Sheet

To: Nicholas Hendricks
Environmental Review
200 No. Spring St, Rm. 763
Los Angeles, CA 90012
Fax: 213 978-1343

From: Debra J. Kraus
13368 Huston St, Apt A
Sherman Oaks, CA 91423
818 995-6284

RE: CHASE KNOLLS APARTMENTS
August 6, 2003

1 of 4

Debra J. Kraus
13368 Huston St, Apt A
Sherman Oaks, CA 91423

August 6, 2003

Nicholas Hendricks, Environmental Review
200 No Spring St, Rm. 763
Los Angeles, CA 90012

Dear Nick,

I have lived at Chase Knolls for 28 years, over half my life. I chose Chase Knolls because of its serene environment created by trees, wildlife, personal gardens, and beauty. I enjoy watching the seasons change. Autumn is delicately dotted here and there by old-growth Liquid Ambers. I crunch on pinecone corncobs left by squirrels feasting as winter draws near. I bought lace curtains to frame the cherry tree outside my living room window during its springtime blossoming. The summer is celebrated with Red Flame grapes planted as an awning for my patio. It provides shade, cover from traffic, and pleasure for the doves that love to nest in it.

This is the only existing apartment complex in the San Fernando Valley that offers this kind of lifestyle. I didn't move here for luxury living. I moved here to be close to the earth. I would appreciate you stopping the infill housing development that is being brought to you for consideration. Our Chase Knolls, Los Angeles Historic Cultural Monument #683, deserves to be preserved for generations to come.

Sincerely,

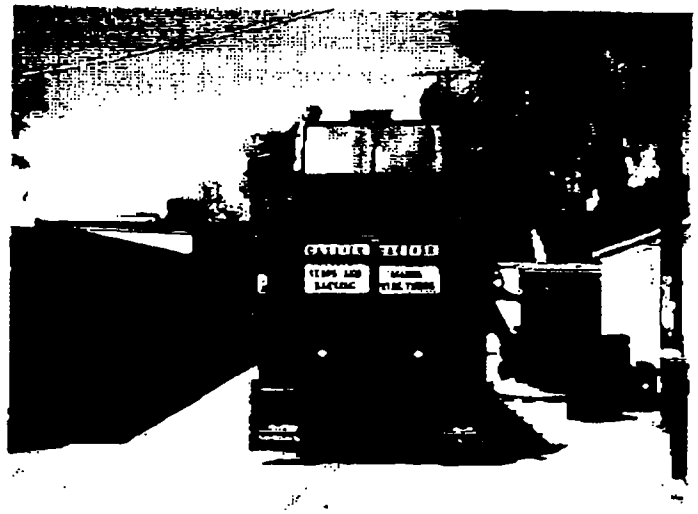
Debra J. Kraus

SEE THE CARS LINED UP AT EL POLLO LOCO FOR LUNCH
SEE THE ALLEYWAY LEADING FROM THE SPINE

TRAFFIC CONGESTION IS DEVASTATING TO OUR COMMUNITY

***WATCH OUT* FOR THE SCHOOL CHILDREN**

This Garbage truck is about the width of a Fire truck. Adding buildings, people, and cars to an already clogged spine will impact the safety of our community.



STOP **THE INSANITY OF INFILL HOUSING ALONG THE SPINE OF CHASE KNOLLS**

THE PLAN TO ADD 141 UNITS WOULD CREATE FIRE AND SAFETY ISSUES: LAFD'S ONLY ACCESS TO FIRE HYDRANTS IS ALONG THIS ALLEYWAY.

CLOGGING IT WITH APARTMENTS, PEOPLE, AND PARKING WILL DANGEROUSLY IMPACT OUR SAFETY.

LINDA J. LAROSA
13422 HUSTON STREET, APT. B
SHERMAN OAKS, CA 91423
(818) 905-9010

TO: Mr. Nicholas Hendricks, Environmental Review Unit

Date: August 4, 2003

Pages (With Fax Page) 3

Re: Chase Knolls EIR

Linda J. LaRosa
13422 Huston Street, Apt. B
Sherman Oaks, CA 91423

VIA FAX: 213-978-1343

August 4, 2003

Mr. Nicholas Hendricks
Enviornmental Review Unit
200 North Spring Street
Room 763
Los Angeles, CA 90012

RE: Chase Knolls EIR

Dear Mr. Hendricks:

I know you probably have already been sent the history of Chase Knolls. I hope you will consider the impact to the Aesthetics of our neighborhood, the unbelievable damage to the visual character and quality of our homes, in your report.

Chase Knolls is unique and precious. The City Council agreed to this in a 13-0 vote. So did the county and state, and national registries of historical buildings.

And, initially, so did the current manager/owner, Sue Gold. After buying Chase Knolls and opening the rental office for the first time in nearly two years, Sue was amazed at the incredible surge of potential tenants. They could not keep up with the demand; they could not clean the apartments fast enough and we had, for the first time in years, a waiting list. At the time, Sue remarked: "There are two types of potential tenants – those who "GET" Chase Knolls, and those who don't." She elaborated: "Those who 'GET' Chase Knolls are not looking for washing machines, dryers, dishwashers, central air, elevators or underground parking. These people don't care about a swimming pool or spa. They "GET" the idea of the space, the landscaping, the deceptive and subtle simplicity of the lines. They LOVE the large apartments, they love the front and back doors, the park-like atmosphere, the easy-on-the-eyes exteriors that contain a unique, inner beauty.'

Sir, I "GET" Chase Knolls. I look out my kitchen window and the covered parking carports lead my eyes to the sidewalks and the single-family homes, and the trees. We blend in beautifully. If I look out my living room window, I see my tree – a 300-year-old Spruce that I used to water at midnight when Legacy Partners stopped caring for the property. It has long, lush and graceful limbs that support an astonishing amount of life:

all sorts of birds, squirrels, and yes, even possums – they may be kind of ugly, but they deserve a place to live, too. and provide a wonderful service for the gardens.

I "GET" the privacy, the high ceilings and thick walls that prevent me from hearing every single sneeze from my neighbors. Our lives do not intrude on one another. The only other example of this, would be a private home. That's what living here feels like, owning a home. The knolls are green, filled with old roses, gardenia bushes, fruit trees, shade trees and are unlike anything, anywhere, other than living in a multi-million dollar home smack in the middle of Griffith Park.

If I was a new tenant – and believe me, they are STILL renting and showing this place with all its breathing space to newcomers as if it is going to remain that way– I would be calling my lawyer to find out about the real-estate version of 'bait and switch.' There is a reason why there is a waiting list to get into Chase Knolls. There is a reason why the beauty of this place touches everyone. And there is a reason why the new owners want a swimming pool, five new 3-4 story-buildings, underground parking, central air, etc. It's called "Greed." The very elements that draw so many people to Chase Knolls, are the very reasons our new owners plan to destroy what we fought so hard to save. If they can do away with the covered parking, well, gee, they could squeeze in a few more cars – and raise all of our insurance rates, and take away the one spot of storage we have, and turn Huston Street into an impersonal parking lot, rather than the tree-covered, lawn-covered, bungalow-fronted easy lovely walk it is now. Imagine, taking every available open space, and cramming it full of apartment buildings, cutting down 25-50 historic trees – they actually sent us a memo, trying to reconcile this by stating it was only "half" the amount Legacy Partners wanted to chop down. What I fail to understand, is if they wanted to do so much building, so much destroying, why did they buy this property in the first place? The landscaping, the trees, the large apartments with beautiful views for moderate income people, this place is the last of its kind in L.A.

Please help us. I'm slack-jawed at the thought of having to fight this stupidity once again. All because of greed. They raised the rents for newcomers, twice. But that doesn't seem to satisfy – they want more. And more. And beauty be damned. The neighborhood be damned, because people, trees and lovely neighborhoods are all expendable, aren't they? We're only here to satisfy their greed.

Sincerely,

Linda J. LaRosa

3 August 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 No. Spring Street, Rm 763
Los Angeles, CA 90012

RE: Landmark Historic Chase Knoll's Garden Apartments

Dear Mr. Hendricks:

I adamently oppose the mutilation of my home, the Historic Chase Knolls Garden Apartments. The owner/developers, Irisno/Afreac, have no regard for us, their residents, nor the neighborhood. How many more unique California sites, like our San Fernando Valley landmark, must be destroyed before Los Angeles comes to its senses and values its heritage?

Chase Knolls Garden Apartments were given Historical Building Status in July 2000 by a unanimous vote of the Los Angeles City Council. Then, the former owner/developer, Northern California Walnut Creek-based Legacy Partners, had Chase Knolls Garden Apartments placed on the National Historic Building Register. To alter any of the beautiful and distinctive features of my home would be a criminal act on the Sherman Oaks Community and the San Fernando Valley as a whole.

To destroy an example of the History of the San Fernando Valley should be impossible.

Sincerely

Meg McIntyre

Meg McIntyre
13433 "A" Riverside Drive Resident
since 1980
Mailing Address:
P. O. Box 5797, Sherman Oaks, CA 91413

cc:
The Honourable Wendy Greuel, Jack Weiss, Eric Garcetti, Tom LaBonge, Ed P. Reyes
Michael A. Cornwell, President, L.A. Cultural Heritage Commission
L. A. Nature Conservancy

ELLEN MICHIEL

FAX TRANSMITTAL

To: Nicholas Hendricks

From: Ellen Michiel

Date: August 6, 2003

Pages: 4

Fax Number: 213/978-1343

Comments for DEIR Scoping – Chase Knolls/Sherman Oaks

EAF NO: ENV-203-1228-EIR

ELLEN MICHIEL

August 6, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 No. Spring Street., Rm. 763
Los Angeles, CA 90012

SUBJECT: DEIR SCOPING – CHASE KNOLLS APARTMENT

Dear Mr. Hendricks:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the DRAFT Environmental Impact Report on the proposed new construction and remodeling project at the Chase Knolls Apartments in Sherman Oaks.

At your public hearing in July I had the privilege of speaking on behalf of the Chase Knolls Residents & Neighbors Association. For the past four years I have served this organization as a volunteer advocate and planner and remain very concerned about the project's future.

I've had the opportunity to review the excellent letters sent to you by Matt Dillhoefer of the city's Cultural Heritage Department and Ken Bernstein of the LA Conservancy. I know that you have also received a comment summary from the CKRNR Board of Directors and hope that you will carefully review their comments.

In all of the communications and statements that I've reviewed, there is a reference to the Secretary of the Interior's Standard for rehabilitation of historic properties. Since this is a Mills Act property, subject to those standards, I thought that it might be helpful to indicate specifically where the pending project falls short of their requirements. This seems particularly relevant given that the Environmental Assessment form distributed prior to the scoping hearing – which appears to have been prepared and submitted by the project's proponents - indicates that impacts to the historic character of Chase Knolls will be "reduced to a level of insignificance" by adhering to them.

SECRETARY OF THE INTERIOR STANDARDS

- *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site & environment*

  The project as proposed requires substantial change to the "defining characteristics of Chase Knolls. It proposes to significantly alter its architecture through the addition of "pop-out" bathrooms impacting at least half of the project's existing units. The addition of a pool and the construction of a clubhouse/fitness center destroy the most central of the

29500 Mira Loma Drive #Q205 . Temecula . CA . 92592
Phone: 909/587-2468 Fax: 909/587-2469 Cell 909/906-5315
ermichiel@aol.com

ELLEN MICHIEL

project's courtyards. The addition of five three story buildings, having little or no relationship to the existing buildings either architecturally or in terms of orientation, will dominate the site, altering vistas and scale. The proposed open parking lots along Huston, together with the proposed new construction, will obliterate the semi-private open courts to which the rear of the project's are oriented, change the relationship of the project to the surrounding neighborhood, and fail to maintain the strict separation of vehicular and pedestrian uses which constitutes one of the primary characteristics of this site and of Garden City Movement site planning.

- *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize the property shall be avoided.*

  See the above, and note that in addition to the impacts to the built environment, the proposed new construction of both building and parking lots will also impact the projects landscaping and significant trees – all of which enjoy the same historic status (and protections) given to the buildings and site design. In addition to the protections afforded by the SI Standards, the city's own Tree Ordinance would require design to avoid impacts.

- *Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved*

- *New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall....be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.*

  The proposed new construction is none of the above. Its massing, size and scale are grossly out of sync with the existing project. The intensity of development proposed significantly impacts the project's historic integrity and fails utterly to protect the projects environment – both from within the project and in terms of its relationship with adjacent uses.

- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

  The changed proposed by the projects proponent will *permanently* alter The essential form and integrity of the project.

The Secretary of the Interior's standards are very clear and precise. They do not require a lot of subjective interpretation. If it addresses nothing else, the DEIR for the proposed project must include a clear, objective and compelling analysis of these issues and as well as the inclusion of project alternatives that *would* accomplish change in conformance to the SI Standards. That kind of project – and only that kind of project – can be found to have mitigated project impacts to this historic site to a level of insignificance.

Thank you for you kind attention, and your willingness to engage a very concerned public in this process.

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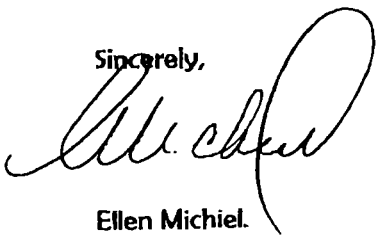
Phone: 909/587-2468 Fax: 909/587-2469 Cell 909/906-5315
emichiel@aol.com

ELLEN MICHIEL

Sincerely,



Ellen Michiel.

29500 Mira Loma Drive #Q205 , Temecula . CA . 92592
Phone: 909/587-2468 Fax: 909/587-2469 Cell 909/906-5315
ermichiel@aol.com

August 6,2003

Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763

Dear Mr. Hendricks,

I am writing to urge you to thoroughly review the housing supply guestion psed by the proposed development of Chase Knolls Apartment and Bungalows in Sherman Oaks.

The housing supply shortage in Los Angeles, I understand, is in the affordable housing category.

My husband and I and our recent Stanford University graduate son are new residents at Chase Knolls, so we pay full market value which is high for no dishwasher and mid-forties heating and cooling. We, however, were drawn to this historic park like bungalow and the pre-television and pre-credit lifestyle the Chase Knolls community prepresents.

A few years ago all 260 units at Chase Knolls were in the affordable market. In the first go around of "development" 180 units were removed from the truly affordable category. Now with this current proposal will remove an additional 101 units from rent control because of the planned pop-out bathrooms to be added to the bungalows if it can be determined not to damage the historical architectural desigh.

Thank you for a careful study of this factor in your EIR.

Sincerely ,

Nancy Genevieve Oatway

Nancy Genevieve Oatway

cc City Council Members & Major Hahn

FROM THE DESK OF

NICHOLAS OATWAY

July 15, 2003

Nicholas Hendricks, Environmental Review Unit
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA. 90012

Subject: ENV-2003-1228-EIR "Chase Knolls Garden Apartments & Bungalows"

My name is Nicholas Oatway; I live on the Chase Knolls site with my wife, Nancy Genevieve and son, Devin at 4852 Sunnyslope Ave. I'm a registered Architect in California. Chase Knolls Garden Apartments and Bungalows today can be described briefly as follows:

1. Chase Knolls represents an extraordinarily imaginative solution to multi-unit housing, an affordable alternative to the single family house. Each unit has a front door and a back door with easy access to a variety of landscaped, private and semi-public backyard open spaces defined by well placed solid garage walls. In this way the Chase Knolls Site Plan gives the residents of any age a unique and rich human experience, an opportunity to take or leave one another, look out for, care for, interact with eachother, or not in a manner unavailable in any other form of housing.

2. Until a few years ago, all existing 260 units could be classified as affordable. Today the number of affordable units at Chase is closer to 70 units.

3. The unique variety of open spaces, grand and intimate, the landscaping, large specimen trees and fruit trees give the feeling of living in a park and open and unfenced appear as housing set in a park seen from the adjacent single family residential neighborhood.

Addressing the present development proposal, I am speaking here specifically about Environmental Effect on Human Beings. The transformation of the present green open space behind the unit I live in with my family into a parking lot filled with cars as in the proposed development will turn an inviting and vital open space enjoyed morning and evening, where barbecuing and neighbors being with their children go on with frequency, where laundry is hung out in the drying yard into a hot polluted no-man's land storage for cars. This detail of the proposed development plan will have a significant adverse impact on ours and our neighbor's health and general well being as well as having serious negative impacts on the Historic and Cultural values of the Chase Knolls site.

In conclusion, I bring your attention back to the "brilliant" existing Chase Knolls Plan , which is a treasure, a laboratory and a resource for studying healthy human solutions to the future housing needs of our growing population. Chase Knolls deserves to be restored as originally conceived and modified only to the extent that the most significant historic features of the Plan are added to and expanded on. Here is the opportunity, for public and private, individual and groups, to wake up, and preserve Chase Knolls as an affordable and relevant model for today and the future of multi-unit housing in Los Angeles.

Respectfully submitted,

Nicholas Oatway
Architect
C-9372

Tom and Sue Parker
5000 Fulton Avenue
Sherman Oaks, California 91423
(818) 766-1811 work and message

August 2, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012
(213) 978-1359 • Fax (213) 978-1343

Re: Historic Chase Knolls Environmental Impact Report.
Biological Resource topic must be included.

Dear Mr. Hendricks,

Our home is two blocks north and one block east of Chase Knolls, at the northeast corner of Fulton and Addison in Sherman Oaks. We have lived here since December, 1987. During that time, we have seen the San Fernando Valley grow and change, often times not for the better. We do not feel that the proposed development at Chase Knolls is for the better.

Chase Knolls Garden Apartment complex has been an attractive, low impact anchor for our neighborhood. It is a community set in the midst of gardens, sprawling lawn areas, and many old growth trees. We want to see these biological resources protected. The San Fernando Valley, and the entire city of Los Angeles, has far too few green spaces left. Greenery of all kinds, especially trees, help to filter our filthy city air. Andy Lipkis and others at the environmental organization TreePeople, of which we are members, can explain to you the importance of trees in our ecosystem. Their phone number is (818) 753-4600.

The developers of the property say they will only cut down a "few"trees. It is estimated that 25-50 trees would be cut down. That is not acceptable. All of the trees on this site are valuable as biological resources, not to mention the rest of the landscaping. Even if the new developer planned to plant trees around the new buildings, it would take years for new trees to grow.

The trees also are an integral part of the complex, and as part of the historic monument status of Chase Knolls, they are therefore protected. Planned new buildings are situated where some of the oldest and grandest trees grow in Chase Knolls. This cannot be sanctioned.

The Chase Knolls Environmental Impact Report must include the developer's planned buildings' effects on some of the most significant biological resources in our neighborhood, those located at Chase Knolls.

Thank you for considering our views.

Tom Parker

Sue Parker

cc: Mr. Con Howe, Director of Planning, Dept. of City Planning; The Honorable Wendy Greuel, The Honorable Jack Weiss, The Honorable Eric Garcetti, The Honorable Tom LaBonge, The Honorable Ed P. Reyes, Los Angeles City Council; Michael A. Cornwell, President, Cultural Heritage Commission

Tom and Sue Parker
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August 2, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012
(213) 978-1359 • Fax (213) 978-1343

Re: Historic Chase Knolls Environmental Impact Report.
Land Use & Planning topic must be included.

Dear Mr. Hendricks,

Our home is two blocks north and one block east of Chase Knolls, at the northeast corner of Fulton and Addison in Sherman Oaks. We have lived here since December, 1987. During that time, we have seen the San Fernando Valley grow and change, often times not for the better. We do not feel that the proposed development at Chase Knolls is for the better.

Chase Knolls Garden Apartment complex has been an attractive, low impact anchor for our neighborhood. The new developer's plan calls for five new buildings, 141 new units, 270+ new parking spaces, all with only one driveway to serve the traffic that will be spilling out onto already-crowded streets.

Does this fit within Los Angeles general and community planning and zoning regulations? The Community Plan must be reviewed to consider the impact of this density of development. It affects not only current and future residents of Chase Knolls but the larger neighborhood and future proposed developments in the area.

We don't feel that one project of this density is appropriate for the area, let alone more than one. All consequences of this development must be identified and explored. How Chase Knolls is treated represents how Los Angeles will treat and value historic sites in the San Fernando Valley now and in the future.

Thank you for considering our views.

Tom Parker

Tom Parker

Sue Parker

Sue Parker

cc: Mr. Con Howe, Director of Planning, Dept. of City Planning; The Honorable Wendy Greuel, The Honorable Jack Weiss, The Honorable Eric Garcetti, The Honorable Tom LaBonge, The Honorable Ed P. Reyes, Los Angeles City Council; Michael A. Cornwell, President, Cultural Heritage Commission

Tom and Sue Parker
5000 Fulton Avenue
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August 2, 2003

Mr. Nicholas Hendricks
Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012
(213) 978-1359 • Fax (213) 978-1343

Re: Historic Chase Knolls Environmental Impact Report.
Air quality issues must be included.

Dear Mr. Hendricks,

Our home is two blocks north and one block east of Chase Knolls, at the northeast corner of Fulton and Addison in Sherman Oaks. We have lived here since December, 1987. During that time, we have seen the San Fernando Valley grow and change, often times not for the better. We do not feel that the proposed development at Chase Knolls is for the better.

Chase Knolls Garden Apartment complex has been an attractive, low impact anchor for our neighborhood. The new developer's plan calls for five new buildings, 141 new units, 270+ new parking spaces. That means at least 270 more cars in our neighborhood and probably many more, possibly 540 more cars, given that most working families own two cars or more.

We live two blocks north of Chase Knolls. Some of those proposed hundreds of vehicles will be driving by our house, or worse, idling at the stoplight at Fulton and Addison, our corner, each day, every day, night and day. We dare not hope that all of those vehicles will be environmentally-conscious vehicles with little or no harmful emissions.

The parking lots, or access thereto, for area businesses are already clogged with traffic during peak hours (Ralphs and Walgreens at Magnolia and Coldwater; Fashion Square at Riverside and Woodman; Trader Joe's at Riverside and Hazeltine; the strip mall at Riverside and Fulton; Whole Foods at Riverside and Coldwater). What will it be like with 270-540 more vehicles in the neighborhood, causing more cars to be idling at these bottlenecks?

Hundreds more cars will also be sitting at the already-crowded intersections of Riverside Drive/Coldwater Canyon and Riverside Drive/Woodman Avenue, idling and releasing noxious emissions into our already ozone-heavy air. Both of these intersections are adjacent to 101 Freeway onramps which are crowded any time of day, not just at rush hours. How many more pounds of pollution is that per day released into the residential neighborhood? Should children play indoors?

The Environmental Impact report must include a study of these intersections at rush hours and other times of day to predict what the air quality will be like with hundreds more cars contributing their emissions to the Valley's already-poor air quality.

Thank you for considering our views.

Tom Parker

Tom Parker

Sue Parker

Sue Parker

cc: Mr. Con Howe, Director of Planning, Dept. of City Planning; The Hon. Wendy Greuel, The Hon. Jack Weiss, The Hon. Eric Garcetti, The Hon. Tom LaBonge, The Hon. Ed P. Reyes, Los Angeles City Council; Michael A. Cornwell, President, Cultural Heritage Commission

Tom and Sue Parker
5000 Fulton Avenue, Sherman Oaks, California 91423
(818) 766-1811 work and message

August 2, 2003

Mr. Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763, Los Angeles, CA 90012
(213) 978-1359 • Fax (213) 978-1343

Re: Historic Chase Knolls Environmental Impact Report.
Traffic issues must be addressed.

Dear Mr. Hendricks,

Our home is two blocks north and one block east of Chase Knolls, at the northeast corner of Fulton and Addison in Sherman Oaks. We have lived here since December, 1987. During that time, we have seen the San Fernando Valley grow and change, often times not for the better. We do not feel that the proposed development at Chase Knolls is for the better.

Chase Knolls Garden Apartment complex has been an attractive, low impact anchor for our neighborhood. The new developer's plan calls for five new buildings, 141 new units, 270+ new parking spaces. That means at least 270 more cars in our neighborhood and probably many more, possibly 540 more cars, given that most working families own two cars or more.

The parking lots, or access thereto, for area businesses are already clogged with traffic during peak hours (Ralphs and Walgreens at Magnolia and Coldwater; Fashion Square at Riverside and Woodman; Trader Joe's at Riverside and Hazeltine; the strip mall at Riverside and Fulton; Whole Foods at Riverside and Coldwater) because of small parking lots. What will it be like with 270-540 more vehicles in the neighborhood? The word gridlock comes to mind.

Hundreds more cars will also be sitting at the already-crowded intersections of Riverside Drive/ Coldwater Canyon and Riverside Drive/Woodman Avenue. Both of these intersections are adjacent to 101 Freeway onramps which are crowded any time of day, not just at rush hours. Shouldn't freeway access be improved to eliminate bottlenecks?

The 270 parking spaces at the proposed new development cannot begin to accommodate all of the cars that new residents will own. That means the overflow, possibly 270 or more cars, will be parked off the Chase Knolls property. The surrounding residential streets are already full with cars parked on the streets. Where are these additional cars from Chase Knolls going to be parked? One to three blocks north in the single-family home neighborhood? Notre Dame school, another valued neighborhood anchor, is at the corner of Riverside and Woodman. Event attendees and new Chase Knolls residents would be competing for parking on the same side streets.

If residents of Chase Knolls, which is on the north side of Riverside Drive, park on the south side of Riverside, there will be increased pedestrian traffic across a street down which people drive very fast (Riverside). There is increased danger of pedestrian-related accidents.

The Environmental Impact report must include a traffic study of the area at rush hours and at other times of day to predict what the traffic and parking will be like with hundreds more cars. It will show this high-density development is not appropriate for our neighborhood.

Thank you for considering our views.

Tom Parker

Sue Parker

cc: Mr. Con Howe, Director of Planning, Dept. of City Planning; The Hon. Wendy Greuel, The Hon. Jack Weiss, The Hon. Eric Garcetti, The Hon. Tom LaBonge, The Hon. Ed P. Reyes, Los Angeles City Council; Michael A. Cornwell, President, Cultural Heritage Commission

ONE Letter
Multiple Pages

Murray and Elsa Perez
4854 Fulton Ave
Sherman Oaks, Ca 91423

August 6, 2003

Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

This is to letter is to inform you that my family and I are against the Chase Knolls expansion. Being born and raised in this area, I am proud to call this neighborhood my home. My house is located right across the Chase Knolls apartments. The impact of the expansion of the Chase Knolls buildings would cause massive changes in the aesthetics of the area. The area is designated as a historical landmark because of its style; any kind of change in the area would only ruin it. The expansion detailed by the architects will leave Chase Knolls looking like an over crowded apartment complex. The residents and I of this neighborhood chose to live here to have a neighborhood of homes, not new and congested apartments. If we wanted that than we would have just moved to another area such as downtown Los Angeles.

Demolishing garages and cramping condominiums into standing apartment buildings can only diminish its beauty. The expansion can only bring unwanted darkness and shadows to a beautiful and brightened neighborhood that I call **HOME.**

Sincerely,

Murray Perez

Murray and Elsa Perez
4854 Fulton Ave
Sherman Oaks, Ca 91423

August 6, 2003

Nicholas Hendricks
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

This is to letter is to inform you that my family and I are against the Chase Knolls expansion. Being born and raised in this area, I am proud to call this neighborhood my home. My house is located right across the Chase Knolls apartments. The impact of the expansion of the Chase Knolls buildings would cause massive destruction to the air quality of the area. The area is designated as a historical landmark because of its style; any kind of change in the area would only ruin it. The expansion detailed by the architects will leave Chase Knolls looking like an over crowded apartment complex. The trees and greenery would die because of the unwarranted congestion of idle cars. Chase Knolls will look like a hotel with all the cars entering and exiting the expanded buildings. I have a beautiful large Magnolia tree that is probably older than Chase Knolls itself, it would be nice not to see it wither away. I don't want to tell my children that the deaths of the all trees were due to the air pollution caused by the expansion of the condos across the street. The residents and I of this neighborhood chose to live here to have a neighborhood of homes, not new and congested apartments.

The expansion can only bring unwanted darkness and shadows to a beautiful and brightened neighborhood that I call **HOME.**

Sincerely,

Murray Perez

Murray and Elsa Perez
4854 Fulton Ave
Sherman Oaks, Ca 91423

August 6, 2003

Nicholas Hendricks
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

This is to letter is to inform you that my family and I are against the Chase Knolls expansion. Being born and raised in this area, I am proud to call this neighborhood my home. My house is located right across the Chase Knolls apartments. The impact of the expansion of the Chase Knolls buildings would cause massive destruction to the air quality of the area. The area is designated as a historical landmark because of its style; any kind of change in the area would only ruin it. The expansion detailed by the architects will leave Chase Knolls looking like an over crowded apartment complex.

The residents of Chase Knolls fought long to claim the title as an historical landmark. The expansion can only bring unwanted noise, heavier traffic, and destruction of the buildings beauty. The expansion also brings in more pressure on the already strained public services. When will the expansion end? Is the pursuit of profit outweighing the struggle for contentment? Will the owner's greedy appetite for expansion be ever ending? These are just the major issues due the expansion. Any architect can expand a building, but he can't understand the consequences of his work. If he were in my shoes, he would understand my view of the planned project. But, if that were the case, I guess were wouldn't have an expansion to worry about.

The expansion can only bring unwanted darkness and shadows to a beautiful and brightened neighborhood that I call HOME.

Sincerely,

Murray Perez

Murray and Elsa Perez
4854 Fulton Ave
Sherman Oaks, Ca 91423

August 6, 2003

Nicholas Hendricks
200 North Spring Street, Rm 763
Los Angeles, CA 90012

Dear Mr. Hendricks:

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Sincerely,

Murray Perez

Robin Pearson Rose
Joseph Patrick Callaghan
4915 Varna Avenue
Sherman Oaks, CA 91423
818-995-0394 / fax 818-906-2258

July 22, 2003

Nicholas Hendricks
Environmental Review
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: 13401 Riverside Drive, Sherman Oaks, CA 91423

Dear Mr. Hendricks,

I am writing in response to the proposed construction on the Chase Knolls property. We live three houses away from the proposed construction and are horrified and dismayed by the notion. Those of us in the homes near Chase Knolls worked very hard to let our feelings be known when demolition and building plans were announced several years ago. We went to all the meetings, listened to sorrowing neighbors and Chase Knolls residents, circulated petitions and were so jubilant when the site was declared historical. We felt confident that any developer would be forced to look elsewhere to erect their plans. Why would anyone want to build on a site where the entire constituency abhors the idea? Please add our names to what we are sure are growing numbers of neighbors making their feelings known. We love our neighborhood, Chase Knolls included, AS IT IS.

Thank you for any help you can give us.

Sincerely,

Nicholas Hendricks, Environmental Review Unit
200 N. Spring St., Room 763
Los Angeles, Ca. 90012

RECEIVED
CITY OF LOS ANGELES
AUG 13 2003
ENVIRONMENTAL
UNIT

Re: Chase Knolls redevelopment

Please, please do not approve any plan that increases the population density in this area. We have absorbed schools, mini?/malls, and a major mall, medical buildings in addition to the "10 Freeway" which has brought us to massive traffic congestion already. I can't get in or out of my own driveway and/or garage several times each day from just the Millikan Jr. High School traffic + busses. Riverside Dr. is now a major thorofare. The resulting frustration and polution make our lives more difficult in many ways.

Why not re-model the Chase Knolls apts to be more elegant units holding fewer residents + increase revenue appropriately. Reduce the number of

(over)

automobiles residing in this neighborhood. None of these aforementioned increases of population were here when we bought our suburban home.

Enough is already too much and I hope you will take your responsibility to serve our city's best interest in this matter.

Sincerely,

Earl Roseman

I AM AN 11 year Resident OF CHASE KNOLLS, AND Whole-Heartedly AGREE with ALL OF the Points stated in this ATTACHED Letter.

Tony L. Stumpf
4836-A Sunnyslope Ave.
Sherman Oaks, CA. 91423
(818) 981-9853

Potential EIR Topics

1. **Aesthetics (damage to the visual character and quality of the site)**
   - The massive 3-4 story buildings on small footprints are inconsistent with the light, low, articulated architecture of Chase Knolls.
   - Demolishing the garages will turn the beautiful Huston Street frontage into one continuous parking lot.

2. **Air Quality (air pollution)**
   - Chase Knolls has been called a "green belt" that buffers the neighborhood from Riverside and the 101 Freeway.
   - 1 congested driveway + 1 congested intersection (Fulton & Riverside) = lots more pollution from idling cars.

3. **Biological Resources (grass and trees)**
   - The developers say they will only cut down a few trees, but the new buildings will sit where some of the oldest and grandest trees grow on Chase Knolls.
   - All of the trees on the site are part of the historic monument and therefore protected.

4. **Cultural Resources (historic site)**
   - The Garden City site plan was designed to separate vehicles and people; the development plan brings cars right up to the back doors.
   - Building a fence around Chase Knolls will separate it from the neighborhood -- just what the architect tried so hard to avoid.

5. **Geology and Soils (grading, excavations, and earthquake-related risks)**
   - Chase Knolls has survived major quakes. Will the construction move so much earth that it could jeopardize the complex's ability to withstand future temblors?
   - Can anyone really be sure we know where all the area's earthquake faults are?

6. **Hazards (hazardous material and emissions)**
   - Asbestos -- is it at Chase Knolls? If so, how will residents and neighbors be protected from it during building alterations?

7. **Hydrology and Water Quality (surface runoff and drainage)**
   - With buildings and parking lots replacing grass and trees, won't there be more runoff during the rainy season?
   - Riverside Drive floods even in the middle of the block, not to mention at intersections.

8. **Land Use and Planning (L.A. general and community plans, zoning)**
   - Five new buildings, 141 new units, 270+ new parking spaces -- does the Community Plan allow this intensity of development on a *driveway*?
   - The spine will now be carrying so much traffic that the community it will be dividing will be Chase Knolls.

Historic Chase Knolls Needs Your Letters NOW!

There Is a Deadline

Letters must be submitted to the LA Planning Commission on the *scope* of the **Chase Knolls Environmental Impact Report (EIR)** by **August 6, 2003**. The address is:

Nicholas Hendricks, Environmental Review Unit
200 North Spring Street, Room 763
Los Angeles, CA 90012
Phone: (213) 978-1359, FAX: (213) 978-1343

We Need More Topics Included in the EIR

In their initial survey, the developers suggested focusing on Cultural Resources, Transportation/Traffic and Mandatory Findings. That's only three out of seventeen possible categories! The more categories in an EIR, the more likely that *all* of the consequences of development will be identified and explored.

Their Plan Is Massive

Two years of construction and associated traffic, noise, air quality and hazardous material impacts ♦ Five new three-story buildings (141 additional units) ♦ Increased traffic from 270+ additional vehicles, neighborhood parking problems and safety impacts affecting Notre Dame and Millikan schools ♦ Construction of pool and accessory building in a historic courtyard ♦ Loss of 25-50 historic trees and landscaping ♦ Demolition of 47 carports and storage units

Write Letters to Help Protect Our Community

1. Review the list of EIR topics (attached) and select the one(s) to write about. (For more than one topic, write more than one letter. Remember, this is a vote; numbers count.)
2. Identify yourself as a Chase Knolls resident or neighbor.
3. Use your own experiences to explain why you think it's important to include the topic(s) in the EIR. (Keep it short -- a few paragraphs, no more than a page).
4. Send copies to your City Council member and the chairs of the housing, arts and planning committees. (In the future, City Council may have to vote on the issue.)

Make a Difference!

Your letters will show the Planning Commission that the impact of this development on our neighborhood *is* significant!

Chase Knolls Residents & Neighbors Association

Good neighbors preserving a unique community in the San Fernando Valley

Sylvia Weishaus, Ph.D.
13351 Magnolia Blvd.
Sherman Oaks, CA 91423
(818) 784-0403
Fax (818) 784-1285

August 1, 2003

Nicholas Hendricks, Environmental Review Unit
200 N. Spring St., Rm. 763
Los Angeles, CA 90012

Dear Sir:

I am not only a Chase Knolls neighbor, as you can see from my address, but when Chase Knolls was built by Joseph Chase, I was minimally involved: I helped outfit the building with garbage disposers, a first for an apartment development. This was just another indication of Mr Chase's intention to make this a beautiful, clean, residential development for ordinary folk.

Chase Knolls is still a haven of gracious (because of its green areas) apartment living in the heart of what has grown in the intervening years into a populous neighborhood. The current density is still greater than it would be if the land had been used to develop individual residents. Adding 141 units and a street flanked by garages would destroy Mr. Chases's original intention and negatively impact the entire neighborhood. Furthermore, despite having no pool, there has been no problem renting the units. Let's keep this gem as is, with renovation kept to necessary maintenance.

Very truly yours,

Sylvia Weishaus

Sylvia Weishaus, PhD

CC: The Honorable Wendy Gruel
Cultural Heritage Commission

CON HOWE ENVIRONMENTAL UNIT
(DIRECTOR OF PLANNING)

NICHOLAS HENDRICKS
(CITY PLANNING ASSISTANT)

I'VE LIVED HERE AT CHASE KNOLLS MANY YEARS - IT HAD A SMALL TOWN ENJOYABLE LIVING ATMOSPHERE WITH THE MANY TENANTS - IT HAD STARS LIKE PENNY SINGLETON (BLONDIE) JOCK MAHONEY (COWBOY STAR) AND A YOUNG JOHNNY CARSON ETC. THREE NEW CROWDED ARTS WILL GIVE IT A BIG CITY "GHETTO-LIKE" ATMOSPHERE! NOW BESIDES INCREASING SMOG AND HEAVY TRAFFIC (2500 CARS PER HOUR) ON RIVERSIDE DRIVE + FULTON AVE ~~is~~ ALSO VERY HEAVY TRAFFIC STRESS WILL AFFECT US ALL !!!

10 YRS AGO DURING THE EARTHQUAKE WE EXPERIENCED MINIMAL DAMAGE - A DOZEN BROKEN WINDOWS. THE GROUND + GRASS + TREES ABSORBED THE SHOCK - BLOCKS AWAY NEW BUILDINGS WERE VERY BADLY DAMAGED + SO WAS FASHION SQUARE TENANTS WILL NO LONGER BE ABLE TO WALK AROUND THE BLOCK, JOG, WALK DOGS, ETC. CHILDREN CANT PLAY OUTDOORS FOR THE NOISE, DIRT, DUST WILL CREATE HEALTH PROBLEMS + BUGS, WORMS, ROACHES, ANTS, ETC THE 2 SCHOOLS IN THE AREA - CHILDREN WONT BE ABLE TO WALK BY THIS AREA ANYMORE! BUSES WILL BE AFFECTED, STUDENTS WITH CARS! THE SHOPPING AREAS ON THE BLOCK + FASHION SQUARE WILL LOSE BUSINESS FREEWAY ENTRANCES WILL BE MORE CONGESTED IT WILL BE A LONG 1½ YRS "NIGHMARE".

?

WHY DOESN'T SOMEONE BUILD AN APARTMENT ON FULTON AVE + MOOREPARK ST.

ITS BEEN AN EMPTY LOT FOR OVER A YEAR AND A GOOD LOCATION.

(5)

August 3, 2003

RECEIVED
CITY OF LOS ANGELES
AUG 11 2003
ENVIRONMENTAL UNIT

Dear mr. Hendricks, It's me again

CHASE KNOLLS RESIDENT

After the Northridge quake, I also failed to mention some numerous unidentified red, painful and itchy marks that kept appearing all over my body,
my doctor ran a bunch of tests to no conclusion. Two dermatologists came up empty.
After alot of fear of the unknown and continuous (I called) "attacks" on my body, I contacted the Co. Health Dept.
Finally an entamologist reported similar complaints in various locations closest to the Northridge areas hit the hardest and concluded, though not an official finding, that all kinds of dormant insects or stagnant breeding of new creatures disturbed in their natural dark, deep in ground habitat -- had now become airborn -- and finding their way to our newly unsettled homes.

If we, once again, disturb the underneath are we letting ourselves in for more strange and disturbing bedfellows?

Why are we in our peaceful quiet, serenity ... the ginney pigs for the unknown? wouldnt it had been better to have "kicked us out" and be done with it?

Sincerely,

PUBLIC HEARING IN RE THE MATTER OF

CHASE KNOLLS

TUESDAY, JULY 15, 2003

6:05 a.m.

PRESENT: HADAR PLAFKIN, CITY PLANNER
NICHOLAS HENDRICKS, DEPARTMENT OF CITY PLANNING

SHERMAN OAKS, CALIFORNIA

MR. PLAFKIN: We will begin the meeting of the Chase Knolls Project.

First of all, my name is Hadar Plafkin. I am the City Planner with the City of Los Angeles for this session and I will be mc'ing the activities tonight.

First, I have been asked to make an announcement that there are public restrooms either through this door and to the left or at the very top and to the right. So that is where you will find them.

What I am going to do is basically explain what a public hearing is and why we are actually here tonight.

As you may know, someone has proposed to build a project at the Chase Knolls site. The City Planning Department has determined that before this can be done or decided upon an Environmental Impact Report which would look at the potential environmental impact of the proposed project, needs to be done.

Now we already know that we are doing the Environmental Impact Report. We have some idea of

some of the issues that you need to address. Most of us don't actually live here so we are asking you who do actually live here what issues you feel need to be addressed in the Environmental Impact Report.

Now, keep in mind I am not a decision maker, no decisions should be made here. Speaking for or against the project really serves no purpose at this particular meeting since, like I said, I never get involved in the decision. What we really want you to do is tell me these are the issues that you feel need to be analyzed before any decisions can be made. And that is the real purpose of this meeting.

Basically, it is a brainstorming session. It is just to talk over what you feel needs to be analyzed.

To that end, we have speaker cards. And if you will just bring them on down to me I will look in the stack. I will call them three at a time. And I will ask you to kind of keep your comments about three minutes. I don't really have an timer but in the interest of giving everybody an opportunity to speak we ask that you kind of restrain yourselves and keep your comments to about three minutes.

If you heard things that you were going to say yourself you don't need to say them again. Once

it has been heard, once we put it in we have to analyze it.

Basically, be civil. That is one thing I really do ask. And we will pretty much take it from there.

What I am going to do is we are going to start with the project proponent who is going to give a brief description of what it is that they are actually proposing.

Then we have a neighborhood association person, someone speaking for them.

I will give you about five minutes each. And then there is someone from the Los Angeles Conservancy, since this is an official historical monument, who also wishes to talk about the significance of the site.

So we are going to start with those speakers. And then afterwards I am going to announce speakers three at a time. That way you will be able to prepare in advance and you will know who is up next.

THE REPORTER: I need everyone to identify themselves before they speak.

MR. PLAFKIN: When you do get up to the mike, before we start speaking, for the benefit of

our court reporter, please clearly state your name and your address.

MR. HIBBERT: My name is David Hibbert. (Inaudible) the owners of this property. Our office address is 1540 28th Street in Santa Monica.

Can I have a showing of hands of how many people were here at the residence meeting that we had before?

I thought I saw a number of familiar faces, most of you because I don't want to bore you with details that you already know about, but essentially the proposal is to have 141 units along what are called the circulation spine of the property in five buildings that all have subterranean parking. All of their parking is completely contained on a subterranean basis.

The buildings are located essentially where the carports are along the side and not along the north side of the property.

Since that meeting we are setting some changes to the site plan that I showed you at that point in time. We are not presenting them tonight because that is not what this meeting is all about.

Essentially, what our goal is is to end up with more parking on-site than currently exists and

surface parking for the existing units. And as I said, all of the units will have parking contained in subterranean garages.

We have added some advantages to the site in the form of a gym and a swimming pool. The swimming pool was proposed as being in one of the courtyards. We are now looking at putting it in another location where it will not interrupt that particular courtyard. It won't be in one of the courtyards.

And we are also looking at another carport. We are not sure what that final number is going to be at this point in time but those are changes that you will see when we have another big meeting essentially.

I think that is probably all I need to say because of the purpose of this meeting. As Mr. Plafkin told you, the purpose of this meeting is for essentially laying out what it is going to be in the Environmental Impact Report. There are a number of things that have already been specified by the Planning Department. And this meeting is really to see if there are any other issues that residents have that haven't been considered at this point in time and that will be added.

That is all I need to say.

(Inaudible).

MR. PLAFKIN: I actually ask that you don't do a question and answer session.

Please wait until afterwards and ask the representatives.

MR. BERSTEIN: Good evening, I am Ken Bernstein with the Los Angeles Conservancy. It is good to see many of you again that we have worked with over the past few years on this Chase Knolls site.

We are, in fact, very concerned that we are even at this point tonight and will still be meeting on a draft Environmental Impact Report given the fact that this is a city historical monument that has had a historical status now, and given the fact that this has been determined eligible for the National Register. We are concerned that the changes that are being proposed are of such a scope that they would necessitate a draft of a final impact report.

By that, I mean if the developer is able to avoid significant impacts on the building and avoid other environmental impacts he would be able to receive a no less intensive level of environmental review, a document that is called a mitigated negative declaration, or an MND. The fact that we

are at a point where a draft Environmental Impact Report is being considered is a great cause for concern and leading us to believe that there will in fact a significant impact on the environmental designation.

What is of initial concern was that this developer, as of today, has not even met with the staff of the City Cultural Planner's Commission which oversees projects that would affect designated landmarks or designated historical monuments such as Chase Knolls nor have they met with the staff in the same department that oversees the city's Novak (Phonetic) program.

There is a ten-year contract in place between the owner of the property and the City of Los Angeles under which the property owner's agreed to make sure that all changes to this property conform with the Secretary of Interior's standards.

Those are the standards that are used to review the suitability of proposed rehabilitation when it occurs to a historic building. That is a binding contract. And it is in place. And we are very concerned that one hand of the city may not be fully aware of what the other hand is doing in this area. We may need better coordination between this

environmental review process, the silking process, and the need to consult with the City Cultural Heritage Commissioner affecting this very process because we would not want to see city planning approve a set of conditions on a project that would violate a contract that is in place with the City of Los Angeles and with the City's Cultural Affairs Department.

Yet, we are running into exactly what is being contemplated with this project because we believe that the project as currently proposed does not meet the Secretary of Interior's standards.

Again those standards that are used commonly by all local governments by proclamation, by the federal and state governments as well, to analyze the adulterations of historic property.

Now, that doesn't mean as I said at the resident's meeting as well – that doesn't mean that the property has to stay exactly as it is so that we are freezing the property in time as it exists today. The designation, and I think many of you who live in Chase Knolls, and we went through the designating process we talked about it at the time – the designation otherwise for changes and even new development on the property allows for sensitive and

compatible alterations to occur. The Secretary of Interior's standards is really a way of managing change not preventing change to the property.

It is really a way of managing change to insure that what change does occur is compatible with the nature of the property.

And we believe that in February this proposal fell short and we want to make sure that these elements are looked at in the draft of the Environmental Impact Report. (Inaudible) when we looked at the initial study that was circulated that lead to the development of the ERI it should have identified that there are potentially significant impacts in the cultural resources category. As the initial study is written it indicated that it would have less than a significance impact on cultural resources impact and the fact that there is a really significant impact again relates to the Secretary of Interior's standards that we believe have not been met.

The confirming EIR wrote the character defined features of Chase Knolls and identify those very clearly in the cultural resources section. We believe that some of those features are a lot less (inaudible) of the planned separation of the

automobiles –

THE REPORTER: Could you please slow down just a little bit.

MR. BERNSTEIN: May I ask for a point of clarification, is the court reporter a city employee or an outside entity?

MR. PLAFKIN: She is an outside entity, but the city gets a copy of the transcript so it becomes part of the public record.

MR. BERNSTEIN: Okay.

Could I put this emphasis on the common space, the common open space. The integration of public and private space on the complex, the modernized architecture. And the concept is not defined as over superbroad. The proponents that the EIR enumerates those characterized defined features to have a better understanding of which of those features will and will not be retained by the new project that is being proposed.

These are scheduled to be exemplified by the City movement planning and design. And as we know in going through the definition process those set Chase Knolls apart from other complexes of its kind.

And we are concerned that the current project may run afoul of the standards that are

obviously affecting some of those character defined features. Most specifically we are concerned that the scale and the massing of the new buildings, these five large blocks that are going into the complex as three story complexes, three-story complexes over parking are in fact larger than the existing scale of the historic architecture of Chase Knolls when in fact the Secretary of Interior's standards do require that additions and new buildings within historic sites in effect be subordinate to the historic architect, that they should be secondary and not be dominant, more noticeable, larger scale than the historic architecture.

Also, we are concerned that the new surface parking at the northern edge of the site alters or changes the relationship between the automobile and the site which again the separation of automobiles from pedestrians is a key defining feature of Chase Knolls and changes the relationship between the complex and the single family neighborhoods to the north.

We are also concerned, as was mentioned a moment ago, about a pool being placed in the heart of one of the three very clearly significant defined features of Chase Knolls, the three very defined

courtyards. And we have to get this to the developer and see if he is considering this change before we relocate it adjacent to one of the new buildings of the complex. It is new site element. It belongs not in the historic courtyards but adjacent to some of the new elements that are being introduced. And they are looking at that.

(Inaudible) Environmental Law Section 21002, the law that governs the process that we are here to discuss tonight. And I am quoting, 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 impact of such projects.

In this case it is very important that the EIR identify those alternatives. There are, in fact, feasible alternatives to this project that have less impact, less impact in the sense of scale and massing in effect, projects that would in fact meet the Secretary of Interior's Standards and, therefore, have no impact on historic resources. And as we go through this project we are going to be arguing that it is the city's obligation to adopt an alternative, arguable alternatives, that would meet those standards.

For now though since this is a scoping meeting it is important that the draft EIR identify a full range of alternatives. And that those alternatives should include at least one alternative that provides additional units as this one does, but that meets the Secretary of Interior's standards that has less impact than this proposed project does. A huge possible alternative with additional units should be one of the possible alternatives studied in the draft EIR.

Another alternative to be studied should be a rehabilitation only alternative, one that would add no units to the complex but would just rehabilitate the existing units largely as proposed in order to keep the additional development down, keep the existing units at 260.

And that is critical for the EIR to analyze the feasibility of those alternatives based on the section that I just mentioned, the feasibility of these alternatives physically and economically. It is not enough to say that the alternatives that are environmentally acceptable will have less impact on these resources won't make the developer add less money.

The question is, will it be economically

feasible at all and can the developer claim a reasonable rate of return and we believe the answer is, yes. And so in that alternative analysis we would also ask that the draft EIR factor in the potential economic loss to the developer under a plan that does not meet the Secretary's of Interior standards because there would be a violation of the Milback (Phonetic) contract.

Again, if the project does not meet the standards there is a violation of the 10-year contract that has been placed with the city and the developer would be held equal to 12.5 percent of the value of the property. We would estimate that to be at least a $3 million penalty. So in weighing the feasibility of alternatives certainly that should be factored in into the EIR. And as well, the analysis of the alternative should also factor in the potential of taking advantage of the (Inaudible) tax credit at the federal level. It is 20 percent federal rehabilitation credit, the 20 percent of the cost of rehabing the existing units could be claimed if the developer wished to add the federal tax credit. And that should be factored into the feasibility analysis.

So in conclusion, those are the points that

the conservancy wishes to see looked at in the EIR, look at scale and massing, look at the true and character defined features off the site and those be enumerated, look at how these elements affect the character defined features that we discussed. And a solid alternative that meets the test.

MR. PLAFKIN: Thank you.

Your name and address for the record.

MS. MICHIEL: My name is Ellen Michiel. I am a senior planner and professional consultant. I am here representing the Chase Knolls Residents and Neighbors Association. Their address is 13401 Riverside in Sherman Oaks. I am here on a pro bono capacity. I am not being reimbursed either for my time or expenses.

I began with the Chase Knolls Residents Association before there was a residents association approximately four and a half years ago I believe.

At that time I was the executive director of West Valley Community Development Association which I think is here in the San Fernando Valley and working with the conservancy and the tenants and neighborhood residents. We worked toward obtaining a historic designation for the site.

Joining me is Nicholas Oatway. And he is an

architect who is a resident and has prepared some visual studies that we should present and put into the record.

We would endorse wholeheartedly everything that Mr. Bernstein said. He has been with us as a champion and as a very good friend for a very long time.

And we don't want to repeat anything that he has said. We will leave that stand.

The organization also has concerns that both go to the issues that Ken addressed that affect the historical status and also to the single issue of the construction as proposed.

We have reviewed the environmental impact mitigation measures which were attached to the notice of preparation and I have these comments for you, please.

With respect to Item No. 1, aesthetics, the developer has indicated that the issue would not be further analyzed for this project contending the fact that there is no impact or less than significant impact.

We would disagree with respect to the impact on (Inaudible) in that the project while it will not exceed the footprint of the existing building it does

exceed the height substantially. And it exceeds the massing of the structure both impacting (Inaudible) throughout the project.

We believe that the project will substantially degrade the existing --

THE REPORTER: When people read they have a tendency to go much faster than in normal --

MS. MICHIEL: I am going to tell you not to stop me. I need to continue my presentation and I would ask you not to stop me, please. Just hold up your hands and I will be glad to slow down. Thank you.

The aesthetic impacts that are anticipated are not significant according to the developer. We believe that they are significant. And that they must be addressed both with respect to aesthetics as well as to the impact on the cultural resources that are affected by the massing of the materials (Inaudible) of the buildings as well as the impact of surface parking and the relationship to the surrounding neighborhood, as well as the relationship to the buildings within the projects.

Nicholas, would you be kind enough -- we have some before and after pictures.

We will share them with you all. This is

the northern area.

Thank you. Can you see? This is before and after. We took a picture of one of the buildings on the northern area of the property.

(Inaudible) these are of parking which is being proposed and those are the changes just from the -- you will be able to see these afterwards -- (Inaudible) that impact is substantial within the project. It is also substantial throughout the project.

The current covered parking provides a privacy screen. It provides a backdrop for landscaping. And it also provides a sense of closure to the semi-private backyard.

No. 3, air quality, the developer also states that this should not be analyzed in the EIR. We believe that there are severe transportation impacts, significant parking impacts, both within and throughout the project because we are relying solely on these interior (Inaudible) for access both for existing units and as an access for 141 new units. That is fine. They better design it to accommodate. traffic. It should and probably will require extensive back up (Inaudible) that will, in fact, create significant impact for air quality. And we

believe that needs to be addressed and analyzed.

If there is no impact that needs to be proved (Inaudible).

With respect to biological resources we would point out that the landscaping and trees on this site are part of the historic designation. In fact, they are a very critical part of the historic designation.

Not to mention that those biological resources by the construction of this project would significantly impact existing landscape areas both in the northern and southern parking to the south.

That constitutes a significant impact to the biological resources. And we also have a question with respect to the number of trees that are proposed to be eliminated because that number has fluctuated from 10 to 32. And we know that the city's tree ordinance specified (Inaudible) it is the trees as much as these trees are part of the historic monument and have historic recognition on themselves.

They are historic trees. A tree report is required and an analysis needs to be made as to whether project alternatives are sensitive of eliminating any impact on those trees and (Inaudible) the impact.

The cultural resources have already been addressed. And it was very, very well addressed by Ken. So I won't bother with it except to say, "Thanks," and, yes, once again we agree.

With respect to geology and soils it is interesting to note that in talking to (Inaudible) the developers seems not to understand that the closest ground shaking from the earthquake was actually from the Santa Monica fault (Inaudible) Sylmar and Northridge earthquakes. There are quite a few faults here in the San Fernando Valley.

We understand, but really it does not come from over the hill. We would suggest that the developer analyze with respect to ground shaking and (Inaudible) of the construction (Inaudible) the subterranean (Inaudible) parking (Inaudible) and the soil (Inaudible) with respect particularly for the (Inaudible) parking that is being proposed in the project. (Inaudible) the parking isn't subterranean at all. It was at road level. And the buildings are being built on an area at a depth above that parking. And that is a structure that has been significant in the past, in the recent earthquake (Inaudible) analyzed particularly with respect to the location of this project.

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Those who know the San Fernando Valley, this area was host to a number of ghost towns after the 1994 earthquake. There were very significant (Inaudible) and very significant ground shaking.

We are concerned with the project as proposed (Inaudible) implementation (Inaudible) will interfere with evaluation agency's (Inaudible) with evacuation plans, and will interfere with the ability to provide adequate services (Inaudible). These buildings significantly block access to existing buildings along the perimeter of the new block.

They also put a tremendous amount of traffic in that area. And, again, we note the inability of the existing accesses to accommodate that.

We also have a significant concerns with respect to drainage. We know that the project will increase the amount of permeable surfaces (Inaudible) significant creeks that are critical to drainage for the site. It will capture on rooftops and deliver it directly into the spine, the runoff from the buildings that are about to be constructed.

There are some conditions at Sunnyslope and Riverside and at Houston and Fulton. And those conditions already crossflow even with the project as presently developed. There is no indication on site

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plans of any intention to retain on-site an incremental flow that would result in the project not to transport them from a catch basin into -- intercept them into the main channel. And we would note that the street, Sunnyslope, is a primary walkway for children going to school, not only to Notre Dame but also to Millikan.

We certainly are now concerned about the potential impacts this project will have on the resources. We will note that every single development in the City of Los Angeles would have the (Inaudible) to project despite the fact that there is a severe shortfall of housing in Los Angeles. And we agree that there is, but we would agree with a little more discriminatory in describing it is the crisis of (Inaudible) affordability and not one of mass numbers.

In this particular case, the alterations to the interior of the building, the addition of pop-ups, creates a situation of rent controlled units will be decontrolled from the index. And that even though this occurs when tenants are (Inaudible) that rent control has a significant impact on the availability of affordable housing in the area of the San Fernando Valley which has (Inaudible).

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The San Fernando Valley itself is not well served by affordable housing. That is a primary problem in the valley. It has been an issue in any number of different venues and then does not need to be worsened by the lack of affordable units. And we believe that the developer should address that.

We are also concerned with respect to the short term which probably will turn out to be long term impact of the project's construction on existing residences.

The removal of asbestos from these buildings will create a problem in units which may not be occupied themselves, but are adjacent to occupied units. And so those impacts need to be studied. They need to be quantified. One of the things that we do not know is to what extent there is asbestos in this project. It was built in 1947. We do believe that there is asbestos and that any construction (Inaudible) is going to essentially impact that and create the need for mitigation.

Turning to the primary issue we have related to it several times. The impact of significant amounts of additional traffic along the perimeter spine, both in the project itself and external (Inaudible), those problems are very significant

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along Sunnyslope and along Fulton, but they will, with the addition of more parking, have a greater impact on Houston as well, both on Sunnyslope and Fulton.

Along Sunnyslope, it is already noted that this is a major street for traffic to and from two local schools. There is a significant amount of parking and drop off and pick up, particularly in (Inaudible) the location of (Inaudible) movement in that street creates a significant hazard.

On Fulton we have six driveways that cut the site between the access to Chase Knolls and the intersection at Fullerton and Riverside. That creates a significant problem there.

And the third access appears to be somewhat convoluted by the construction of the buildings as proposed as the footprint appears to encroach on that third access out to Riverside.

These traffic issues adversely affect both the internal circulation and the external circulation in the neighborhood and need to be carefully analyzed and addressed in the EIR.

In conclusion, we believe that there are very significant impacts both to cultural resources and to the surrounding neighborhoods which must be

addressed in the Environmental Impact Report.

And we also would concur with Ken Bernstein's analysis with respect to the alternatives, not only because it might help to reduce the impact on the historic (Inaudible) of the site, but because of the reduction in the project (Inaudible) the intensity of this, it would also reduce all of the other impacts which we have already (Inaudible).

Thank you very much.

We would like to leave these with you. And I believe Nick has some others.

MR. OATWAY: Good evening, everybody.

MR. PLAFKIN: Your name and address.

MR. OATWAY: Thank you. My name is Nicholas Oatway. I am a Chase Knolls resident with my wife, Nancy. I live at 4862 Sunnyslope Avenue. I am a registered architect in the State of California. And Chase Knolls Garden Apartments and bungalows today can be described briefly as follows. Since I have a few words, because I am a Chase Knolls resident. One, Chase Knolls represents an extraordinary imaginative solution for multi-unit housing, an affordable housing alternative to the single family house. Each unit has a front door and a backdoor for

easy access to a variety of landscape, private and semi-private backyard open spaces defined by well-placed solid garage walls.

On either side of these pictures -- if you are close, you can see walls that are actually garage walls.

The Chase Knolls site plan gives the residents of any age a unique and enriching experience, an opportunity to look out for each other, care for, interact with each other or not at all in a manner unavailable in any other kind of project.

Until a few years ago all existing 260 units could be classified as affordable. Today the number of affordable units at Chase is closer to 70.

Three, the unique variety of open spaces is intimate, the landscaping -- this picture is a picture taken showing a single family residence adjacent to Chase Knolls -- the landscaping, the large specimen of trees and fruit trees give the feeling of living in a park, open and unfenced appear as housing living in a park seen from the adjacent single family residential neighborhood; would you agree?

Addressing the development proposal I am

speaking here specifically about environmental affect on human beings. The transformation of the present open space behind the unit I live in with my family into a parking lot filled with cars is in the proposed development will (Inaudible) and vital open space enjoyed morning and evening when barbecuing with neighbors and being with their children, where laundry is hung out in the garden yard, into a hot polluted no man's land storage for cars.

This detail of the proposed development -- and actually my photograph is bent towards the developer because you can see the garage that won't exist, from the trees.

The details of the proposed development plan will have a significant adverse impact on us and our neighbor's health and well-being as well as having a serious negative impact on the historic and social values of the Chase Knolls site.

In concluding, I bring your attention back to the brilliant existing Chase Knolls plan which is a treasure. I believe it is a treasure.

A laboratory and a resource in studying healthy human pollutions in the future of the needs of our growing population, Chase Knolls deserves to be restored as originally conceived and modified only

to the extent that the most significant features of the plan are added to and expanded on.

Here is the opportunity for public and private individuals and groups to wake up and preserve Chase Knolls as an important and relevant model for today and the future of multi-unit housing in Los Angeles.

Respectfully submitted. Thank you.

MS. MICHIEL: The presentation shows the existing with and without the large new building and the one on the -- I can't figure out whether it is your right or my left -- shows that altered.

Thank you.

MR. PLAFKIN: I am now going to call three names and that will be the order that those people will speak in so if you hear your name get ready because that means you are up fairly soon.

Carolyn Smith, Paquita Pierpont and Charles May.

MS. SMITH: Hello, I am Carolyn Smith. I am a ten and a half year resident of Chase Knolls. My resident address is 13302 Houston Street in Sherman Oaks.

And Ellen and Ken Bernstein and Nick covered the points that we need to be assured that our

barbecues. I had one a while back. And every homeless person in town is now going to come over and have a piece of my barbecue. So I think we need to preserve that privacy. I also think that the landscaping is beautiful and it is mature and we need to preserve it.

We have that parklike atmosphere that we have had for many years, the whole community, and many, many people I have met over the years have grown up there and have recognized it and felt like they live in a park area or adjacent to a park.

I think that should very well be considered, those trees, the landscaping, and the historical value certainly can be used in the research.

The swimming pools and the clubhouses and so forth, this may not be the time to consider it but it may affect many of our senior citizens, because I don't know how putting in a swimming pool and a clubhouse is going to be a capital improvement.

It may change the environment, too, because the senior citizens would be thrown out on the street. I think that should be considered.

The traffic coming now Fulton is bad enough now and if you increase the traffic now and I go to buy some ice cream it will be melted before I get

questions are answered.

But one thing I did want to add, in Section 9, Land Use and Planning, would the project physically divide the established communities? The developer says, no, it would not. The project would be within the grounds of Chase Knolls essentially, but it would divide it in essence by making it a fortress. It would divide it from the existing neighborhood which it has always been a strong part of.

Please look how it relates to the neighborhood with everything else. Thank you.

MR. PLAFKIN: Paquita Pierpont.

Charles La May.

MR. LA MAY: My name is Charlie La May. I am a 15-year resident of Chase Knolls. I live at 13322 Houston. I agree with everything that has been said here but I want to reiterate very strongly because it has been on my mind a long time the carports are now a background to the material and beautiful and lush foliage that we have and that needs to be preserved.

And also as far as the privacy if you in the project do away with those carports we would not have the privacy to have our little family gatherings and

home because there will be so much traffic.

So I think traffic is a major consideration up and down Fulton. And all of the kids running back and forth on their skateboards and their bicycles, and they don't overlap, they just dart across the street. And we are going to add a lot of traffic on Sunnyslope and Fulton and Houston and Riverside.

Riverside has always been congested with a lot of fast traffic along there. And there have been some major accidents already.

Really, please, consider these points. Thank you.

MR. PLAFKIN: Kathleen Jonas, Dale Fernandez and Susan Jagrello. If I massacred your names in some form I apologize. I am use to that happening to mine.

MS. JONAS: My name is Kathleen Jonas. I live at 4836 Sunnyslope Avenue, No. D. And I just want to make sure that when the Environmental Impact Study is started that as far as the traffic goes there is more traffic from September until June or maybe from late August to June so if somebody came to do the Environmental Impact Study, let's say, in July they wouldn't find too much traffic. So it would be atypical to what we experience in the neighborhood.

And the second point is that I don't know if many people know it but the traffic in the neighborhood is constant. This is seven days a week. I don't know if you know that Millikan Junior High has been rented out by Dr. Norman Acton (Phonetic), the principle, by a church group that meets every Sunday, a very large church group. And they are parking all around the neighborhood. So we are impacted, not only Monday through Friday but Saturday and Sunday as well because the schools have athletic events which go on on Saturday, and Sunday there is the big church group there. Thank you.

MR. PLAFKIN: Dale Fernandez.

Susan Jagrello.

MS. JAGRELLO: I have nothing to add.

MR. PLAFKIN: Okay. Richard Mayer, Joseph Tobin, Debra Armani.

MR. TOBIN: My name is Joseph Tobin. I am a homeowner at 4946 Greenbush. I just have two comments. First of all, looking at these pictures it is very illuminating. You look at the two top pictures here and you see before and after.

I don't see how anyone can look at this after picture and say it has an aesthetic impact. This structure is hideous. It is not something Los

Angeles needs. There are plenty of buildings like that. Chase Knolls is unique.

As a homeowner on Greenbush I just want to make sure that you address parking and how it will affect the homeowners around here. I want to make sure that for every resident who has a car in a new unit there is a parking space.

I would hate to see a situation where there are multiple families cramming into two-bedroom apartments with multiple cars and not enough parking and they are on the street. Thank you.

MR. MAYER: Good evening. My name is Richard Mayer. And I am the elected representative for Area 3 which Chase Knolls is in. I am a Sherman Oaks neighborhood council. I would like to say that last night at our meeting that this issue came up and it has been referred to the Land Use Society Committee.

I have had an opportunity to speak with several of the residents as well as with Ken Bernstein. And we will be looking at this project very, very closely in our committee and making recommendations to the entire board.

Having said that, as a landscape architect I would like to say that we have very, very few

examples of garden apartments, site home and architecture of this nature in the City of Los Angeles.

One of the few that I can think of that matches Chase Knolls is the Village Project. And the way the apartments sit on the land, the connection to the landscaping and the land is extremely important.

And what I have heard this evening -- I think I heard it -- is that the garages are above grade actually and not below grade so there will be a connection to the land by the actual apartment units similar to what we would find along Moorpark or along many, many of our main thoroughfares where apartments no longer relate to the street. And these apartments need to relate to the land. The importance of the hierarchy and the spatial quality of the landscape and the garden is paramount. I would like to see how that works into the environmental review process.

I can mention looking at the cultural resources that needs to fall within the Secretary of Interior's guidelines. I would like to see this plan start with the guideline from the Secretary of Interior and not -- I feel like we are on the reactive mode of saying it should, the proposal should have been within this framework because it has

historical significance and status. And any project that already has that you approach that project within that framework.

So the legitimacy of this proposal to me is one that is with this status, the legitimacy of the proposal leaves itself open.

I think that we need to have a full visual analysis of this project, both spatial, the massing, the adjacencies, not only within the project itself but to the other adjacent land uses; a full biological report including a tree survey is necessary.

And I think that about does it, but this is an extremely important project and many, many organizations within the community, as well as the Residents Association of Chase Knolls, is involved and will be coordinating with your office.

Thank you.

MR. PLAFKIN: Debra Armani.

MS. ARMANI: Good evening. I am Debra Armani. I live at 5136 Vama Avenue, Sherman Oaks.

I live right here in the neighborhood. I have lived here since 1994. I have lived in the valley since 1986. I have been quite aware of this location for all of these years.

In the time that I have lived her for these past ten years Chase Knolls has been a quiet, beautiful site to behold every single day that I go outside my door, the trees, the landscape, the tenants who love it, who are of like mind, who appreciate what this is.

I am one of the residents who helped or was involved in the fight to preserve this property when it was purchased years ago and they wanted to develop it four years ago or whatever.

I cannot believe that now we are facing the same issues. I cannot believe that someone has the arrogance --

MR. PLAFKIN: Ma'am, this is --

MS. ARMANI: Wait a second. I am speaking now.

MR. PLAFKIN: Please stay on the topic.

THE ARMANI: This is the topic.

I cannot believe that someone has the arrogance to purchase this property and then presume again to develop it when it was already defeated by the residents of Chase Knolls and the property owners. We have vowed to preserve this property as is. The city has torn down almost all of the apartment buildings like this along Moorpark. They

have allowed this to continue. We have inudated our streets with traffic. We cannot get through an intersection.

These are the reasons why we chose to live in Sherman Oaks and in the valley to begin with, because of this 1940's neighborhood and its 1940's architecture and its trees and its open spaces. This is one of the last vestiges of this architecture and this kind of living in the valley, and it happens to be right here.

Because of the schools here that are in our neighborhood Millikan we have an inundation of traffic. I personally have witnessed two accidents by my home of people running stoplights because there is not stop signs posted on every intersection so people assume they don't exist. And so there is no checks and balances for traffic. It is dangerous.

I don't know what to say except if you touch this property, if you add so much as one apartment or one parking space, if you do anything to any tree, if you ruin our site lines to the sky and our open space, if you displace one more tenant or one more old lady has to die from the stress --

MR. PLAFKIN: Ma'am --

MS. ARMANI: No, this is the topic because

when you build on this property tenants may be displaced, elderly people may be displaced and those people may die as before from the stress of it.

MR. PLAFKIN: Ma'am --

MS. ARMANI: If you do this, I can promise you this will be a boondock, not only politically but as homeowners of the property. We will fight this as residents. You can trust me on this.

VOICE: First amendment speech --

MS. ARMANI: I hope you got every word.

MR. PLAFKIN: Once again, I ask you to restrain yourself and keep to the actual topic at hand which is the environmental impact of this project. We ask that you remain civil.

MS. ARMANI: Unbelievable.

VOICE: Why don't you act civil?

MS. ARMANI: Those are the environmental impacts.

Traffic is an environmental impact.

That you should turn off the microphone on anybody in this room -- this is ludicrous. You should hear from everybody and everything they have to say.

MR. PLAFKIN: Next speaker, Barry Cullison, Tony Stumpf, Joy Brand.

MR. CULLISON: My concerns were discussed by a previous speaker. Barry Cullison is my name.

Thank you.

MR. STUMPF: My name is Tony Stumpf. I live at 4836-A Sunnyslope Avenue in Chase Knolls. And I have lived there for going on 12 years. It was nice to hear from some of the residents who surround Chase Knolls come and speak.

And I think one of the things that needs to be looked at in the EIR is the impact that it will have with the neighborhood. I know one of the pictures they showed earlier is actually my backyard. And we have -- the residents in the neighborhood actually have their nannies walk their children, while they are at work, through Chase Knolls, through the beautiful courtyards. It is like a park for the neighborhood. And everyday they bring their strollers of kids and walk through Chase Knolls like a relaxing stroll in a park, the residents that are behind Houston.

And then also one of the things that I wanted to add is one of the impacts they haven't really looked at is a cultural impact as far as the community goes.

The architect spoke a little bit about it,

but we have a lot of community barbecues and lunches and times together in those backyards with our neighbors. And Chase Knolls was created where, like you say, you have a chance to interact with your neighbors. And it is like living in a small town. You come out your backdoor and meet and greet your neighbor. And it created a friendly environment. And putting in my backyard a three-story building, which is proposed, taking out the carports in that area, the laundry room and yard and there would be a three-story building blocking that site, blocking that patio and barbecues area where we all communally come to eat.

During the summer nights we are there every night eating outside. And there are three or four of us neighbors that all eat at that table. There are very few places where that can take place.

You know, looking around at other apartments, complexes in the community, your door is -- you only have a front door along one long corridor hallway. And if there is any balcony it is so small it might hold a table and two chairs, you know, a little bistro set.

There is no interaction with your neighbor. You go into your box. You come out of your box, you

go to work and you come home and go back into your box. And Chase Knolls is something that was created to avoid that. And that is something that needs to be looked at too.

Thank you.

MR. PLAFKIN: Ms. Joy Brand? Jonathan Brand?

Jan Finer.

MR. BRAND: Hi, my name is Jonathan Brand. I live on 5103 Nagle Avenue. I want to make one quick point. The proposal is about 50 percent more units than what is already existing on the facility. Where are the guests supposed to park? Has the architect accounted for guests in the area? And if not, will the local adjacent areas have to become permanent parking due to the increased density of traffic and cars due to 50 percent more of the units? That is my question.

MS. FINER: I am passionate how I feel about this. My name is Jan Finer. I am a 39-year neighboring homeowner at 13013 Hartsook Street, about three streets east of the property.

One of my many concerns is air quality. In the last three days all I am hearing about in the news and on TV and the newspaper is smog, and more

smog. This is Saturday's paper and it has smog stage returns to southland. On the Saturday TV news we had Barry Wellington and the ATLE stating that pollution has gone with the population. The smog is the worst it has been since 1986.

And then on Sunday he said that the ozone layers are twice the federal standards, Stage 1 smog alert coming, that we have had 36 days in the last three months of unhealthy levels, that the San Fernando Valley is one of the worse areas. And they are blaming motor vehicles on the roadways for this problem.

My question is, what will another 250 cars do to the smog problem?

VOICE: Hear ye, hear ye.

MR. PLAFKIN: Paul Lewis.

MR. LEWIS: My name is Paul Lewis. I live on Sunnyslope which is cattycorner to the project. I grew up when there were trees. I remember the trees. They are now tennis courts. I don't know if any of you remember those trees.

Unfortunately, we have not seen what the proposed budget is and we don't see the existing on the underlay which violates what is being proposed as to that study there.

We also have the issue that more citizens are coming to age for driving, but those extras cars will have an impact on our corner. From Riverside we do have permission to park that occurs between the property, that was acquired from the city a number of years ago as a result of all of the traffic on the streets between the schools. And one of the problems with Millikan School is the parent's average morning speed is about 38 miles an hour.

VOICE: (Inaudible) parking, oh, yes, they opened it. I mean it has controlled access.

MR. LEWIS: Guest parking for the units, that was stated. This is being addressed because we have tried to keep from having permit parking as well as for the houses and for our guests.

The north parking lot with the increased temperature as it reflects the temperature affecting both the residents and the neighborhood.

And then the last point is -- I appreciate the sketches but at the first meeting some of the residents of the neighborhood weren't invited so we haven't necessarily seen what the architect's presentation was.

One more thing, this is an ungated property for parking and it is very rare in Los Angeles to

have ungated residential parking like this, and I am not sure whether or not with the initial units if they are going to fence the entire property and change the nature of the security and the social fabric and that will affect people coming in and out as well as things like that.

MR. PLAFKIN: Jeff Langston and if Dale Fernandez has returned, are there any additional comments? Anyone else?

MR. LANGSTON: My name is Jeff Langston. I live at 4920 Greenbush Avenue, Sherman Oaks, which is four houses up from Chase Knolls on Greenbush. And there are a lot of environmental factors which haven't been covered yet.

During the construction, which is planned to go on for quite a long time, what about rats and rodents in the area? There was a house right across the street that had some major work done, that was one house, and all of our neighbors started getting rats like crazy. We are talking about a lot bigger construction than one house.

What is going to happen to all of the neighboring houses as far as rats and rodents go? What kind of diseases or anything else. The construction I am sure will kick up a lot of dust.

And my wife and my son both suffer from allergies. I am sure there are other people in the area that suffer from allergies. My nine-month old son suffers from fairly severe allergies, and so the extra dust kicked up during that time is going to be pretty devastating to anyone in the area with breathing problems as far as allergies go. That is another environmental factor that needs to be checked on.

I have two kids. With all of the construction going on and the increased traffic safety is definitely going to be a concern.

Right now, Greenbush, I love the street because it doesn't connect Riverside to Magnolia so it is not really a major throughway. And so there is not that much traffic. And so it is a fairly safe street. I see kids playing out there all of the time and as they get older and start getting into that baseball phase then they are probably going to want to play out there and with all of that extra traffic they are not going to be able to.

The noise pollution during the construction, I can't remember how long ago it was but there was some jack hammering going on on the street over, down a ways and it was so loud that again my son, my youngest son, who at the time was around five or six

months old, couldn't sleep, couldn't take naps during the day and so he was constantly cross. And there are plenty of other young kids in the neighborhood I am sure taking afternoon naps and the noise pollution is definitely an environmental factor.

We have a project going on right now and we are totally devastated along Magnolia. The proposed ending of that is June of 2004. That is still another year away. And of course construction never ends on time. And now we are going to have construction on Houston on the other side of us so all of the residents there on Greenbush and Nagle. And everybody is going to be boxed in by construction and that is going to cause major traffic inconveniences for all of the residents during the course of the construction.

And, of course, that would be worse once 200 extra members are going to be living in the neighborhood plus their guests.

As then I stated before the park-like atmosphere of Chase Knolls where the person stated where all of the neighbors all gathered, the neighbors gathered and walked around the area with the other neighbors. And it is great like living next to a park and that is one of the reasons why we

decided to live here. So they are all very, very important environmental factors, the noise, the rats, the rodents, the allergy issues, noise pollution, all of that is stuff that needs to be considered, quantified, and if it is too severe it has to be stopped in its track now. Thank you.

MR. PLAFKIN: Dale Fernandez. Tom Stratton.

MR. STRATTON: I am Tom Stratton. I live at 4836-A Sunnyslope Avenue. One of the things I would like specifically to be included in the EIR is some kind of study of the air flows. I don't have air conditioning. There is a number of units around here that don't have air conditioning. A building three stories above and beyond what is there now would have an impact of the environment inside my apartment because I count on the breeze to cool off my apartment in the evening.

VOICE: Yeah.

MR. PLAFKIN: Any other speakers?

MS. BEVERLY: I am Nancy Beverly. I live at 13449 Riverside Drive, Apartment C. One issue we haven't discussed yet is safety in terms of fire and police. With 141 units crowding the spine Chase Knolls needs to have the police and fire department respond efficiently. I think that is it. I looked

down my checklist.
Thank you.
MR. PLAFKIN: Anyone else? Anyone at all?
MR. MAYER: One more item that I would like to add. My name is Rick Mayer. I would like to have an analysis of the hierarchy of the function and the spatial quality of the spaces because the private spaces and the semi-private and the public spaces that is going to change quite dramatically. Because of the nature of the garden apartments and because of the way the site is planned this proposal changes the nature of those. And some of them will disappear and some of them are still around so I would like to see a very cogent analysis of the spacial quality and the function of the existing and then of the proposed project.
MS. MICHIEL: This project, in terms of the park of this neighborhood, looking at the question as to whether the project as proposed will split the neighborhood may I also suggest we ask how those buildings are going to impact the relationship between the project and the Riverside side of that project.
Having said all of this and heard everyone there is something that we do need to do. In

contrast to the prior owner, Legacy Partners, the new owner and his company have been very forthcoming with respect to the project that they are proposing and they have met with the tenants. I thank you for that and I also encourage them to continue that dialogue.
I hope that they realize from the tenor and tone of the comments that were made here that they understand that we are a group that is very serious and we have substantial expertise. And that we feel by corroborating with you rather that fighting with you that we will come up with a solution.
That is our first goal. If we are not able to do that then be assured, as you know, we are also very good at fighting.
Thank you very much.
MR. LA MAY: Jack La May again. There is a couple of things that I believe we should be reminded of.
Chase Knolls is nearly 40 acres. There are a lot of animals in there. There are a lot of birds in there and owls and squirrels and possum and all of this is going to be destroyed. One tree had to be taken out and a whole flock of parrots had to move out. So this should really be considered. I think the whole project is for the birds.

Thank you very much.
MR. PLAFKIN: I would also like to add that we are also receiving written comments up until August the 6th. So if you didn't feel comfortable getting up speaking in front of everyone but you still have things that you wish to convey to us or if you think of more things. If you received the notice our address is here, address your comments to Mr. Hendricks, who is the coordinator for the city. And we will be glad to receive written comments up until August the 6th.
VOICE: Can we have a copy of the transcript?
(Multiple voices)
MR. PLAFKIN: The Planning Department will be receiving a copy of it. I don't know how big it is going to be. But we can anticipate we will have charges for duplicating and xeroxing.
VOICE: That is okay.
(Multiple voices)
MR. PLAFKIN: Probably not the transcript unless we also get it also on a CD Rom which --
(Inaudible.)
MR. PLAFKIN: I can't vouch for our being able to put it up on our website. If we put up the

actual EIRs themselves --
VOICE: Yes, it could be e-mailed (Inaudible).
MR. PLAFKIN: Instead of xeroxing copies?
VOICE: Yes.
MR. PLAFKIN: That is a possibility.
(Inaudible).
MR. ABSHEZ: As soon as the court reporter prepares it, I will send it to you.
VOICE: Did you know that not all residents in the Chase Knolls area did not receive notices?
MR. PLAFKIN: It was supposed to go out to --
(Multiple voices).
MR. PLAFKIN: We did get a lot of return mail. I know it was supposed to be sent to everybody. I can't guarantee that the post office gave it to you.
VOICE: I live a block and a quarter from the units and I did not receive anything.
MR. PLAFKIN: I can't promise that it will get to everyone. I know it is supposed to go to all owners and occupants.
(Multiple voices)
MR. PLAFKIN: For future reference through if you signed up on our mailing sheet for any kind of

future mailings for the environmental process you will receive things there.

VOICE: When I received my card about the recommendation they said nothing about the trees specifically. And yet the Chase Knolls Association said something like 25 trees would be impacted.

(Inaudible).

MR. PLAFKIN: One of the things that was requested was a tree report so that will be part of the analysis.

(Inaudible.)

(Multiple voices).

MR. PLAFKIN: I declare the meeting is over.

(The meeting ended at 7:30)

-OOO-

STATE OF CALIFORNIA)
) SS.
COUNTY OF LOS ANGELES)

I, Janalee Young, CSR 2937, a certified shorthand reporter in and for the county of Los Angeles, state of California, do hereby certify;

That said proceedings were taken down both stenographically and with the use of a tape recording of the proceedings by me to the best of my knowledge and, thereafter, transcribed via computer-aided transcription under my direction.

I further certify that I am neither counsel for nor related to any party to said action, nor in anywise interested in the outcome thereof.

Dated this day of , 2003.

CERTIFIED SHORTHAND REPORTER
IN AND FOR THE COUNTY OF
LOS ANGELES
STATE OF CALIFORNIA

Appendix C

Historical Property Contract

RECORDING REQUESTED BY)
AND WHEN RECORDED RETURN TO:)
)
Los Angeles Cultural Affairs Department)
433 South Spring Street, 10th Floor)
Los Angeles, CA 90013)

HISTORICAL PROPERTY CONTRACT
BY AND BETWEEN THE CITY OF LOS ANGELES, A MUNICIPAL CORPORATION, AND

EQR/Legacy Partners (1999) Chase Knolls LLC

Dennis Cavallari ,
(please print full names of each owner as listed on title)

FOR THE PRESERVATION AND BENEFIT OF THE HISTORIC-CULTURAL MONUMENT OR CONTRIBUTING STRUCTURE PROPERTY LOCATED AT

13401 Riverside Drive, Sherman Oaks, CA 91423
(L.A.M.C. SECTIONS 19.140, et seq.)

THIS AGREEMENT is made and entered into this 5th day of NOVEMBER 2001, by and between the CITY OF LOS ANGELES, a municipal corporation (hereinafter referred to as the "City") and EQR/Legacy Partners(1999) Chase Knolls LLC (hereinafter referred to as the "Owner").
(APPLICANT DOES NOT FILL IN DATE)
(please print full names of each owner as listed on title)

WITNESSETH:

(i) California Government Code Sections 50280, et seq. authorize cities to enter into contracts with the owners of qualified historical properties to provide for the use, maintenance and restoration of such historical properties so as to retain their characteristics as properties of historical significance.

(ii) Owner possesses fee title in and to that certain real property, together with associated structures and improvements thereon, commonly known as the Chase Knolls Apartments and located at the street address 13401 Riverside Drive, Los Angeles, California 91423, (hereinafter such property shall be referred to as the "Property"). A legal description of the Property is attached hereto, marked as **Exhibit "A"**, and is incorporated herein by this reference.

(iii) On July 11, 2000: (a) the City Council of the City of Los Angeles declared the Property Historic-Cultural Monument No. 683 pursuant to Section 22.126 of the Los Angeles Administrative Code (Council File No. 00-0749); or, (b) The Property was determined to be a Contributing Structure to the _____ Historic Preservation Overlay Zone pursuant to Section 12.20.3 of the Los Angeles Municipal Code.

(iv) City and Owner, for their mutual benefits, now desire to enter into this agreement both to protect and preserve the characteristics of historical significance of the Property and to qualify the Property for an assessment of valuation pursuant to the provisions of Section 439, et seq., of the California Revenue and Taxation Code.

NOW THEREFORE, City and Owner, in consideration of the mutual covenants and conditions set forth herein, do hereby agree as follows:

1. **Effective Date and Term of Agreement.**

This Historical Property Contract (hereinafter referred to as the "Agreement") shall be effective and commence on the date it is recorded (hereinafter referred to as the "effective date") and shall remain in effect for a term of ten (10) years thereafter. Each year upon the anniversary of the effective date, such initial term will automatically be extended, subject to provisions of paragraph 2, below.

2. **Renewal.**

Each year on the anniversary of the effective date of this Agreement (hereinafter referred to as the "renewal date"), a year shall automatically be added to the initial term of this Agreement unless notice of nonrenewal is mailed as provided herein. If either Owner or City desires in any year not to renew the Agreement, Owner or City shall serve written notice of nonrenewal of the Agreement on the other party in advance of the annual renewal date of the Agreement. Unless such notice is served by Owner to City at least ninety (90) days prior to the annual renewal date, or served by City to Owner at least sixty (60) days prior to the annual renewal date, one (1) year shall automatically be added to the term of the Agreement as provided herein. Upon receipt by Owner of a notice of nonrenewal from City, Owner may make a written protest of the notice. City may, at any time prior to the annual renewal date of the Agreement, withdraw its notice to Owner of nonrenewal. If either City or Owner serves notice to the other of nonrenewal in any year, the Agreement shall remain in effect for the balance of the term then remaining, either from its original execution or from the last renewal of the Agreement, whichever may apply.

3. **Standards for Historical Property.**

During the term of this Agreement, the Property shall be subject to the following conditions, requirements and restrictions:

a. Owner shall preserve and maintain the characteristics of historical significance of the Property. Attached hereto, marked as **Exhibit "B"**, and incorporated herein by this reference, is a list of those minimum standards and conditions for maintenance, use and preservation of the Property, which shall apply to such property throughout the term of this Agreement.

b. Owner shall, where necessary, restore and rehabilitate the property according to the rules and regulations of the Secretary of the Interior's Standards for Rehabilitation (Exhibit "B").

c. Owner shall allow reasonable periodic examinations, by prior appointment, of the interior and exterior of the Property by representatives of the County Assessor, State Department of Parks and Recreation, State Board of Equalization and City, as may be necessary to determine owner's compliance with the terms and provisions of this Agreement.

4. Notification to State Office of Historic Preservation.

Owner shall provide written notice of the Agreement to the State Office of Historic Preservation within six (6) months of the effective date of the Agreement.

5. Provision of Information of Compliance.

Owner hereby agrees to furnish City with any and all information requested by the City which may be necessary or advisable to determine compliance with the terms and provisions of this Agreement.

6. Cancellation.

City, following a duly noticed public hearing as set forth in California Government Code Sections 50280, et seq., may cancel this Agreement if it determines that Owner breached any of the conditions of this Agreement or has allowed the property to deteriorate to the point that it no longer meets the standards for a Historic-Cultural Monument or Contributing Structure. City may also cancel this Agreement if it determines that the Owner has failed to restore or rehabilitate the property in the manner specified in subparagraph 3(b) of the Agreement. Except as otherwise provided in Section 19.143 of the Los Angeles Municipal Code, in the event of cancellation of this Agreement by the City, Owner shall pay the State of California a cancellation fee of Twelve and One-Half percent (12 1/2%) of the full value of the Property at the time of cancellation, as determined by County Assessor without regard to any restrictions on the Property imposed pursuant to this Agreement.

7. Enforcement of Agreement.

In lieu of and/or in addition to any provisions to cancel the Agreement as referenced herein, City may specifically enforce, or enjoin the breach of, the terms of this Agreement. In the event of a default under the provisions of this Agreement by Owner, City shall give written notice to Owner by registered or certified mail addressed to the address stated in this Agreement, and if such a violation is not corrected to the reasonable satisfaction of the City within thirty (30) days thereafter, or if not corrected within such a reasonable time as may be required to cure the breach or default if said breach or default cannot be cured within thirty (30) days (provided that acts to cure the breach or default must be commenced within thirty (30) days and must thereafter be diligently pursued to completion by Owner), then City may, without further notice, declare a default under the terms of this Agreement and may bring any action necessary to specifically enforce the obligations of Owner pursuant to the terms of this Agreement, apply to any court, state or federal, for injunctive relief against any violation by Owner, or apply for such other relief as may be appropriate.

City does not waive any claim of default by Owner if City does not enforce or cancel this Agreement. All other remedies at law or in equity which are not otherwise provided for in this Agreement or in City's regulations governing historic properties are available to the City to pursue in the event that there is a breach of this Agreement. No waiver of any breach or default under this Agreement shall be deemed to a waiver of any other subsequent breach thereof or default hereunder.

8. Binding Effect of Agreement.

The Owner hereby voluntarily subjects the Property described in Exhibit "A" hereto to the covenants, reservations and restrictions as set forth in this Agreement. City and Owner hereby declare their specific intent that the covenants, reservations and restrictions as set forth herein shall be deemed covenants running with the land and shall pass to and be binding upon the Owner's successors and assigns in title or interest to the Property. Each and every contract, deed or other instrument hereinafter executed, covering or conveying the Property, or any portion thereof, shall conclusively be held to have been executed, delivered and accepted subject to the covenants, reservations and restrictions expressed in this Agreement whether or not such covenants, reservations and restrictions are set forth in such contract, deed or other instrument.

City and Owner hereby declare their understanding and intent that the burden of the covenants, reservations and restrictions set forth herein touch and concern the land in that Owner's legal interest in the Property is rendered less valuable thereby. City and Owner hereby further declare their understanding and intent that the benefit of such covenants, reservations and restrictions touch and concern the land by enhancing and maintaining the historic characteristics and significance of the Property for the benefit of the public and Owner.

9. Notice.

Any notice required to be given by the terms of this Agreement shall be provided at the address of the respective parties as specified below or at any other address as may be later specified by the parties hereto.

To City:
Cultural Affairs Department
433 South Spring Street, 10th Floor
Los Angeles, CA 90013
Attn: Historical Property Contract Coordinator

To Owner: Name EQR/Legacy Partners (1999) Chase Knolls LLC

Address 30 Executive Park Suite 100

Irvine, CA 92614

10. General Provisions.

a. None of the terms, provisions or conditions of this Agreement shall be deemed to create a partnership between the parties hereto and any of their heirs, successors or assigns, nor shall such terms, provisions or conditions cause them to be considered joint venturers or members of any joint enterprise.

b. Owner agrees to and shall hold City and its elected officials, officers, employees and agents harmless from any and all liability for damage or claims for damage for personal injuries, including death, and claims for property damage which may arise from the direct or indirect use or operations of Owner or those of his contractor, subcontractor, agent, employee or other person acting on his behalf which relate to the use, operation and maintenance of the Property. Owner hereby agrees to and shall defend the City and its elected officials, officers, employees and agents with respect to any and all actions for damages caused by, or alleged to have been caused by, reason of Owner's activities in connection with the Property. This hold harmless provision applies to all damages and claims for damages suffered, or alleged to have been suffered, by reason of the operations referred to in this Agreement whether or not the City prepared, supplied or approved the plans, specifications or other documents for the Property.

c. All of the agreements, rights, covenants, reservations and restrictions contained in this Agreement shall be binding upon and shall inure to the benefit of the parties herein, their heirs, successors, legal representatives, assigns and all persons acquiring any part or portion of the Property, whether by operation of law or in any manner whatsoever.

d. In the event legal proceedings are brought by any party or parties to enforce or restrain a violation of any of the covenants, reservations or restrictions contained herein, or to determine the rights and duties of any party hereunder, the prevailing party in such proceeding may recover all reasonable attorney's fees to be fixed by the court, in addition to court costs and other relief ordered by the court.

e. In the event that any of the provisions of this Agreement are held to be unenforceable or invalid by any court of competent jurisdiction, or by subsequent preemptive legislation, the validity and enforceability of the remaining provisions, or portions thereof, shall not be effected thereby.

f. This Agreement shall be construed and governed in accordance with the laws of the State of California.

11. Recordation.

No later than twenty (20) days after the parties execute and enter into this Agreement, City shall cause this Agreement to be recorded in the Office of the County Recorder of the County of Los Angeles.

C-102280

12. Amendments.

This Agreement may be amended, in whole or in part, only by a written recorded instrument executed by the parties hereto.

IN WITNESS WHEREOF, City and Owner have executed this Agreement on the day and year first written above.

CITY OF LOS ANGELES, a municipal corporation

Dated: OCT 25 2001 **By:** Margo J. Reese
General Manager, Cultural Affairs Department

Dated: 6/8/01 **By:** See Attached Signature
Owner/s Signature

Print Name/s

IN WITNESS WHEREOF, the parties have caused this contract to be duly executed. **By:**
Owner/s Signature

ATTEST: J. MICHAEL CAREY, City Clerk

Print Name/s

By: 11/6/01 **By:**
Deputy Date
Owner/s Signature

Print Name/s

APPROVED AS TO FORM
ROCKARD J. DELGADILLO, City Attorney

By:
Assistant

Dated: Oct 31, 2001

EQR/LEGACY PARTNERS (1999) CHASE KNOLLS LLC, a Delaware limited liability company

By: EQR/LEGACY PARTNERS (1999) MASTER LIMITED LIABILITY COMPANY, a Delaware limited liability company, its sole member

By: EQR/LEGACY PARTNERS HOLDING LIMITED PARTNERSHIP, a Delaware limited partnership, its sole member

By: LEGACY PARTNERS 1001 LLC, a California limited liability company, its general partner

By: _____
Name: Dennis Cavallari
Title: A Managing Member

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of Orange } ss.

On 6-8-01 (Date), before me, Deborah L. Dodd, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public"))

personally appeared Dennis Cavallari (Name(s) of Signer(s))

☑ personally known to me
☐ ~~proved to me on the basis of satisfactory evidence~~

to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she~~/they executed the same in his/~~her~~/their authorized capacity(~~ies~~), and that by his/~~her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

DEBORAH L. DODD
Commission # 1247781
Notary Public - California
Orange County
My Comm. Expires Dec 31, 2003

Place Notary Seal Above

WITNESS my hand and official seal.

Deborah L Dodd
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer

Signer's Name: _____

☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

HISTORICAL PROPERTY CONTRACT APPLICATION

PLEASE TYPE OR PRINT IN ALL CAPITAL LETTERS

OWNER/S OF PROPERTY: EQR/Legacy Partners (1999) Chase Knolls LLC

OWNER/S ADDRESS AND PHONE: 30 Executive Park, Suite #100, Irvine, CA 92688
Contact: Ben Ortega - (949) ~~930-7706~~ 261.2100

DATE PROPERTY PURCHASED BY CURRENT OWNER/S: January 2000

ADDRESS OF PROPERTY: 13401 Riverside Drive, Sherman Oaks, CA 91423

LEGAL DESCRIPTION: South 1/2 of Lot 189 of Tract 1000, in the City of Los Angeles, State of California, as per map recorded in book 19, page 1, et seq., of maps in the office of the Coun Record, said Count
TRACT/S BLOCK/S LOT/S ARB NO/S. CENSUS TRACT

(NOTE: A copy of the legal description, generally "Exhibit A" of a deed, may also be included)

ASSESSOR'S PARCEL NO/S: 2359-019-004

LAST ASSESSED VALUE OF LAND AND IMPROVEMENTS: $ 23,460,000

COUNCIL DISTRICT NO: 5

CHECK USE: SINGLE FAMILY HOUSE _____; APT./COMMERCIAL/INDUSTRIAL X

HISTORIC-CULTURAL MONUMENT NUMBER 683; OR

CONTRIBUTOR TO HISTORIC PRESERVATION OVERLAY ZONE (NAME) N/A

NOTE: IF PROPERTY IS A CONTRIBUTOR TO AN HISTORIC PRESERVATION OVERLAY ZONE AND NOT AN HISTORIC-CULTURAL MONUMENT, PETITIONER MUST ATTACH AN HISTORIC-CULTURAL MONUMENT APPLICATION FOR FILE RECORD.

ATTACH AND INCLUDE A SET OF INTERIOR AND EXTERIOR BLACK AND WHITE BASELINE PRINTS AND NEGATIVES 6-8-01 (DATE TAKEN) INCLUDE A SCALED SITE PLAN DRAWING 5-8-01 (DATE DRAWN)

ESTIMATED PROPERTY TAX REDUCTION UNDER HISTORIC PROPERTY CONTRACT: $ 70,000.
ATTACH AND INCLUDE AN HISTORICAL PROPERTY TAX ADJUSTMENT WORKSHEET (See enclosed sheet).

DESCRIBE REHABILITATION WORK DONE TO THE PROPERTY UNDER CURRENT OWNERSHIP.
(ADDITIONAL INFORMATION MAY BE INCLUDED ON A SEPARATE SHEET OF PAPER)

* None at this time.
* See attached proposal rehabilitation scope.

DESCRIBE ANY REHABILITATION WORK PROPOSED OVER THE NEXT TEN YEARS. IF THE PROPERTY IS ALREADY RESTORED IN GOOD CONDITION, A MAINTENANCE LIST MUST BE SUBMITTED TO SUPPORT THE NEED FOR TAX RELIEF. (ADDITIONAL INFORMATION MAY BE INCLUDED ON A SEPARATE SHEET OF PAPER)

* Rehab all unit interiors with modern appliances.
* Rehab all units with modern electrical and plumbing.
* Rehab all units with new air conditioning - remove existing after market A/C units now in windows and walls.
* Re-roof entire project to original roof like material.
* Re-paint exterior buildings keeping existing historic appearance.
* Repair existing garage/carports.
* See attached detailed list of all rehab work proposal.

GIVE ALL ADDRESSES OF OTHER PROPERTY PRESENTLY OWNED WITHIN THE BOUNDARIES OF LOS ANGELES CITY.

* 6000 De Soto Street, Woodland Hills, CA
* 10945/10955 Bluffside Drive, Studio City, CA
* 10833 Wilshire Blvd., Los Angeles, CA 90024

ARE TAXES ON OWNED PROPERTY WITHIN THE CITY OF LOS ANGELES, PAID TO DATE?
(CHECK ONE) YES X ; NO ____

CHECK AS MANY PRIORITY CONSIDERATION CRITERIA (SEE ATTACHED WORKSHEET) AS IT APPLIES TO THE PROPERTY DESCRIBED IN THIS APPLICATION.

I AM (WE ARE) THE PRESENT OWNER'S OF THE PROPERTY DESCRIBED ABOVE AND HEREBY APPLY FOR CONSIDERATION FOR A HISTORICAL PROPERTY CONTRACT.

OWNER SIGNATURE 6-8-01
DATE

Dennis Cavallari
PRINT NAME)

WNER SIGNATURE
DATE

RINT NAME)

MAINTENANCE AND REHABILITATION STANDARDS AND CONDITIONS

Secretary of the Interior's Standards for Rehabilitation

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterizes a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such a adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Property Maintenance

All buildings, structures, yards and other improvements shall be maintained in a superior manner. All current building and zoning codes will be enforced. The following conditions are prohibited:

a. Dilapidated buildings or features such as fences, roofs, doors, walls and windows.
b. Abandoned or discarded objects, equipment or materials such as automobiles, automobile parts, furniture, appliances, containers, lumber or similar items stored outside but within property lines.
c. Stagnant water or open excavations.
d. Any device, decoration or structure which is unsightly by reason of its height, condition or location.
e. Peeling exterior paint or unremoved/uncovered graffiti.
f. Overgrown landscaping, exposed bald areas within yards or grounds and broken hardscape features which could cause injury.
g. Other substandard conditions as cited by the Cultural Heritage Commission or the General Manager of the Cultural Affairs Department.

Conditions

This property agreement provides property tax reduction in exchange for agreement to rehabilitate and maintain an historic building's fabric and character. Existing conditions not in conformance with the Secretary of the Interior's Standards, may be required to be removed and the original conditions remedied as part of this contract.

HISTORICAL PROPERTY TAX ADJUSTMENT WORKSHEET

STEP 4: DETERMINE CAPITALIZATION RATE

CAPITALIZATION RATE	CURRENT	EXPLANATION
10. Interest Component	8%	*As determined by the State Board of Equalization for 2001*
11. Historic Property Risk Component		*Single-family home = 4%* *All other property = 2%*
12. Property Tax Component	1%	*.01 times the assessment ratio of 100%*
13. Amortization Component (Reciprocal of life of property)		*If the life of the improvements is 20 years* *Use 100% x 1/20 = 5%*
14. TOTAL = CAPITALIZATION RATE		*Add Lines 10 through 13*

STEP 5: CALCULATE NEW ASSESSED VALUE

NEW ASSESSED VALUE	CURRENT	EXPLANATION
15. Mills Act Assessed Value		*Line 9 divided by Line 14* *Example: Line 9 ÷ .18 (18%)*

STEP 6: DETERMINE ESTIMATED TAX REDUCTION

NEW TAX ASSESSMENT	CURRENT	EXPLANATION
16. Tax under Mills Act		*Line 15 x .01*
17. Current Tax		*General tax levy only – do <u>not</u> include voted indebtedness or direct assessments*
18. ESTIMATED TAX REDUCTION		*Line 17 minus Line 16*

Jul.11. 2002 12:03PM **ADJUSTED PROPERTY TAX BILL** No.6220 P. 15> **2001**

CITIES, COUNTY, SCHOOLS AND ALL OTHER TAXING AGENCIES IN LOS ANGELES COUNTY

SECURED PROPERTY TAX FOR FISCAL YEAR JULY 1, 2001 TO JUNE 30, 2002

MARK J. SALADINO, TREASURER AND TAX COLLECTOR

FOR ASSISTANCE CALL (213) 974-2111 OR (888) 807-2111

PROPERTY IDENTIFICATION

OWNER OF RECORD AS OF JANUARY 1,2001
ASSESSOR'S ID.NO.: 2359 019 004 01 000
REB

MAILING ADDRESS

EQR LEGACY PARTNERS 1999
CHASE KNOLLS LLC
4000 E 3RD AVE 6FLR
FOSTER CITY CA 94404-4805

ELECTRONIC FUND TRANSFER (EFT) NUMBER

ID#:19 2359 019 004 8 YEAR:01 SEQUENCE:000 9
or Mastercard and Visa Credit Card payments call (888) 473-0835 and have available the EFT number listed above. Convenience fees will be charged. Please write the EFT number above on your checks.

SPECIAL INFORMATION

FOR THE FOLLOWING REASON:
ROLL BILL CORRECTION ESCAPED ASSMT PER SECS 4831 OR 531 R&T CODE; SEE YEAR & AIN
PENALTY DATE ON YOUR 1ST INSTALLMENT PAYMENT IS CHANGED TO 12-10-01

PENALTY DATE ON YOUR 2ND INSTALLMENT PAYMENT IS CHANGED TO 04-10-02

PROPERTY LOCATION AND/OR PROPERTY DESCRIPTION

13340 HUSTON ST LOS ANGELE
TRACT NO 1000 LOT COM N ON E LINE
OF LOT 189, 255 FT FROM SE COR OF SD
LOT TH W 635 FT TH S 230 FT TH W ON
COMPLETE DESCRIPTION IN ASSESSOR RECORDS

ASSESSOR'S REGIONAL OFFICE

REGION #03 INDEX:62000004 TRA:00013
NORTH DISTRICT OFFICE
13800 BALBOA BLVD.
SYLMAR CA 91342
(818)833-6000

ACCT. NO.: PRINT NO.: 1097
MAILED BY: 10-18-01 AUTH. NO.: 000001 GA

DETAIL OF TAXES DUE FOR ASSESSOR'S ID. NO. 2359 019 004 01 000 CK 99

AGENCY		RATE	PRIOR AMT	CORRECTED AMT
GENERAL TAX LEVY				
ALL AGENCIES			$ 234,611.00	$ 253,991.00
VOTED INDEBTEDNESS				
CITY-LOS ANGELES		.040051	$ 9,396.41	$ 10,172.59
COUNTY		.001128	264.65	286.50
UNIFIED SCHOOLS		.048129	11,291.60	12,224.33
COMMNTY COLLEGE		.015996	3,752.84	4,062.84
FLOOD CONTROL		.001073	251.73	272.52
METRO WATER DIST		.007700	1,806.51	1,955.73
DIRECT ASSESSMENTS				
CITY LND/LT 96-1	**		$ 3,261.38	$ 3,261.38
LA STORMWATER	**		4,264.82	4,264.82
CITY 911 FUND	**		332.63	332.63
FLOOD CONTROL	**		5,349.57	5,349.57
HEALTH LIC FEES	**		151.00	151.00
COUNTY PARK DIST	**		3,284.98	3,284.98
GREATER LA MOSQ	**		20.21	20.21

TOTAL TAXES DUE	$299,630.10
LESS PAYMENTS	$.00
PLUS: PENALTIES PAID OR DUE	$.00
REFUNDS ISSUED	$.00
NET BALANCE DUE	$299,630.10
FIRST INSTALLMENT TAX	$149,821.18
SECOND INSTALLMENT TAX	$149,808.92

VALUATION INFORMATION

ROLL YEAR 01-02	PRIOR ASSESSED VALUE	CURRENT ASSESSED VALUE
LAND	14,280,000	15,504,000
IMPROVEMENTS	9,180,000	9,894,000
PERS PROP	1,100	1,100
TOTAL	23,461,100	25,399,100
LESS EXEMPTION		
NET TAXABLE VALUE	23,461,100	25,399,100

THERE WILL BE A $49.85 CHARGE FOR ANY CHECK RETURNED BY THE BANK.
KEEP THIS UPPER PORTION FOR YOUR RECORDS. YOUR CANCELLED CHECK IS YOUR RECEIPT.

DETACH AND MAIL THIS STUB WITH YOUR 2ND INSTALLMENT PAYMENT.
DO NOT INCLUDE NOTES OR LETTERS WITH YOUR PAYMENT
DO NOT STAPLE OR CLIP PAYMENT STUB OR CHECK

EQR LEGACY PARTNERS 1999
CHASE KNOLLS LLC
4000 E 3RD AVE 6FLR

ADJUSTED 2001
ASSR CHANGE REB 000001 GA

ASSESSOR'S ID. NO. CK PK
2359 019 004 01 000 99 2

2ND INSTALLMENT DUE $149,808.92

INDICATE AMT

CITY OF LOS ANGELES
CALIFORNIA

CULTURAL AFFAIRS DEPARTMENT

433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 473-7700
(213) 473-8352 FAX

MARGIE J. REESE
GENERAL MANAGER

JAMES K. HAHN
MAYOR

November 26, 2001

Dennis Cavallari, A Managing Member
EQR/Legacy Partners (1999) Chase Knolls LLC
30 Executive Park, Suite 100
Irvine, CA 92614

RE: HISTORICAL PROPERTY CONTRACT PROGRAM

Dear Dennis:

Congratulations! The City of Los Angeles Cultural Affairs Department is pleased to announce your Historical Property Contract (Mills Act) was approved by the City Council and became effective as of November 7. Please find enclosed a conformed copy of your contract provided by the Los Angeles County Registrar-Recorder. The Cultural Affairs Department retains the original recorded document for purposes of verification.

Please note that reassessment of your property will be enforced by June 30. This will be reflected on fiscal year tax bills issued in October for first installments due on December 10. Annual inspection of the property is generally conducted within 6 months before or after the effective date as established under the terms of the contract. We will be in contact with you to determine a mutually convenient date and time.

As a reminder, you are required to provide a written notice to the State Office of Historic Preservation within six (6) months of the effective date. This is prescribed in your contract under Section 4, Notification to State Office of Historic Preservation. Simply state that you have entered into a Mills Act Contract with the City of Los Angeles and remember to include your names(s), location(s) and effective date of the contract(s). Mail to:

Mr. Gene Itogawa
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

If you have and questions, please feel free to call me at (213) 473-7726.

Very truly yours,

Matthew G. Dillhoefer
Historical Property Contracts Manager

Enclosure:

Appendix D

United States Department of the Interior National Park Service: Historic Preservation Certification Application – State Historic Preservation Office Review & Recommendation Sheet, Part 1

United States Department of the Interior

Aguilar 10/24/01

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:
H30(2255)

COPY

October 24, 2001

Mr. James L. Andersen
EQR/ Legacy Partners
30 Executive Park, Suite 100
Irvine, CA 92614-6741

PROPERTY: **Chase Knolls Apartments, 13401 Riverside Drive, Los Angeles, CA**
PROJECT NUMBER: **537.9-19-0253(7769)**

Dear Mr. Andersen:

The National Park Service has reviewed the Historic Preservation Certification Application -- Part 1 for the project cited above and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the Sate Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60. All of the residential buildings and parking garage structures within the complex contribute to the significance of the property.

Obtaining "certified historic structure" status is the first step in qualifying for maximum tax benefits under Federal Laws. These benefits apply only to structures that have either undergone or are about to undergo rehabilitation that can be certified in accordance with the Secretary of the Interior's Standards for Rehabilitation.

If you have any questions, please call the State Historic Preservation Office or me at (202)343-9595.

Sincerely,

(S)

Antonio Aguilar
Historical Architect
Technical Preservation Services Branch

cc: IRS
CA SHPO
Christy Johnson McAvoy, 1728 Whitley Avenue, Hollywood, CA 90028-4809

Form 10-168e
Rev. 12/86

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

7769

Significance - - Part 1

Project Number: 537.9-19-0253

NUMBER 1

Chase Knolls Apartments
(Property)

_____ Preliminary done

(Historic District)

_____ NR District _____ Certified State or Local district

Date application received by State 05/15/01
Date(s) additional information requested by State 7/2/01 ##
Date completed information received by State: 07/05/01
Date of transmittal to NPS: July 10, 2001
Property visited by State staff? X yes, ____ no

SHPO REVIEW SUMMARY

X Fully reviewed by SHPO

___ No outstanding concerns

___ Owner informed of SHPO recommendation

X In-depth NPS review requested

___ Recommendation different from applicant's request

NUMBER 2

STATE RECOMMENDATION:

Maryln Bourne Lortie, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

_____ The property is included within the boudaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

_____ The property is included within the boundaries of a registered historic district, contributes to the signifance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Internal Revenue Code.

_____ The property does not contribute to the signifiance of the above-named district.

_____ Insufficient documentation has been provided to evaluate the structure.

_____ This application is being forwarded without recommendation.

Preliminary determinations:

X The property appears to meet National Register Criteria for Evaluation and will be nominated individually.

_____ The property does not appear to meet National Register Criteria for Evaluation and will not be nominated.

_____ The property appears to contribute to the significance of a:

_____ potential historic district that appears to meet the National Register Criteria for Evaluation and will likely be nominated.

_____ registered historic district but it outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS and nomination will be amended.

_____ The property is located in a proposed historic district and:

_____ The property does not appear to contribute to the significance of the proposed historict district.

_____ The proposed historic district does not appear to meet the NR criteria for Evaluation and will not be nominated.

7/16/01 Stephen D. Mikesell Deputy SHPO
Date State Official Signature

NUMBER 3 ISSUES:

____	Extensive loss or deterioration of historic fabric	____	Moved property
____	Substantial alterations over time	____	State recommendation inconsistent with NR documentation
____	Significance less than 50 years old	x	Functionally related complex or multiple buildings within an individual nomination
____	Obscured or covered elevation(s)	____	Other

NUMBER 4 Completed items below as appropriate:

(1) _____ is the period(s) of significance of the district.

(2) The property is mentioned in the NR or state or local district documentation, Section _____ Page _____.

(3) For preliminary determinations, the status of the nomination for the property/historic district:
_____ Nomination has already been submitted to Stated Review Board, and will be forwarded to NPS within _____ months. Draft nomination is enclosed.
_____ Nomination was submitted to NPS on _____.
__x__ Nomination process will likely be completed within thirty months.
_____ Other, explain:

(4) _____ The property is located in a registered district but its current condition is inconsistent with the determination of its contribution to the distict as stated in the nomination. Supplemental Listing Record requeted.

NUMBER 5 Describe problematic issues or other concerns:

The Chase Knolls Apartments is a good example of the property type, the "garden apartment." Gail Baker (CRM No. 5, 1999), defines the type as "low density, low-scale, multi-family residential developments that have their roots in the English garden city and the German superblock concepts. General characteristics include low-density superblock development, buildings clustered around landscaped courtyards, separation of pedestrian and vehicular traffic, and the use of shallow building plans and staggered setbacks to increase ventilation and light." When the nomination is submitted, comparative information regarding other garden apartments should be clarified. All examples of pre-1956 garden apartments, whether publicly or privately owned, should be the collective pool for comparison. Some additional details on why the Chase Knolls complex compares favorably would strengthen the argument for eligibility. Also, the applicants may wish to consider exploring the importance of this complex within the Sherman Oaks area, either under criterion A or C.

_____ See attachements _____ photographs _____ maps _____ other:

NPS COMMENTS:

all of the structures residential and garages contribute to the significance of the property

10/24/01 Antonio Rondan
Date National Park Service Reviewer

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

RECEIVED
MAY 14 2001

OMB Approved
No. 1024-0009

RECEIVED
JUL 18 2001

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

OHP

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No: 7769

Instructions: Read the instructions carefully before completing application. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of Property: Chase Knolls Apartments

Address of Property: Street 13401 Riverside Drive

City Los Angeles County Los Angeles State CA Zip 91423

Name of Historic District:

☐ National Register district ☐ certified state or local district ☐ potential district

2. Check nature of request:

- certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.
- certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
- certification that the building does not contribute to the significance of the above-named historic district.
- X preliminary determination for individual listing in the National Register.
- preliminary determination that a building located within a potential historic district contributes to the significance of the district.
- preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project Contact:

Name Christy Johnson McAvoy, Historic Resources Group

Street 1728 Whitley Avenue City Los Angeles

State California Zip 90028-4809 Daytime Telephone Number (323) 469-2349

4. Owner:

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

James L Andersen

Name ~~Dennis Cavallari~~ Signature Date 5/8/01

Organization EQR/ Legacy Partners (1999) Chase Knolls LLC

Social Security or Taxpayer Identification Number 94-3347726

Street 30 Executive Park, Suite 100 City Irvine

State California Zip 92614-6741 Daytime Telephone Number (949) 261-9871

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 1" for the above-named property and hereby determines that the property:

- contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.
- contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- does not contribute to the significance of the above-named district.

Preliminary determinations:

- appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
- does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
- appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
- appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- does not appear to qualify as a certified historic structure.

Date National Park Service Authorized Signature National Park Service Office/Telephone No

z See Attachments

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

RECEIVED
MAY 14 2001

OMB Approved
1024-0009

RECEIVED
JUL 18 2001
NATIONAL PARK SERVICE
TAX INCENTIVES PROGRAM

OHP

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 - EVALUATION OF SIGNIFICANCE

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- [ ] certification that the building does not contribute to the significance of the above-named historic district.
- [X] preliminary determination for individual listing in the National Register.
- [ ] preliminary determination that a building located within a potential historic district contributes to the significance of the district.
- [ ] preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project Contact:**

Name Christy Johnson McAvoy, Historic Resources Group

Street 1728 Whitley Avenue City Los Angeles

State California Zip 90028-4809 Daytime Telephone Number (323) 469-2349

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- [ ] appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- [ ] does not appear to qualify as a certified historic structure.

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

⊠ See Attachments

CERTIFICATION APPLICATION -- PART 1

Chase Knolls Apartments
Property Name

NPS Office Use Only

Project Number:

13401 Riverside Drive
Property Address

5. Description of physical appearance:

SEE ATTACHED CONTINUATION SHEETS

Date of Construction: 1949 Source of Date: building permit

Date(s) of Alteration(s): unknown

Has Building been moved? ☐ yes ☒ no If so, when? N/A

6. Statement of Significance:

SEE ATTACHED CONTINUATION SHEETS

7. Photographs and maps.

Attach photographs and maps to application

Continuation sheets attached: ☒ yes ☐ no

HISTORIC RESOURCES GROUP

FAX MEMORANDUM

No. of pages 14
(Including Cover)

Date Issued: July 3, 2001
Project: Chase Knolls Apartments
To: Office of Historic Preservation
Attn: Maryln Lortie
Fax No.: (916) 653-9824
From: Steve Moga
Re: **List of Individual Buildings at Chase Knolls Apartment Complex**

Comments:

Maryln:

Attached is a list of each of the buildings at Chase Knolls including the number of stories, building type, addresses, and contributing/non-contributing status. Two maps are also attached.

Garages are listed separately from apartment buildings. In cases where a garage or laundry building is attached to an apartment building, this relationship is noted under the list of addresses associated with the building.

I hope this information is helpful. Please contact me if I can be of any further assistance.

Sincerely,

Steve

Additional Distribution:
Attachments:

_____*Original will be transmitted by mail.*
_____*Original will be transmitted by overnight delivery.*
_____*Original will be transmitted by messenger.*
_____*Original will not be sent.*

F:\wp51\hrgforms\faxmemo

1728 Whitley Avenue, Hollywood, CA 90028
(323) 469-2349 • fax: (323) 469-0491 • HRG@HistoricLA.com

#	Building Type	Location	Contributing Status	Addresses	Stories
1	Mixed one- and two-story building with irregular plan	Northeast part of complex around courtyard south of Nagle Ave., also labeled as Courtyard #3	Contributing	13304 Huston Street	1
				13302 Huston Street	1
				4867 Fulton Avenue	1
				4865 Fulton Avenue	1
				4861 Fulton Avenue	2
				4857 Fulton Avenue	2
2	Mixed one- and two-story building with irregular plan	Northeast part of complex around courtyard south of Nagle Ave., also labeled as Courtyard #3	Contributing	4853 Fulton Avenue	2
				13372 Huston Street	2
				13320 Huston Street	1
				13318 Huston Street	1
				Garages # 70- 75	1
				Laundry Building # 6	1
3	Mixed one- and two-story building with irregular plan	Northeast part of complex around courtyard south of Nagle Ave., also labeled as Courtyard #3	Contributing	4847 Fulton Avenue	2
				4845 Fulton Avenue	2
				4841 Fulton Avenue	2
				4837 Fulton Avenue	1
				4835 Fulton Avenue	1
				4833 Fulton Avenue	2
				4831 Fulton Avenue	1
4	Two-story building with V-shaped plan	South end of Courtyard #3	Contributing	13326 Huston Street	2
				13324 Huston Street	2

#	Building Type	Location	Contributing Status	Addresses	Stories
5	Mixed one- and two-story building with irregular plan	Northeast part of complex; west side of Courtyard #3	Contributing	13330 Huston Street	2
				13332 Huston Street	2
				13334 Huston Street	2
				13336 Huston Street	2
				13340 Huston Street	1
				13342 Huston Street	1
				Garages #64- 69	1
6	Mixed one- and two-story building with irregular plan	North central part of complex; east side of Courtyard south of Varna Avenue, also labeled as Courtyard #2	Contributing	Garages #46- 51	1
				13350 Huston Street	1
				13352 Huston Street	1
				13356 Huston Street	2
				13358 Huston Street	2
				13360 Huston Street	2
				13362 Huston Street	2
				13366 Huston Street	2
7	Mixed one- and two-story building with irregular plan	North central part of complex; west side of Courtyard south of Varna Avenue, also labeled as Courtyard #2	Contributing	13368 Huston Street	2
				13370 Huston Street	2
				13372 Huston Street	2
				13374 Huston Street	2
				13378 Huston Street	2
				13400 Huston Street	1
				13402 Huston Street	1
				Garages #43- 45	1

#	Building Type	Location	Contributing Status	Addresses	Stories
8	Mixed one- and two-story building with irregular plan	North central part of complex; east side of Courtyard south of Greenbush Avenue, also labeled as Courtyard #1	Contributing	Garages #16- 21	1
				13410 Huston Street	1
				13412 Huston Street	1
				13416 Huston Street	2
				13420 Huston Street	2
				13422 Huston Street	2
				13424 Huston Street	2
				13426 Huston Street	2
9	Two-story building with irregular plan	South end of Courtyard south of Greenbush Avenue (Courtyard #1)	Contributing	13430 Huston Street	2
				13434 Huston Street	2
				13436 Huston Street	2
				13438 Huston Street	2
10	Two-story building with U-shaped plan	West side of Courtyard #1	Contributing	13442 Huston Street	2
				13444 Huston Street	2
				13446 Huston Street	2
11	Mixed one- and two-story building with irregular plan	Northwest side of Courtyard #1	Contributing	13450 Huston Street	2
				13454 Huston Street	1
				13456 Huston Street	1
				Garages #10- 15	1

#	Building Type	Location	Contributing Status	Addresses	Stories
12	Mixed one- and two-story building with irregular plan	Northwest part of complex, with units facing Huston Street and Sunnyslope Avenue	Contributing	Garages #1- 6	1
				13464 Huston Street	1
				13466 Huston Street	1
				4852 Sunnyslope Avenue	1
				4850 Sunnyslope Avenue	1
				4846 Sunnyslope Avenue	1
				4844 Sunnyslope Avenue	1
				4840 Sunnyslope Avenue	2
				4838 Sunnyslope Avenue	2
				4836 Sunnyslope Avenue	2
				4832 Sunnyslope Avenue	1
				4830 Sunnyslope Avenue	1
13	Mixed one- and two-story building with irregular plan	Southwest part of complex, near the intersection of Sunnyslope Avenue and Riverside Drive	Contributing	4812 Sunnyslope Avenue	2
				4810 Sunnyslope Avenue	2
				4808 Sunnyslope Avenue	2
				4804 Sunnyslope Avenue	1
				4802 Sunnyslope Avenue	1
14	Mixed one- and two-story building with irregular plan	Southwest part of complex, near the intersection of Sunnyslope Avenue and Riverside Drive	Contributing	13459 Riverside Drive	1
				13457 Riverside Drive	1
				13453 Riverside Drive	2
				13451 Riverside Drive	2
				13449 Riverside Drive	2
				13445 Riverside Drive	1
15	Mixed one- and two-story building with rectangular plan	Southwest part of complex, near the intersection of Sunnyslope Avenue and Riverside Drive	Contributing	13441 Riverside Drive	1
				13439 Riverside Drive	2

#	Building Type	Location	Contributing Status	Addresses	Stories
16	Two-story building with U-shaped plan	Southwest part of complex, facing Riverside Drive	Contributing	13435 Riverside Drive	2
				13433 Riverside Drive	2
				13431 Riverside Drive	2
17	Mixed one- and two-story building with rectangular plan	Southwest part of complex, facing Riverside Drive	Contributing	13427 Riverside Drive	2
				13425 Riverside Drive	1
18	Mixed one- and two-story building with rectangular plan	Southwest part of complex, facing Riverside Drive	Contributing	13421 Riverside Drive	1
				13419 Riverside Drive	2
19	Mixed one- and two-story building with irregular plan	Southwest part of complex, facing Riverside Drive	Contributing	13415 Riverside Drive	2
				13413 Riverside Drive	2
				13411 Riverside Drive	2
				13407 Riverside Drive	2
				13405 Riverside Drive	1
20	Leasing office	Intersection of Riverside Dr. and service drive	Contributing	13401 Riverside Drive	1
				Attached Garages/Storage	1

#	Building Type	Location	Contributing Status	Addresses	Stories
GARAGE COURTS WITH ACCESS FROM HUSTON STREET					
Garage Court A					
*	Garage attached to apartment building	Northwest; access from Huston Street	Contributing	Garages #1- 6 [attached to Apartment Building #12]	1
G1	Garage	Northwest; access from Huston Street	Contributing	Garages #7- 9	1
				Laundry Building #1	1
*	Garage attached to apartment building	Northwest; access from Huston Street	Contributing	Garages #10- 15 [attached to Apartment Building #11]	1
Garage Courts B and C					
*	Garage attached to apartment building	North Central; access from Huston Street	Contributing	Garages #16- 21 [attached to Apartment Building #8]	1
G2	Garage with attached laundry	North Central; access from Huston Street	Contributing	Garages #22- 24	1
				Laundry Building #2	1
G3	Garage	North Central; access from Huston Street	Contributing	Garages #25- 36	1
G4	Garage with attached laundry	North Central; access from Huston Street	Contributing	Garages #37- 39	1
				Laundry Building #3	1
G5	Garage	North Central; access from Huston Street	Contributing	Garages #40- 42	1
*	Garage attached to apartment building	North Central; access from Huston Street	Contributing	Garages #43- 45 [attached to Apartment Building #7]	1

#	Building Type	Location	Contributing Status	Addresses	Stories
GARAGE COURTS WITH ACCESS FROM HUSTON STREET					
Garage Court D					
*	Garage attached to apartment building	North Central; access from Huston Street	Contributing	Garages #46- 51 [attached to Apartment Building #6]	1
G6	Garage with attached laundry	North Central; access from Huston Street	Contributing	Garages #52- 57	1
				Laundry Building #4	1
G7	Garage with attached laundry	North Central; access from Huston Street	Contributing	Garages #58- 63	1
				Laundry Building #5	1
*	Garage attached to apartment building	North Central; access from Huston Street	Contributing	Garages #64- 69 [attached to Apartment Building #5]	1
Garage Court E					
*	Garage attached to apartment building	Northeast; access from Huston Street	Contributing	Garages #70- 75 Laundry Building #6 [attached to Apartment Building #2]	1
G8	Garage	Northeast; access from Huston Street	Contributing	Garages #76- 78	1
G9	Garage	Northeast; access from Huston Street	Contributing	Garages #79- 84a	1

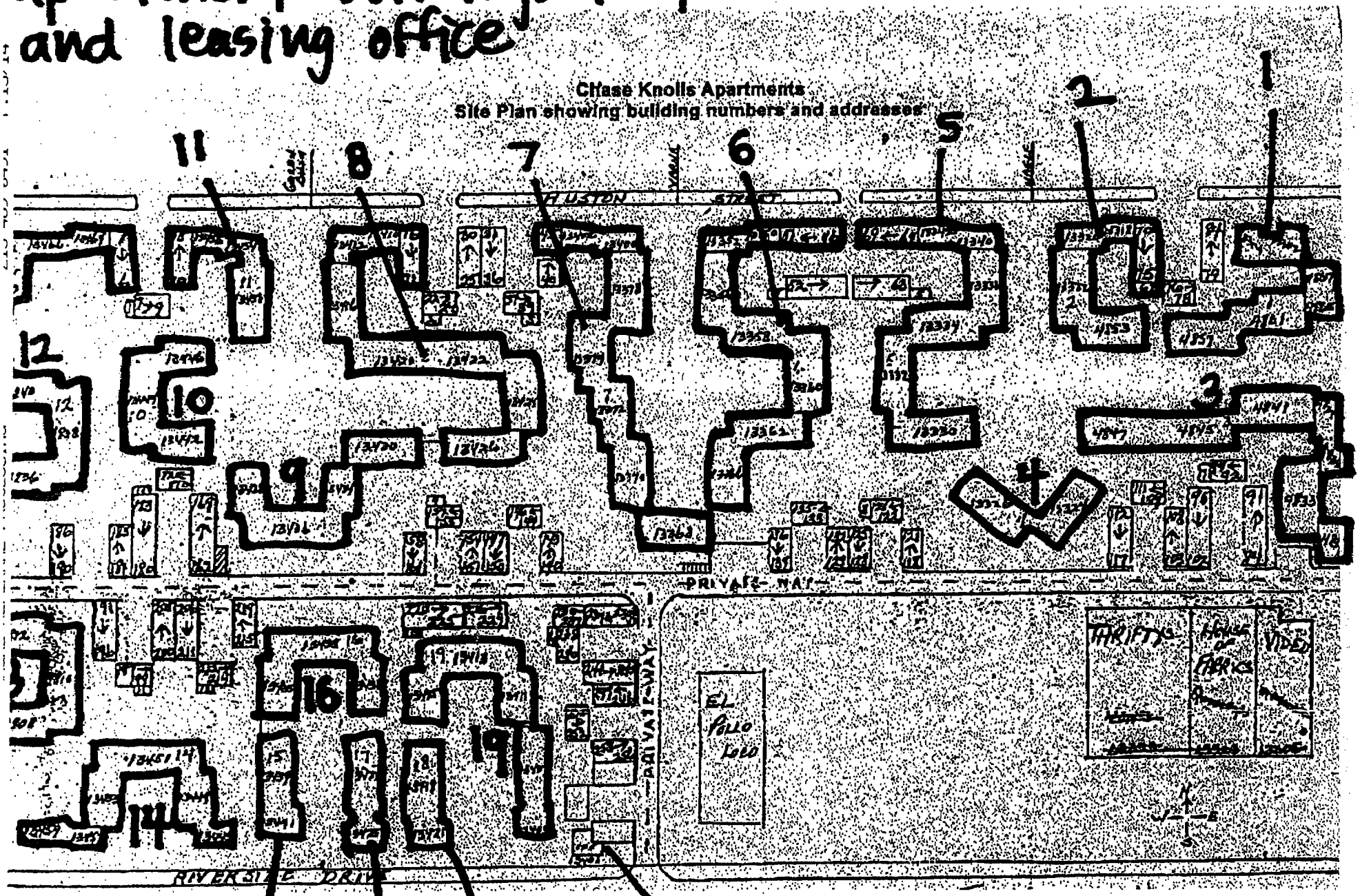
#	Building Type	Location	Contributing Status	Addresses	Stories
GARAGE COURTS WITH ACCESS FROM MAIN SERVICE DRIVE					
Garage Courts F and G					
G10	Garage	East; access from service drive	Contributing	Garages #84b- 91	1
G11	Garage with attached laundry	East; access from service drive	Contributing	Garages #92- 94	1
				Laundry Building #7	1
G12	Garage	East; access from service drive	Contributing	Garages #95- 108	1
G13	Garage	East; access from service drive	Contributing	Garages #109- 111	1
G14	Garage	Central; access from service drive	Contributing	Garages #112- 117	1
Garage Courts H and I					
G15	Garage	Central; access from service drive	Contributing	Garages #118- 121	1
G16	Garage	Central; access from service drive	Contributing	Garages #122- 124	1
				Laundry Building #8	
G17	Garage	Central; access from service drive	Contributing	Garages #125- 132	1
G18	Garage	Central; access from service drive	Contributing	Garages #133- 135	1
G19	Garage	Central; access from service drive	Contributing	Garages #136- 139	1

#	Building Type	Location	Contributing Status	Addresses	Stories
Garage Courts J and K					
G20	Garage	Central; access from service drive	Contributing	Garages #140- 143	1
G21	Garage	Central; access from service drive	Contributing	Garages #144- 146	1
G22	Garage	Central; access from service drive	Contributing	Garages #147- 154	1
G23	Garage with attached laundry	Central; access from service drive	Contributing	Garages #155- 157	1
				Laundry Building #9	1
G24	Garage	Central; access from service drive	Contributing	Garages #158- 161	1
Garage Courts L and M					
G25	Garage	West; access from service drive	Contributing	Garages #162- 169	1
G26	Garage	West; access from service drive	Contributing	Garages #170- 172	1
G27	Garage	West; access from service drive	Contributing	Garages #170- 172	1
G28	Garage	West; access from service drive	Contributing	Garages #173- 185	1
				Laundry Building #10	1
G29	Garage	West; access from service drive	Contributing	Garages #186- 190	1

#	Building Type	Location	Contributing Status	Addresses	Stories
Garage Courts N and O					
G30	Garage with attached laundry	West; access from service drive	Contributing	Garages #191- 199	1
				Laundry Building #11	1
G31	Garage	West; access from service drive	Contributing	Garages #200- 211	1
G32	Garage with attached laundry	West; access from service drive	Contributing	Garages #212- 214	1
				Laundry Building #12	1
G33	Garage	West; access from service drive	Contributing	Garages #215- 219	1
Garage Location P (not a court)					
G34	Garage with attached laundry	Central; access from service drive	Contributing	Garages #220- 229	1
				Laundry Building #13	1

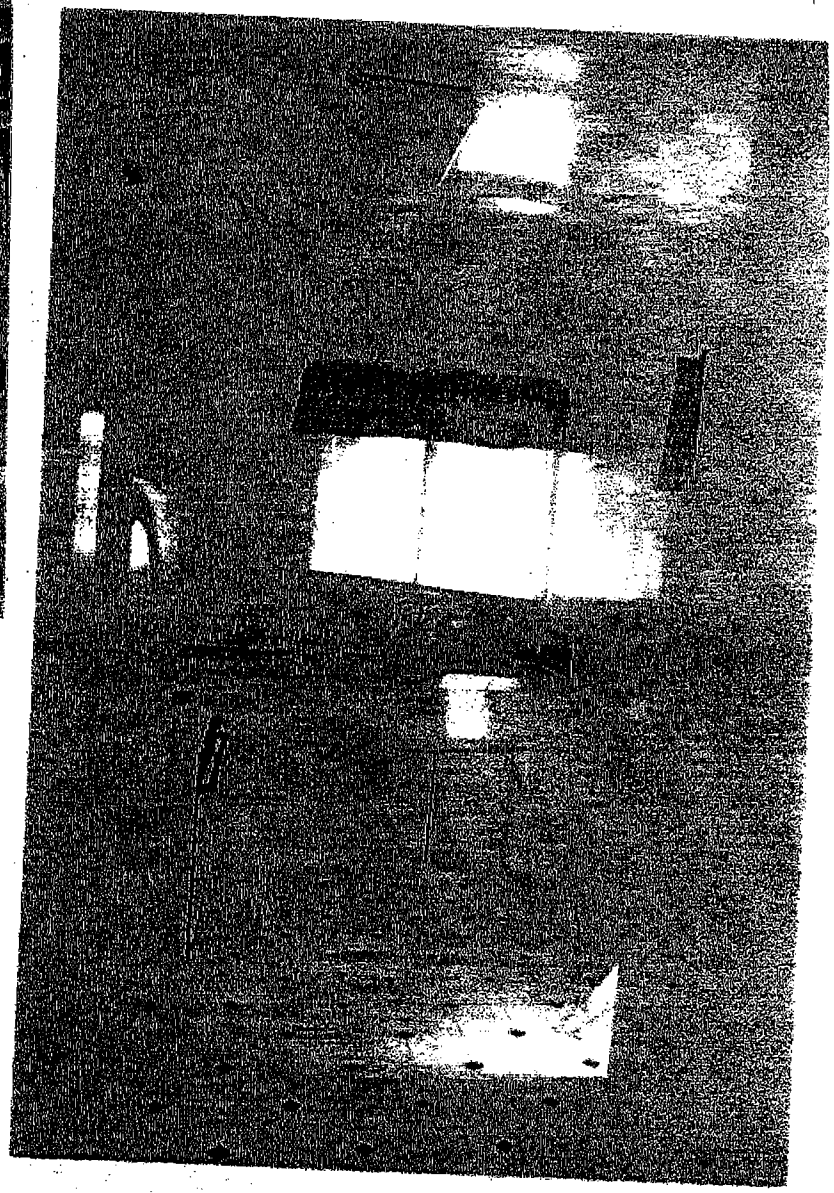
#	Building Type	Location	Contributing Status	Addresses	Stories
GARAGE COURTS WITH ACCESS FROM NORTH-SOUTH SERVICE DRIVE					
Garage Courts Q, R, and S					
G35	Garage with attached laundry	Central; access from north-south service drive	Contributing	Garages #230- 240	1
				Laundry Building #14	1
G36	Garage	Central; access from north-south service drive	Contributing	Garages #241- 249	1
G37	Garage	Central; access from north-south service drive	Contributing	Garages #250- 252	1
G38	Garage	Central; access from north-south service drive	Contributing	Garages #253- 256 and four attached garage stalls north of Leasing Office	1
G39	Garage	Central; access from north-south service drive	Contributing	One garage building containing three stalls immediately north of Leasing Office	1
*	Garage attached to Leasing Office	Central; access from north-south service drive	Contributing	Garage attached to Leasing Office at 13401 Riverside Drive	1

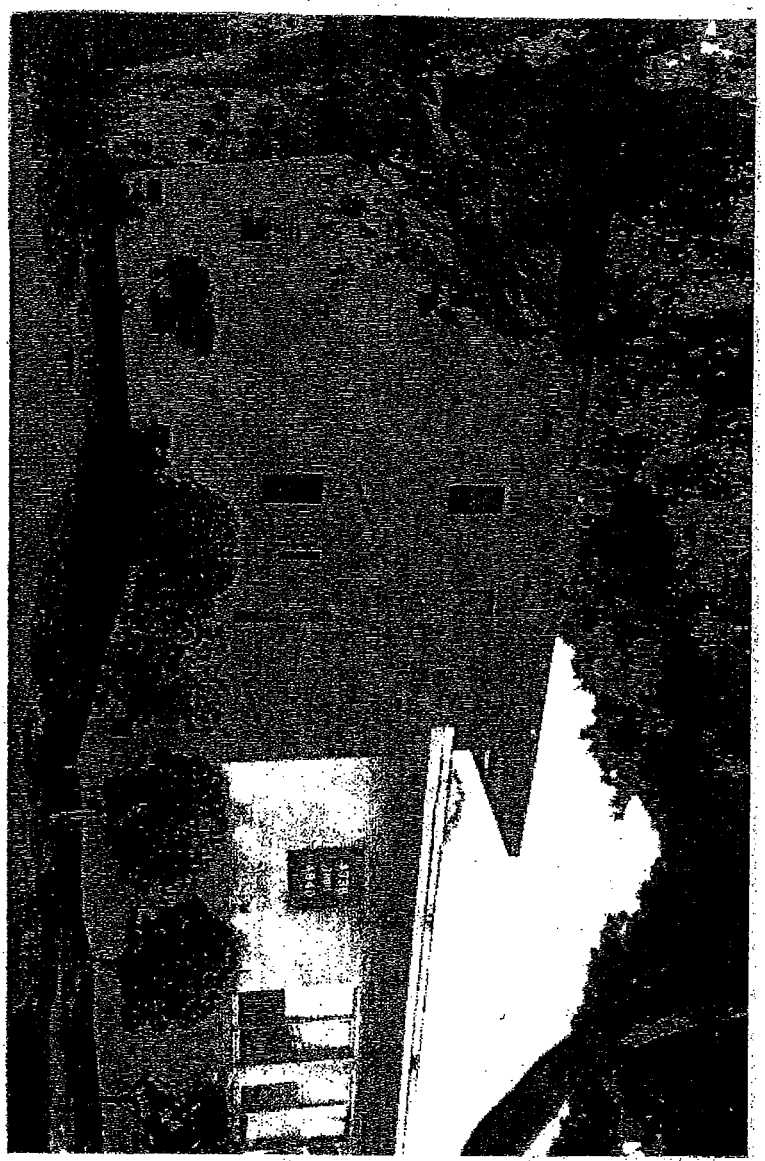
apartment buildings 1-19
and leasing office

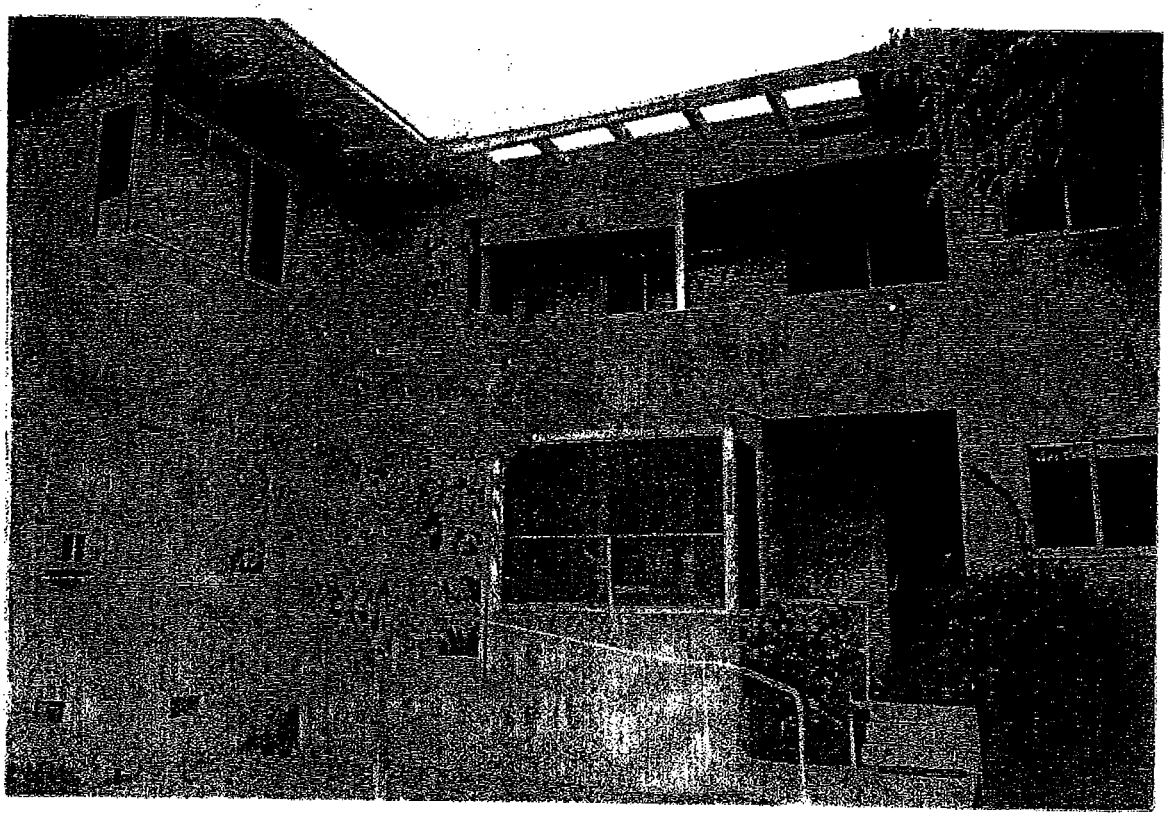


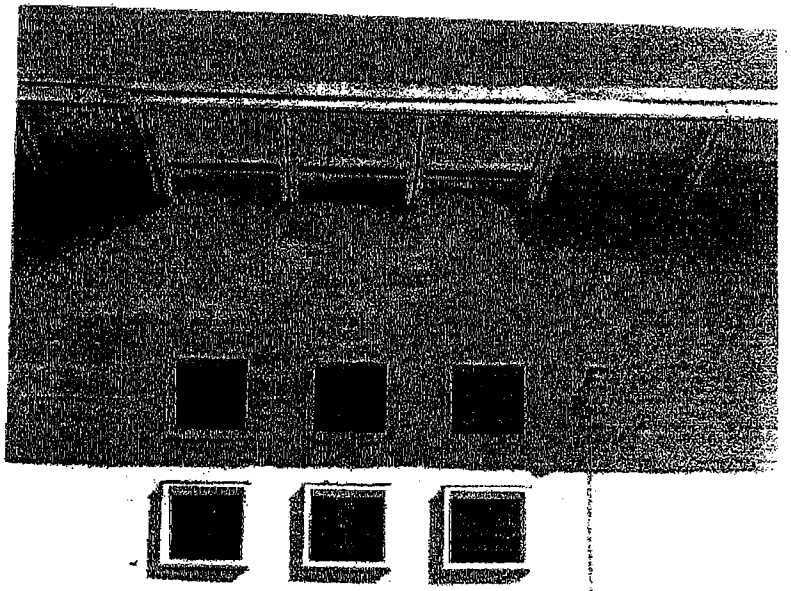
Chase Knolls Apartments
Site Plan showing building numbers and addresses

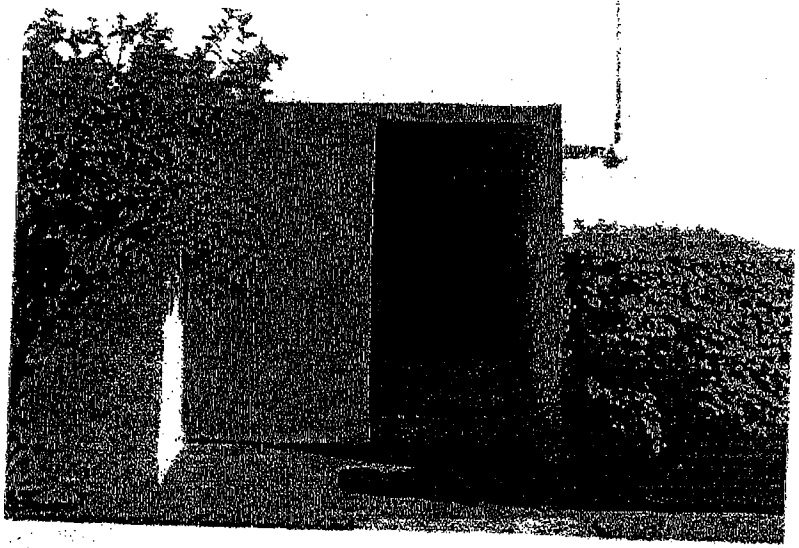
garage courts A-S

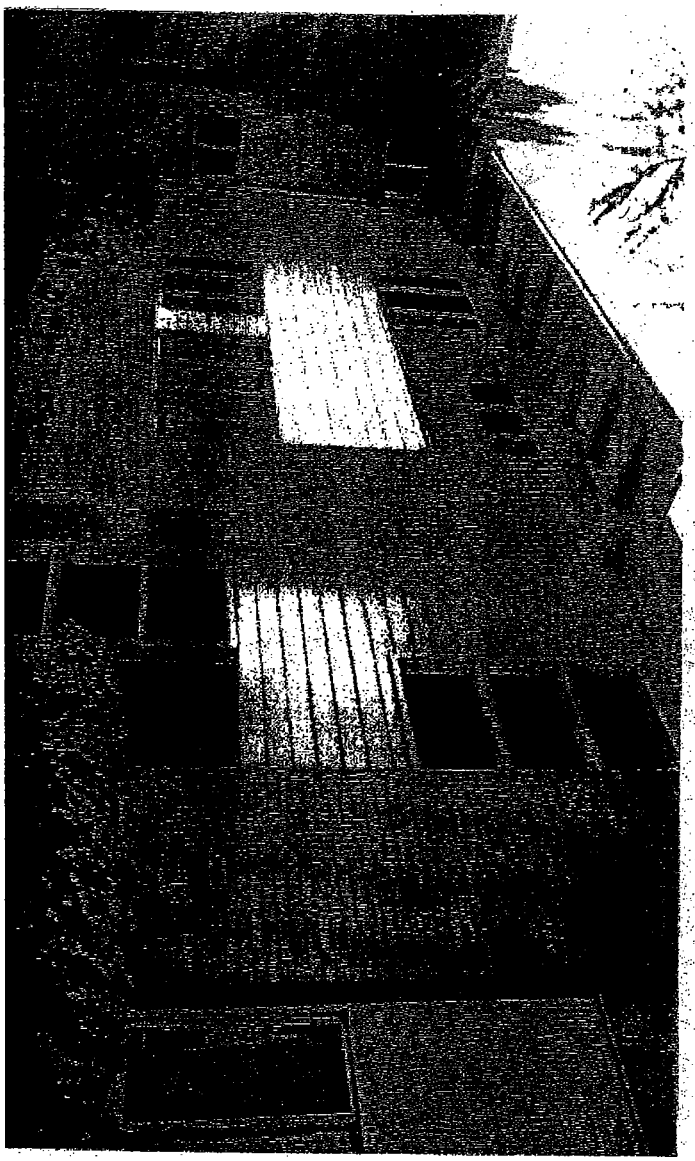


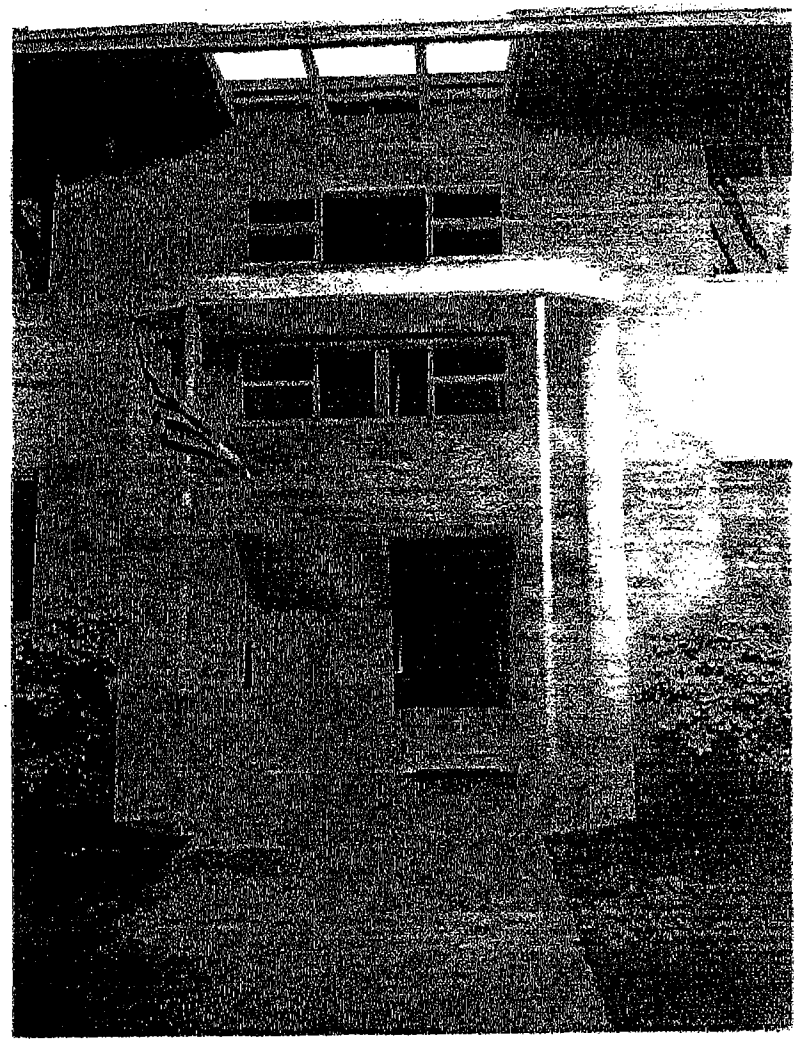


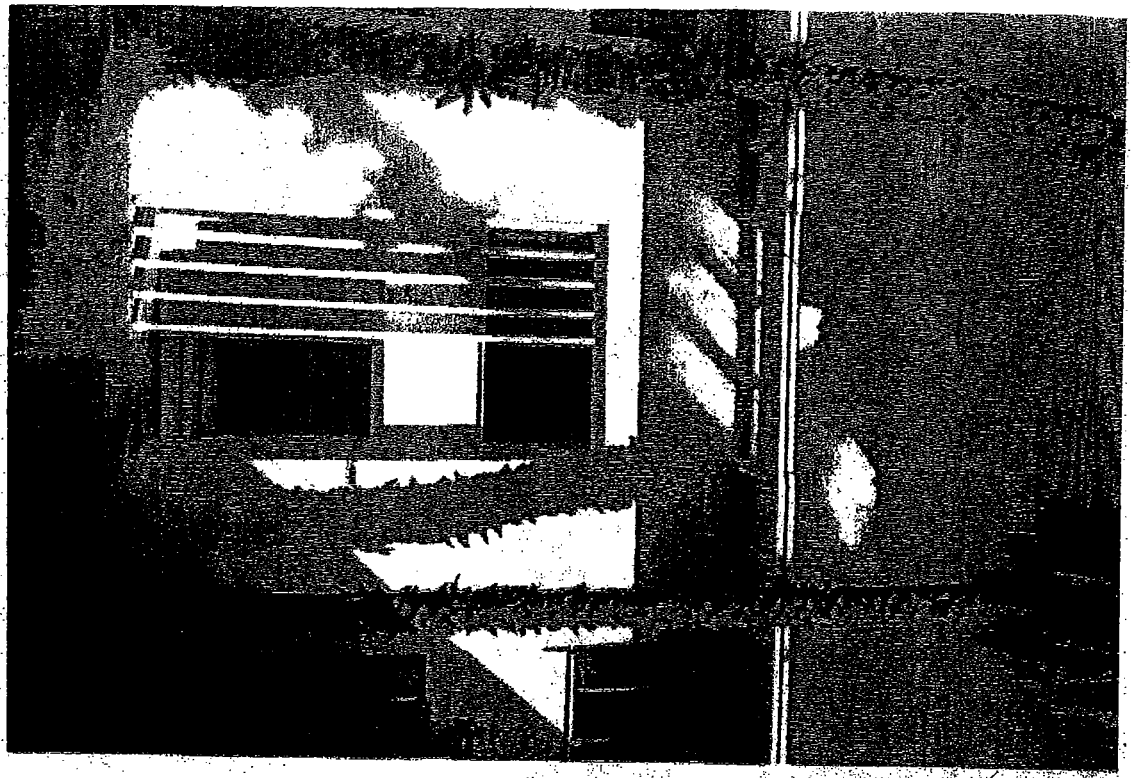


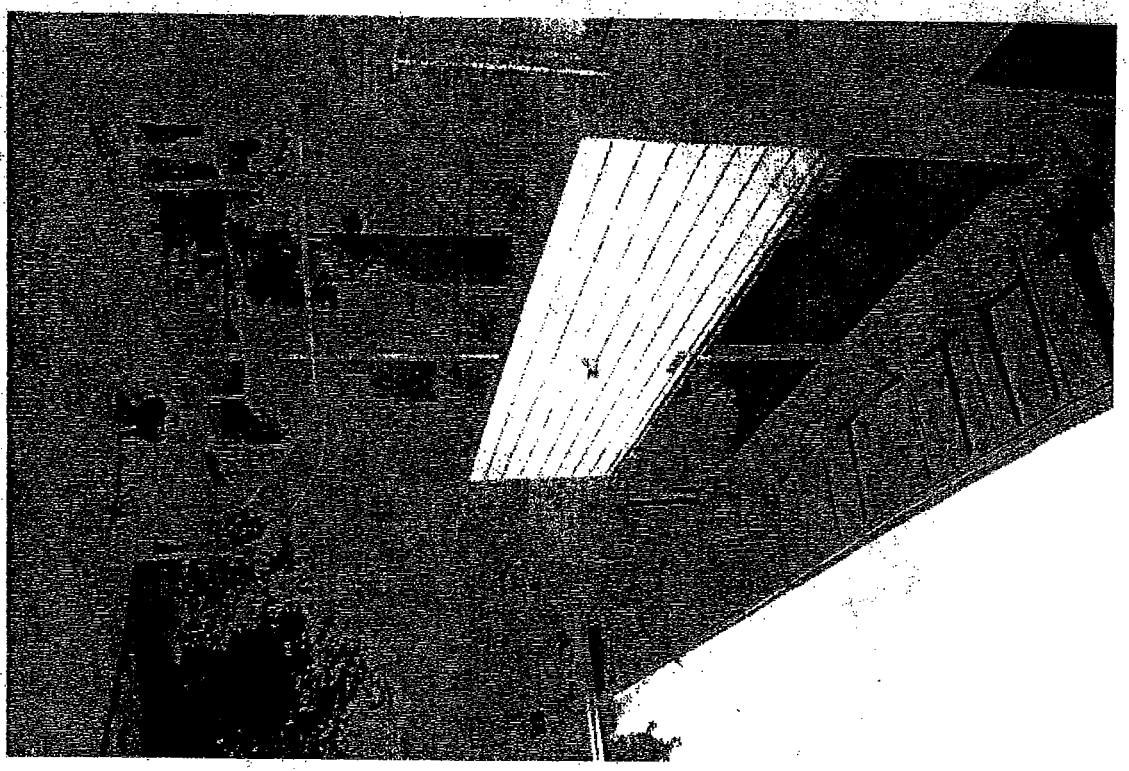


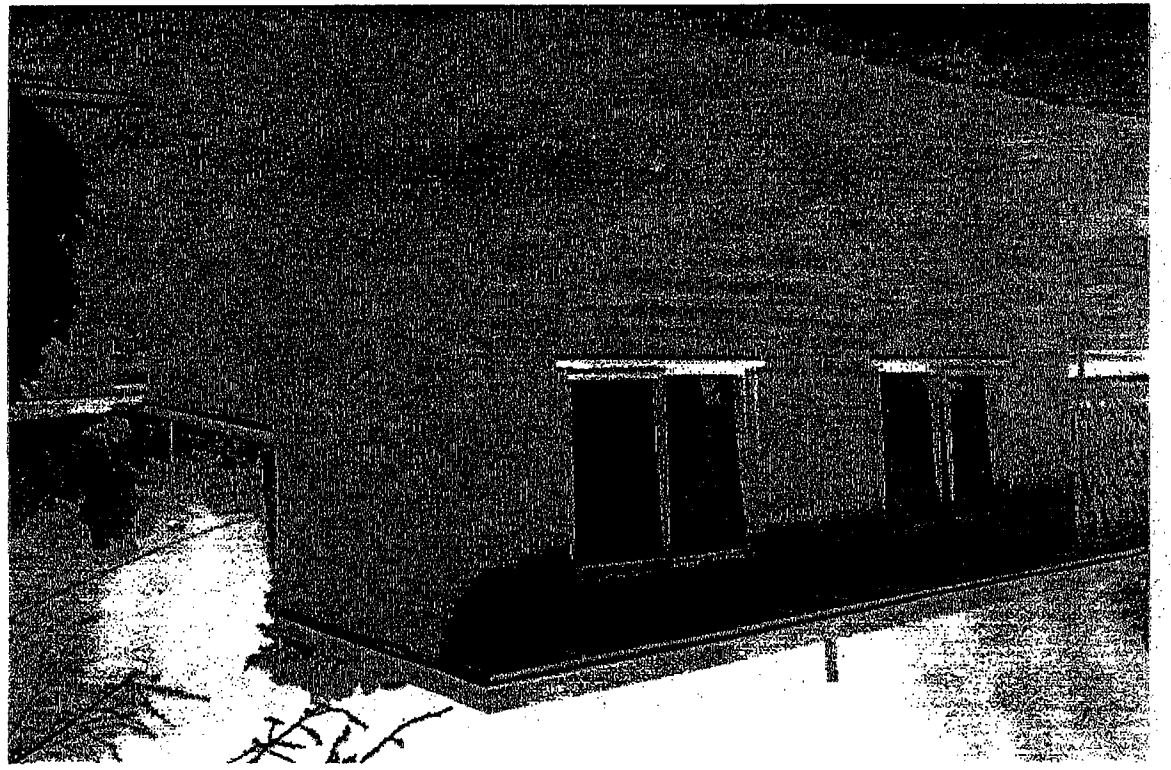


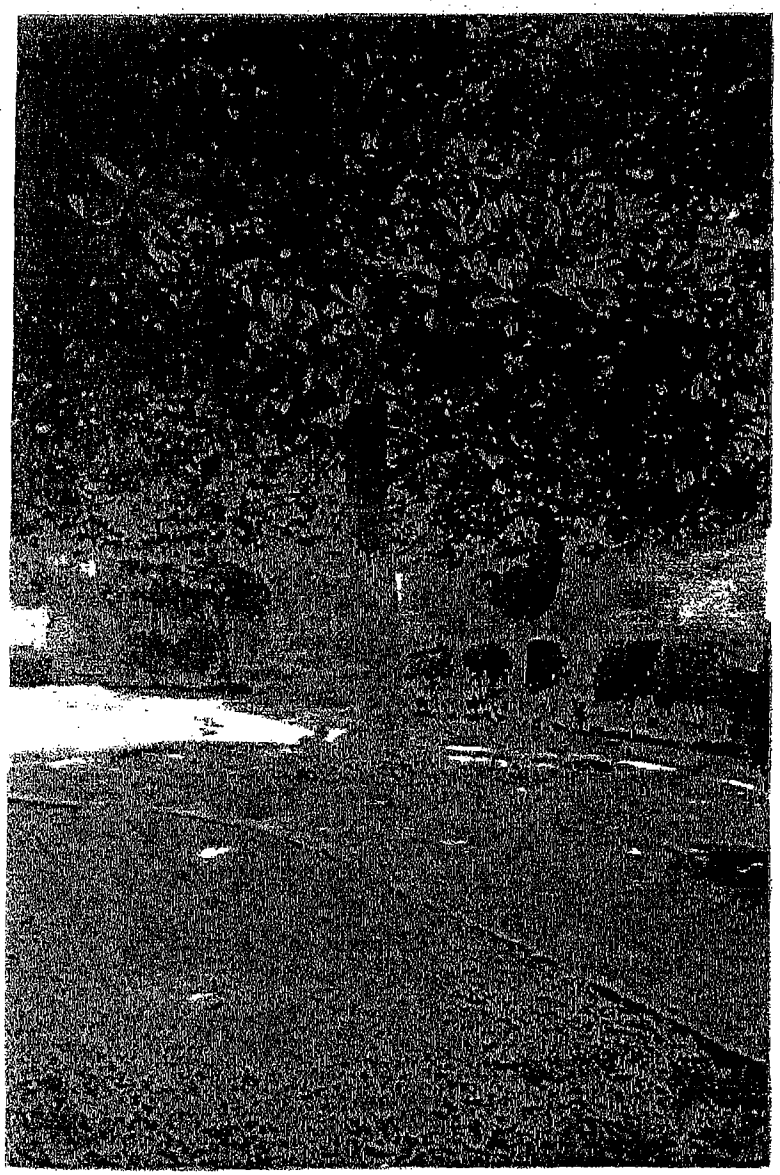












CHASE KNOLLS APARTMENTS

Historic Preservation Certification Application
Part 1 and Supporting Documentation

13401 Riverside Drive, Los Angeles, California 91423

May 2001

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5. Description of Physical Appearance

Chase Knolls Apartments is a modern garden apartment complex on the north side of Riverside Drive in the Sherman Oaks area of the City of Los Angeles. The approximately fourteen-acre property is bounded by Riverside Drive on the south, Sunnyslope Avenue on the west, Huston Street on the north, and Fulton Avenue on the east. Two private drives divide the block into three parts. One cuts through the entire length of the site in an east-west direction. It is met in the center by a drive running in a north-south direction from Riverside Drive. The area to the southeast was a part of the original Chase property, but was developed as a separate parcel with commercial buildings and is not a part of Chase Knolls.

Rectangular in shape, the apartment buildings are organized into a series of courtyards linked by pedestrian pathways. Sometimes the buildings are free standing, but generally, two or more are linked to form a larger U-shape. In the large parcel of land between the private drive and Huston Street, there are three large common spaces on axis with the north-south streets terminating at Huston, i.e., Green Bush, Varna, and Nagle. Positioned on the periphery are flat roofed garages one story in height. Laundry rooms are attached to the garages.

The complex has a strong sense of unity, yet each of the nineteen buildings is slightly different. All of the buildings are constructed of wood and finished in stucco. The apartment buildings are two-stories in height, although there are one-story bungalows along the perimeter to provide a smooth transition to the surrounding neighborhood of single family residences. The low-pitched, hipped roofs covering the apartment buildings are fit with roll composition roofing covered with gravel. Rafters are exposed in the overhanging eaves. Portions of the eaves, typically at entryways, are left uncovered like exterior skylights. Throughout the complex, windows are steel casements (often disposed in groups of two and threes). Front doors are solid wood slabs. The original door hardware is generally intact with brass mail slots, peep holes, and letters indicating the address of the unit. Back doors are solid wood with glazing in the upper half.

The buildings are subtly distinguished from one another in detail, usually around the main entrances. Brick, panels of widely proportioned wood siding, porticos, and wood boards organized in geometric patterns are the most common devices used to differentiate the buildings.

Landscaping throughout the complex is lush and generally mature. In fact, some of the older trees pre-date the complex. Of particular note are the deodar cypress, the Italian stone pine, and the eucalyptus. An arborist has identified a total of thirty-one trees in the complex as specimen-quality trees. Variegated pittisporum, hawthorne, and oleander are the most common foundation planting and the lawns are covered with grass.

Apartments have either one or two bedrooms, an open living/dining area, a hallway with built in cabinets, a bathroom, and a kitchen. Interiors are fit with lath and plaster walls and oak floors. One wall of each bedroom is comprised of a large closet three doors wide. The doors have three

panels, one on top of the other. This type of door is used throughout the units. Kitchens feature steel counter tops, wood cabinetry, sheet linoleum floors, and back doors. Bathrooms are equipped with a wall-mounted sink, toilet, bathtub, and shower stall. Bathtubs and showers are separate in some units. The floors and shower stalls are finished with four-inch ceramic tiles in a variety of color combinations.

The complex is in good condition and retains a high degree of integrity with only minor alterations. The most common changes to the exterior are the installation of metal security doors and the covering of the open spaces in the roof over the entrances. Interiors have sustained minor changes over the years including: the replacement of original light fixtures, knobs on cabinets, kitchen floor coverings, and bedroom closet doors. Most of these alterations are reversible and do not affect the character of the complex.

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6. Statement of Significance

Chase Knolls Apartments is a modern garden apartment complex in the Sherman Oaks area of the San Fernando Valley in the City of Los Angeles. Constructed between 1947 and 1949, Chase Knolls is comprised of 260 apartments in twenty-one buildings. Chase Knolls is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion C as an example of multi-family rental housing development in Los Angeles based on the planning and design principles of the Garden City and Modern movements.

The Garden City and Modern movements, which began in Europe, spread to the United States in the 1920s. At Radburn, New Jersey and around the country, garden city proponents demonstrated the potential for new forms of settlement. These new, primarily single-family, residential developments were master-planned and developed as superblocks with large areas devoted to open space and segregated automobile and pedestrian traffic. During the Great Depression, the production of low-cost, multi-family housing assumed new importance. Based on Garden City and Modern housing concepts, the garden apartment complex was developed as a way to provide medium-density, low cost housing that allowed for both open space and automobiles. The primary characteristics of the garden apartment complex as a property type are development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types, and an emphasis on open space.

The Federal Housing Administration (FHA), which provided mortgage insurance for the construction of new housing from 1934 to 1965, actively promoted the new property type. In Los Angeles, the garden apartment complex was embraced by the private and public sector alike and included such developments as Wyvernwood, Baldwin Hills Village, Park La Brea, and ten public housing sites. Chase Knolls is a significant, intact example of a Los Angeles garden apartment complex which demonstrates all of the primary characteristics of the property type.

Radburn and American City Planning

American city planning, which grew out of municipal reform efforts at the end of the 19th century, was a newly developing field in 1928 when construction began on the new community of Radburn. Planned by members of the influential Regional Planning Association of America (RPAA) and constructed under the sponsorship of City Housing Corporation (CHC), Radburn became a powerful model of new American planning concepts.

Located in suburban New Jersey, Radburn included single family homes, two family homes, townhomes, semi-attached houses, and a 93-unit apartment building. Radburn was initially planned as an entire "new town" which would have a population of 30,000. Only partially built and having limited economic success, Radburn did not achieve all the goals of its founders. Instead, Radburn came to be regarded as a demonstration project, an example of how new ideas in

land use planning, neighborhood theory, and transportation could be put into practice.

Radburn represented a significant break with established American building and planning concepts. First, the plan was developed by a multi-disciplinary group of experts. From the time of its founding in 1923 RPAA members had included architects, engineers, economists, and sociologists. At Radburn the RPAA hoped to illustrate the benefits of a team-oriented approach, particularly the benefits of applying social scientific research to questions of physical design. Second, rather than subdividing a large area of vacant land into a traditional neighborhood form using a grid-pattern system of streets and blocks, RPAA members designed the new community as a "superblock" divided into park space, a series of service drives and cul-de-sacs, and larger, curving main streets.

Members of the RPAA such as Clarence Stein, Henry Wright, Lewis Mumford, Catherine Bauer, Charles Ascher, Edith Elmer Wood, Russell Van Nest Black, Harold Buttenheim, and Thomas Adams promoted Radburn extensively. As a result, Radburn was highly regarded and often cited as a model application of new, modern concepts in planning and architecture. As such, the development of Radburn came at what has been described by Eugenie Ladner Birch as a "critical juncture in the history of American city planning." Birch explains

> The American planning movement experienced a deep change in the thirties. The focus of its activity changed from local to national as New Deal programs undertook slum clearance, new town and public housing construction, mortgage insurance, and national planning. Also, an increased number of planners were employed directly by the public sector rather than indirectly as consultants. Along with these changes, by the end of the decade, the Radburn imprint would be on most federal housing activities. However, because of the nature of the movement's organizational developments, only parts of the Radburn plan, not the totality, would be transferred to the American landscape. (page 128-129)

Thus, Radburn came to be accepted as a new model in the emerging field of modern urban planning. As the Great Depression worsened and the role of the federal government in the economy grew, the ideas of the RPAA were adopted by federal agencies and promulgated widely through federal regulation.

The Influence of the Garden City and Modern Movements

The concepts employed at Radburn stemmed from a variety of theoretical sources including the Garden City movement in England and Modern architecture in Germany and elsewhere in Europe. As a response to rapid urbanization and uncontrolled growth, the RPAA advocated the development of so called "garden cities" based on conscious, rational planning. During this period, American architects and housing activists, including several influential RPAA members,

visited Europe to investigate and interpret new housing developments, many of which were planned as a result of housing destroyed during World War I. As a result, the ideas of the Garden City and Modern Movements were adapted and applied to the American context.

The British theorist credited with the concept of the "garden city" is Ebenezer Howard. RPAA members Clarence Stein and Henry Wright based their plans for Radburn on many of his ideas. Howard argued in *Garden Cities of To-Morrow* in 1902 (originally published under the title *To-morrow: A Peaceful Path to Real Reform* in 1898) that the problems of the town and the country could be overcome by the development of a new kind of settlement, "Town-Country" or the "garden city." In Howard's vision, groups of people would come together to found a garden city by establishing a limited-dividend company and buying agricultural land at the farthest edges of cities. Planned for 1,000 acres of land and designed to reach a size of approximately 32,000 people, the new city would be surrounded by a permanent greenbelt. When a garden city reached its limit, a new garden city would be planned a short distance away.

In practice, Howard's ideas about the physical form of new settlements were far more influential than his ideas about economic and social reform. Although Howard himself was actively involved in the development of the garden city at Letchworth, it was Howard followers Raymond Unwin and Barry Parker who adapted his ideas and spread the Garden City movement. At New Earswick on the northern edge of York in 1902, Unwin and Parker developed a village of cottages grouped together around communal greens and pedestrian paths. They also later developed the use of the cul-de-sac and irregular curving with the goal of reducing the total area devoted to streets and maximizing the area available for gardens and open space. Stein and Wright, as well as other RPAA members, studied these developments and brought Garden City concepts to the United States.

A second powerful influence on the RPAA was in the area of housing and Modern architecture. Like Howard, RPAA members were interested in creating new kinds of settlements that offered a higher quality of life. As these developments were primarily residential in character, housing assumed a central role. Among RPAA members Catherine Bauer took the lead on housing issues. Gail Radford explains that Bauer was strongly influenced by a trip to Europe in 1930.

> The trip turned out to be a pivotal experience. "What I saw in Europe in 1930 was so exciting that it transformed me from an aesthete into a housing reformer," she wrote shortly before her death over thirty years later. Architectural modernism, later reduced to simply a "style," was initially, as she encountered it, a broad idealistic movement aimed at "improving human environment in modern industrial society." The new tendencies in architecture were linked to movements to improve living standards for the whole population. (Radford, 69-70)

During her trip, Bauer spent several days in Frankfurt learning about the work of Ernst May, the

city's building director. May had previously worked with Unwin on the garden city Hampstead. He adapted the garden city concepts as building director, overseeing the production of 15,000 public housing units between 1925 and 1933. He differed from Unwin, however, in his embrace of Modern architectural forms.

After publishing an article in *Fortune* magazine about the Modern Movement and European housing trends, Bauer returned to Europe in 1932, studying housing development for four months. In 1934 she authored *Modern Housing* in which she argued that European housing programs had produced not only a completely different type of shelter but a new framework for producing it. The European programs were developed primarily by non-profit organizations or the government, and master-planned as component parts of larger neighborhoods, an approach that Bauer defined as the essence of "modern housing." She advocated the development of similar projects in the United States.

Housing reformers believed that the physical form of these communities would allow for new social forms. Children's play spaces and community buildings would allow for social and recreational activities. New social arrangements would allow for group child care. Modern technology would allow for less household work and more collective ways of living.

Housing reformers were also interested in the Modern architectural character of the new European housing developments. In the geometric forms, industrial materials, and spatial character of Modern architecture Bauer saw the symbolic expression of a break with traditional building forms and methods. Bauer and other housing reformers were especially interested in the emphasis on light and air circulation in the new designs, a dramatic contrast with the worst tenement housing which did not allow much of either into the units. Light and air, together with hot and cold running water, an inside toilet, and a shower or small bathtub in each unit, would provide for a much healthier way of living.

Together the Garden City and Modern movements would strongly influence the development of multi-family housing in the United States, specifically the emergence of the large garden apartment complex as a property type. The primary characteristics this property type are development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types, and an emphasis on open space.

Multi-Family Rental Housing in Los Angeles

The city of Los Angeles, founded in 1781, was a relatively small village for much of its early history. Late in the 19th century, however, the city began a period of exponential population growth that transformed the city. The population of Los Angeles grew from 11,090 to 102,479 during the twenty-year period between 1880 and 1900. By the 1920s, the city population was approximately 576,000, making it the fifth largest city in the United States at that time.

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As the city grew, new housing forms appeared to meet the need of an increasing population. By the 1920s, a variety of multi-family rental housing types could be found in the city, including hotels and apartment hotels, duplexes and four-plexes, subdivided houses, boarding houses, tenements, and, unique to Southern California, courtyard apartments. With perhaps the exception of the courtyard apartments, rental housing in Los Angeles followed the forms found in most other American cities.

In the late 1930s and early 1940s, however, a new form of multi-family rental housing began to emerge. Based on the principles espoused by the RPAA, and grounded in the theories of the Garden City and Modern Movements, these new developments changed the character of multi-family residential development in Los Angeles.

First among these developments was Wyvernwood in East Los Angeles, constructed in 1938 and 1939. Wyvernwood has been formally determined eligible for listing in the National Register of Historic Places by the California Office of Historic Preservation. Generally bounded by 8th Street on the north, Olympic Boulevard on the south, Grande Vista on the east, and Soto Street on the west, the property included 1,102 apartment units on 60 acres. (Nine new buildings were added in the 1960s for a total of 1,175 units.) Wyvernwood was developed by the estate of D. Herbert Hostetter. Designed by Witmer & Watson, Architects, the project was financed with a $3 million loan from Bank of America and insured by the Federal Housing Administration (FHA).

The FHA was created in 1934 under the National Housing Act to insure small loans for home modernization and improvement mortgages for homes and rental housing projects. Like other housing programs of the time, the FHA was designed to stimulate the construction industry and relieve unemployment. The FHA guaranteed loans only when they met specific financial criteria and houses in central city neighborhoods in need of rehabilitation were considered poor risks. Consequently, FHA assistance went overwhelmingly to new housing developments in the suburbs. In addition, FHA followed accepted real estate practice at the time, refusing to insure mortgages in racially integrated neighborhoods. The location of Wyvernwood, two miles east of downtown Los Angeles, in a traditionally ethnic neighborhood of eastern European Jewish immigrants and Mexican Americans made it an unusual FHA project for the period.

Wyvernwood was designed as a self-contained community with a business district, school, play areas, recreational facilities, and housing. The existing gridiron street plan was replaced with a new street pattern featuring curved streets. The site plan segregated auto and pedestrian traffic, clustered buildings together around courtyards, and created large areas of open space.

Wyvernwood was well-publicized in architectural journals with articles appearing in *Southwest Builder and Contractor* (December 1938, July 1939), *Architect and Engineer* (March 1939), *Architectural Record* (Sept. 1939), *Architectural Forum* (May 1940), and *California Arts and Architecture* (September 1940).

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In 1942, another large, multi-family garden apartment complex opened in Los Angeles called Baldwin Hills Village. Now known as the Village Green, the property has been designated a National Historic Landmark and is listed on the National Register of Historic Places. Designed by Reginald D. Johnson and Robert Alexander, with Clarence Stein as project consultant, it is located just west of La Brea, at Rodeo in the Baldwin Hills area. Comprised of 627 units on 68 acres, the Baldwin Hills Village plan was very much informed by Radburn. Like Wyvernwood, Baldwin Hills Village was insured by the FHA. The project cost approximately $3.3 million.

Developed as a superblock, with complete segregation of autos and pedestrians, the central feature of Baldwin Hills Village is a series of three open greens. The absence of through streets allows the three large greens to dominate the central axis. Like Radburn and the Garden Cities which preceded it in England, elements of the original plan for the Village Green were not built. Child care centers, community kitchens, and the entire second phase of the project were never completed.

Baldwin Hills Village was also well-publicized. In 1944 the complex was selected by the Museum of Modern Art as one of twelve communities featured in the exhibition "Looking at Your Neighborhood." The exhibition traveled across the country between 1944 and 1949. Also in 1944 an article about Baldwin Hills Village written by Lewis Mumford and Catherine Bauer was published in the magazine *Pencil Points*.

Another large, multi-family garden apartment complex called Park La Brea opened in the Fairfax area in 1944. Park La Brea has not been formally evaluated but may be eligible for listing in the National Register of Historic Places. Park La Brea was one of seven large housing developments built by Metropolitan Life Insurance in the 1940s. Most of these complexes were built in New York City, but two were built in California, Park Merced in the San Francisco area and Park La Brea in Los Angeles. The property is generally bounded by Sixth Street on the south, Fairfax Avenue on the west, Third Street on the north, and Cochran Avenue on the east. The development featured two-story townhouses constructed around the perimeter of each block with the interior devoted to open space. Constructed in phases, the western and central portions of the massive 176-acre site were developed when construction halted in 1944.

Originally Metropolitan Life had planned to construct townhouses on the entire property. However, in 1948 the company changed plans, deciding instead to build eighteen high-rise towers on the eastern half of the site. The highrises were completed in 1952. In total, 4,222 units were constructed on the site.

The site plan for Park La Brea is strongly oriented to automobiles with streets running throughout the complex. Breaking with the grid in the surrounding area, the street pattern is defined by diagonal streets and traffic circles. This radial plan was used to create a series of wedge or pie-shaped blocks. The two-story townhouse units are built almost to the edge of the block, leaving

room only for parking, a sidewalk and small strip of green landscaping on the street side. The interior of the blocks developed with the low-rise units is devoted to open space.

Public Housing and War Housing in Los Angeles, 1938 to 1949

During the 1940s, the first public housing projects were constructed in Los Angeles. The United States Housing Act, also known as the Wagner-Steagall Act, was passed in 1937, authorizing the construction of public housing across the United States. Local authorities were created across the nation to carry out the construction and management of the new housing development and in June 1938 the Housing Authority of the City of Los Angeles (HACLA) was created. HACLA aimed to address widespread overcrowding and poor housing conditions in Los Angeles caused by the slowdown in housing construction during the Great Depression and the continued growth in the city's population.

After an extensive effort to document and publicize the "slum housing conditions" throughout the city, HACLA had planned for the construction of ten public housing projects. Based on the so-called "equivalent elimination clause" in the Housing Act, HACLA planned for the destruction or "clearance" of slum housing and the construction of new master planned "projects." In the midst of this effort, however, the United States entered World War II and the projects planned low-income housing were instead converted to "war housing." Meanwhile, the city population continued to grow rapidly, exacerbating the housing problem. War workers, especially in the aircraft assembly and shipbuilding industries, flooded into Los Angeles. During the war, the federal government constructed an additional 14 projects in Los Angeles for the sole purpose of housing defense workers.

The design of public housing in Los Angeles was heavily influenced by the Garden City and Modern movements. During a period when architectural commissions were few and a commitment to the social goals of modernism was high, HACLA attracted some of the most respected and innovative architects in Los Angeles, including Richard Neutra, Paul R. Williams, and Lloyd Wright.

The public housing and war housing projects constructed in Los Angeles between 1938 and 1945 exhibited many of the characteristics of "modern housing." In fact, Catherine Bauer took a particular interest in the HACLA projects, visiting the sites on several occasions. All of the projects were developed as superblocks, either on undeveloped land or land seized through eminent domain under provisions for "slum clearance." These projects featured one-, two-, and three-story buildings clustered around open space; segregated pedestrian and automobile traffic; industrial materials and a Modern architectural form; and, non-traditional, non-grid street patterns.

Although many of these housing projects have been altered or demolished, at least one retains sufficient historic integrity and is eligible for listing on the National Register of Historic Places,

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Pueblo Del Rio (1801 E. 53rd Street, Los Angeles).

The FHA in the Post-War Period

The end of World War II brought new attention to housing policy. The lack of private investment in housing during the Great Depression had resulted in overcrowded and deteriorated housing conditions, a problem compounded by wartime shifts in population and the return of veterans from overseas. While public housing construction helped alleviate some of the need for rental housing, the number of units was insufficient and many Americans were wary of the government's role in housing production. New public housing legislation was stalled until the passage of the Housing Act of 1949.

During this period, the FHA assumed a greater role in federal housing policy. Based on the assumption that the rehabilitation of existing housing was financially risky and unable to satisfy housing demand, the FHA directed its mortgage assistance to new housing developments outside the central cities, continuing a trend begun in the pre-war period. Coupled with a strong national consensus for massive new housing construction to alleviate shortages, this policy accelerated suburbanization around the country.

Just as before the war, FHA mortgage assistance was used to support both single-family and multi-family housing development. In the late 1940s, the number of FHA-backed mortgages for multi-family developments under Section 207 and 608 increased dramatically. Whereas Section 608 mortgage commitments totaled approximately $175 million during the period 1942 and 1946, mortgage commitments for 1947 alone totaled nearly $360 million (Sansbury, 39). In Los Angeles, a total of 20 FHA-backed apartment projects totaling 1,858 apartment units were constructed by 1951 (Sansbury, 92).

FHA commitments, however, came with strings attached. Since its founding in 1934, the FHA had taken an active role in determining not only the financial aspects of the projects it funded, but also the physical form those projects took. Builders were instructed to submit a location map, a site plan, floor plans and elevations, and other details to the FHA for review. In the post-war period, the FHA explicitly stated its preference for less-developed areas with lower population density and the garden apartment complex style. Two FHA-issued publications from 1947 make this preference clear.

In *Planning Rental Housing Projects*, a pamphlet published by the FHA and in *Architectural Record* (February 1947), illustrations of suggested apartment plan types for Section 207 and Section 608 projects are shown. A residential location close to a business district but not densely populated, the ability to collect sufficient rental income, and a tenant base not dependent on a single industry in the community were listed as preferred characteristics.

A second publication of this type is *Neighborhoods Built for Rental Housing: Examples of Rental*

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Housing Developments Built and Financed by Private Enterprise with Mortgages Insured by FHA. All eight examples feature site plans with housing blocks facing towards landscaped courtyards; areas designated for garages and parking; and, segregated auto and pedestrian traffic. Statistics such as number of living units, living units per acre, building coverage on the site, and ratio of parking spaces to living units are provided for each complex. Although the architectural styles differ slightly, they are all modern in site plan. The buildings are oriented to open spaces and setback from the street and the complex is designed to accommodate the automobile with parking and service drives internal to the site.

These publications demonstrate the influence of new concepts in housing and city planning on federal policy. Considered a radical break with tradition twenty years prior, modernist concepts about the physical form of apartment communities were actively promulgated by the federal government in the post-war period.

The Development of Chase Knolls

Chase Knolls was named after the Chase family who farmed the property for the first few decades of the twentieth century, but specifically for Joseph Chase who developed the garden apartment complex. Joseph Chase was born in Meadville, Pennsylvania on August 24, 1894. The family first moved to Riverside, California, but settled in what later became the community of Sherman Oaks.

In the mid-nineteenth century, Isaac Newton Van Nuys and Isaac Lankershim developed this area of the San Fernando Valley into a wheat ranch. As a result of the land boom in the late 1880s, however, the wheat fields began to give way to residential subdivisions built primarily by Moses Sherman. The director of the Los Angeles Suburban Homes and the Los Angeles Electric Railroad, Sherman helped develop the area which now bears his name. The development of Sherman Oaks did not happen as quickly as some of Sherman's real estate ventures, however. When Chase's father, James Warren Chase, bought his property at the turn of the century, the surrounding area was still predominately used for agricultural purposes.

James Chase purchased lots 182 and 189 of Tract 1000 of Rancho Ex Mission de San Fernando sometime around 1909. The precise date of purchase is unknown as the County Tax Assessor Records are missing for the area prior to 1919. Each lot consisted of 38.50 acres of land. Chase constructed a large home on a knoll at the south end of lot 189 and began dairy farming.

In the mid-twenties, lot 189 was divided into two parcels, although both were still owned by James Chase. In 1929, the California Trust Company was recorded as the owner of lots 182 and 189. Soon thereafter, the north half of lot 189 and all of lot 182 were subdivided as Tract *9555.* Apparently James Chase died around this time because in 1934, Frank Kefer wrote in *The History of the San Fernando Valley* that Joseph Chase, who had graduated from the University of California in Agriculture in 1915, took charge of the farm upon his father's death. He goes on to

state that "about 120 head of milch cows are owned by the dairy, and a modern bottling and pasteurizing plant is operated. The milk business is largely wholesale and the principle business is done in Hollywood." Thus, it appears that at this time the Chase dairy farm operated and occupied the south half of lot 189.

By the thirties, construction in Sherman Oaks began to accelerate. In 1938, Notre Dame High School was built on the adjacent parcel of land between Sunnyslope Avenue and Woodman Avenue. After World War II, the character of Sherman Oaks and the San Fernando Valley in general had changed profoundly. The construction of residential subdivisions could hardly keep pace with the demand for housing.

By 1947, Chase had decided to develop the remaining portion of the family farm. He set aside the southeast corner of land at the corner of Riverside Drive and Fulton Avenue for commercial development, and hired a local architect, Heth Wharton, to design a garden apartment complex on the remainder. During this period, the California Trust Company was still recorded as the owner. In 1949, however, Josephine Chase (wife of Joseph) was recorded as the owner. In 1950, Joseph and Josephine Chase were recorded as the owners of the southeast corner, and Chase Properties was recorded as the owner of the rest of the south half of lot 189. Why Chase decided to build multi-family housing instead of single family, and how he came to hire Wharton are unknown. How he financed the project is unknown as well, however, Chase may have secured a Section 608 loan from the Federal Housing Administration (FHA). At any rate, Chase Knolls opened in 1949. A small commercial shopping center was constructed on the southeast corner of the parcel, at Riverside Drive and Fulton Avenue, in 1955.

Chase was involved in other business ventures as well and was actively involved in the community. He helped organize the Sherman Oaks Savings and Loan, the Van Nuys-Sherman Oaks Recreation Center, and Valley Presbyterian Hospital. He was a two-term president of the Sherman Oaks Chamber of Commerce. In 1972, he received the Fernando Award from the Chamber of Commerce for his service to the community. Chase died in 1980 at the age of 85.

Heth Wharton, Architect

Chase Knolls was designed by Heth Wharton, a Los Angeles-based architect active during the 1930s and 1940s. Wharton lived in Monrovia, California as a young man and served in World War I. In 1927, he won " 7th Mention" in the West Coast Woods Architectural Competition with a design for a single family two-story house with an attached garage. He was granted an architect's certificate from the State Board in January 1928.

One of Wharton's early works was a large, two-story residence for Dr. George Piness of Los Angeles combining elements of the Spanish Colonial Revival and East Coast Shingle styles. The house was featured in *Pacific Coast Architect* in 1929. Wharton also designed the Sol Lesser residence in Santa Monica, a one-story single family home with an attached garage described by

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California Arts & Architecture as "a quiet week-end resting place." The L-shaped house features traditional materials and furnishings and a modern plan with a large dining and living room opening onto a terrace and patio area.

During this period, Wharton kept an office at the Architect's Building and in 1930 a major exhibition of his work was held there. An article in *Southwest Builder and Contractor* noted that the exhibit included photographs, renderings and models of "office buildings, theatres, apartment houses, factories, a number of store buildings and ... residences varying from small bungalows to forty-room mansions." The editors comment that his commercial buildings are "marked by a simple and direct use of materials and forms and are modern to that extent, but it is noticeable that the chevron and other modern forms are missing from the detail." They continue by stating that his residential work "follows the traditions of California." Wharton is quoted in the article as well, observing that "the exterior and interior of a house should not only be in key with each other, but with their surroundings and appurtenances as well."

Wharton has also been credited with designing the W.W. Masser residence in Upland, California in 1930. In 1931, Wharton's proposed design for a retail building in Hollywood was published in *The Architect and Engineer.* Like most architects and building trades professionals, Wharton's career appears to have been affected by the Great Depression and World War II. Little is known about what work, if any, Wharton did between 1931 and 1947.

After World War II, Wharton designed his largest projects, Chase Knolls and Lincoln Place, two multi-family housing complexes very similar in architecture and plan. Wharton received the commission for Chase Knolls in 1947 and for Lincoln Place, a 795-unit garden apartment complex in Venice, in 1949.

Chase Knolls in the Context of the Garden City and Modern Movements

Chase Knolls is a significant example of a Los Angeles garden apartment complex built between 1939 and 1949. While variations of the garden apartment complex have become commonplace today, it was a new form in Los Angeles in the late 1940s when Chase Knolls was constructed. New concepts in modern architecture and planning considered radical in the 1920s were implemented on a wide scale by the 1950s. Chase Knolls represents an application of Garden City and Modern principles to the needs and social conditions present in Los Angeles in the late 1940s.

The planning and design of Chase Knolls reflects an attempt to combine new theoretical concepts in multi-family housing development with the need to quickly address overcrowding with the construction new, affordable, safe, and sanitary housing. Developer Joseph Chase, Architect Heth Wharton, Stylist Ralph Vaughn, and Landscape Architect Margaret Schoch executed these goals skillfully. Today Chase Knolls remains a modest, well-designed, and livable apartment housing community.

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Remarkably, few alterations have been made to Chase Knolls since 1949. This high degree of integrity allows for great legibility. That is, in the site itself one can clearly discern the application of the principles at work in its creation. Thus, Chase Knolls presents an excellent opportunity for better understanding the large garden apartment complex as a housing form.

Six primary characteristics of the Chase Knolls property illustrate its quality as an example of the large garden apartment complex property type and its connection to the Garden City and Modern movements. These characteristics are: the development of the site as a superblock; the segregation of automobile and pedestrian traffic; the density and building coverage of the site; the placement, orientation, height, and architectural character of the buildings; the standardization and repetition of building types; and, the emphasis on open space.

1) Chase Knolls serves a unique example of the superblock concept. Constructed on the site of a former dairy in the rapidly-urbanizing, post-war San Fernando Valley, Chase Knolls' location is typical of the garden apartment complex form. It is a particularly good example of the conversion of agricultural land, prior to 1950 the dominant land use in the San Fernando Valley, to urban uses. It is linked to its past use as the once locally well-known Chase Dairy in name and in the preservation of several trees from the dairy period on the site. In addition, Chase Knolls development as a superblock can be observed in the difference between it and the surrounding single-family neighborhood. This difference is made very clear on the north end of the property where Greenbush, Varna, and Nagle Avenues, three parallel north-south streets, dead end at the pedestrian entrances to the three major landscaped courtyards of Chase Knolls. The spatial arrangement of the apartment buildings, garage courts, service drives, and open space makes evident the fact that the complex was planned as one large area.

2) The separation of automobile and pedestrian traffic at Chase Knolls is also characteristic of the property type. Concrete sidewalks, both rectilinear and curved depending on the topography, lead one through the complex creating a system of pedestrian paths distinct from the private drives and the surrounding streets. The plan for the site accommodates the automobile, but also limits automobile traffic to the two private drives and the garage courts. The two private service drives allow access to the interior of the property and separate it from the commercial area (also once part of the Chase property) to the southeast. Small garage courts are located off of these drives and off of Huston Street with four garage courts located on the north perimeter. A similar arrangement of garage courts can be seen at Baldwin Hills Village and in the FHA prototypes.

3) The complex also illustrates the emphasis on low to medium building density and site coverage characteristic of the garden apartment complex type. Responding to the demand for more housing that resulted from the Great Depression and World War II while at the same avoiding the traditional building forms of the past, the garden apartment complex emerged as a design solution. Chase Knolls exhibits this characteristic with a building density of approximately 19 units per acre and site coverage comparable to other garden apartment complexes.

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The placement and orientation of the buildings at Chase Knolls is also characteristic of garden apartment complexes. Set back from the street and grouped in clusters around courtyards, Chase Knolls apartment buildings reflect garden apartment complex patterns evident at Baldwin Hills Village and elsewhere. The orientation of the buildings toward the courtyard spaces is reinforced at Chase Knolls by the architectural treatment of the building entrances, articulated in brick, panels of widely proportioned wood siding, porticos, and wood boards arranged in geometric patterns. Additionally, the three large courtyards on the north side of the complex are typical. Furthermore, the placement of the one-story buildings in relation to the two-story is an excellent example of a garden apartment complex that refers to the single-family house. By placing the one-story units around the perimeter of the site and at the end of two-story apartment blocks, Wharton de-emphasized the mass of the larger buildings giving the complex a low-scale appearance. The single-story units, often referred to as "bungalow units" by residents and management staff, are quite similar in form to small single-family houses from the period.

The placement and orientation of the apartment buildings at Chase Knolls emphasizes light and air, qualities emphasized by housing reformers and Modernists. Responding to a perceived lack of light and poor air circulation in tenement housing, conditions which were linked to sickness and disease, reformers embraced the garden apartment complex as a healthful way of living.

The architectural character of the buildings at Chase Knolls is also representative of garden apartment complexes. The buildings are predominately Modern in style with use of rectangular volumes and standardized elements. The Modern architecture takes a detour, however, at the roof. The roofs are hipped rather than flat, as is usually the case with Modern buildings. This combination of Modern and traditional elements can also be seen in the designs of the World War II-era public housing projects in Los Angeles. At Chase Knolls the geometric forms found at the building entrances and in many of the hardscape features provide an unusual vernacular-Modern touch.

The standardization and repetition of building types is also characteristic of the type. Standardization and repetition of type kept material costs down and created a sense of unity throughout the garden apartment complex. Avoiding the monotony of low rows of apartment buildings, Wharton designed the two-story buildings in the complex as a set of interlocking parts. The basic configuration upon which all the building designs are based is two pairs of apartments, two upstairs and two downstairs, joined by a central stairwell. This design eliminated the need for common hallways and provided a sense of privacy. In its simplest form, these staircases are divided in half, the central stairwell allows access to the front door of each apartment via the main, courtyard entrance and access to the rear, kitchen door from the secondary, rear entrance to each building. In a variation, the rear stairs are narrower allowing access only to the upper level units. Throughout the complex this two-over-two pattern repeats itself. Often these two-over-two buildings are joined together in a staggered manner, thus decreasing shared walls, increasing visual interest in the façade, and breaking up the building mass. Chase Knolls represents an

effective way to produce modest, livable housing at an affordable cost without a monotonous, repetitive appearance.

Chase Knolls also demonstrates the effective use of open space in a garden apartment complex. By minimizing the area devoted to streets and developing the site as a superblock, Wharton was able to create three large courtyards and a series of lesser spaces. More than half of the apartment units in the complex are located around the three large courtyards, which are on an east-west axis and correspond to the location of the three north-south parallel streets north of Huston Street. Each of these courtyards has a distinct character. For example, the open space off Nagle Avenue was the former location of the Chase residence. Wharton designed the space with pedestrian paths curving around the knoll and preserved the existing stand of deodar cypress. The landscape design, especially the mature trees, is an integral part of Chase Knolls and sets it apart from similar projects.

The open spaces and landscaped areas of the site are remarkably intact. An emphasis on passive recreation activities such as strolling and looking at the landscape is evident. The site contains no built-in barbecues, active recreation areas, picnic tables, pool, or other such features. In fact, the only outdoor spaces not devoted to landscaping or garage courts are original drying yards for hanging laundry! Throughout the complex, one finds a diverse variety of trees, plants, and shrubs. The growth of the landscaping and size of the trees gives these open spaces a park-like character. Near the back entrances of the buildings, a profusion potted plants, vines, and flowers are maintained as small gardens by individual residents.

Together these characteristics make Chase Knolls an excellent example of a large garden apartment complex. While many of the garden apartment complexes of the 1940s have been altered, Chase Knolls is an intact example which illustrates the connections between the Garden City, Modern, and housing reform movements and the development of multi-family housing in post-war Los Angeles.

Chase Knolls as an Example of FHA-type Housing

After designing Chase Knolls, architect Heth Wharton designed Lincoln Place Apartments in the Venice area of Los Angeles. Lincoln Place was financed with a Section 608 loan from the FHA. Although much larger than Chase Knolls and less intact, Lincoln Place has all the major characteristics of a garden apartment complex. These characteristics include the development of the site as a superblock; the segregation of automobile and pedestrian traffic; the density and building coverage of the site; the placement, orientation, height, and architectural character of the buildings; the standardization and repetition of building types; and, the emphasis on open space. The common features of the two projects suggest that Chase Knolls may have been financed under the same program. It was common practice to hire an architect and purchase plans he had already used on a previous Section 608 project, thus making it possible to pay him less than the standard five percent fee.

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The physical characteristics of Chase Knolls are also very similar to FHA projects like the ones shown in *Neighborhoods Built for Rental Housing: Examples of Rental Housing Developments Built and Financed by Private Enterprise with Mortgages Insured by FHA.* The site plan for Lincoln Villa Apartments in Alameda, California, for example, shows apartment buildings oriented around a courtyard with curving sidewalks leading to building entrances in a manner nearly identical to Chase Knolls. The location of the service driveway, the placement of parking behind the apartment buildings and away from the courtyards, and the overall site plan are very similar.

The roofs at Chase Knolls may be another indication that the project was financed by a Section 608 loan, as the FHA discouraged flat roofs. Modernist architects often compromised their preference for flat roofs by designing hipped roofs that were so low in pitch that they appeared flat. In addition, the staggering of buildings and the different architectural treatments around the building entrances exemplify the kinds of techniques suggested by the FHA to create a sense of unity and avoid monotony in the garden apartment complex.

The physical similarities between Chase Knolls and the photographs and plans included in the 1947 FHA guidelines are evidence that Chase Knolls is an excellent example of its property type.

Comparison with Related Properties

Several large garden apartment complexes were built in Los Angeles during the same period as Chase Knolls. Examining the other complexes in the group of large, privately-owned, garden apartment complexes built in Los Angeles between 1939 and 1959 shows how well Chase Knolls represents its historic context. Using a Multiple Property Listing Service, fourteen properties consisting of one hundred or more units on 10 or more acres built prior to 1960 were identified. These properties are listed in the Exhibit labeled "Large, Privately-Owned, Garden Apartment Complexes in Los Angeles, 1939-1959."

Chase Knolls is one of the best examples in this group of related properties. It has a high degree of historic integrity whereas a number of the other properties have been significantly altered. Chase Knolls exhibits all of the qualities of a garden apartment complex including development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types, and an emphasis on open space. Chase Knolls also has a ratio of less than twenty units per acre, a statistic which puts it in the same category as Village Green, a National Historic Landmark, and Wyvernwood which has been formally determined eligible for listing in the National Register of Historic Places.

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Conclusion

Chase Knolls is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion C as an example of multi-family rental housing development in Los Angeles based on the planning and design principles of the Garden City and Modern movements.

The new planning and development concepts of the Garden City and Modern movements, which were adapted to the American context by members of the RPAA and others, are evident in the design of Chase Knolls. The site exhibits all the characteristics of a garden apartment complex, a property type developed in the 1930s and 40s as a response to declining central city housing conditions and overcrowding. Several architecturally significant garden apartment complexes were built in Los Angeles during this period, including Baldwin Hills Village (now called Village Green). Between 1938 and 1942, various collaborative teams comprised of Los Angeles' most prestigious architects designed ten new public housing projects as garden apartment complexes. Nationally, the type was encouraged by the Federal Housing Administration (FHA). Chase Knolls is a significant, intact example of a large, privately-developed garden apartment complex built in Los Angeles between 1939 and 1959. Chase Knolls demonstrates all of the primary characteristics of the property type and is eligible for listing in the National Register of Historic Places.

Historic Preservation Certification Application
Part 1
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City of Los Angeles Historic-Cultural Monument Application, Chase Knolls Apartments, 13401 Riverside Drive, Los Angeles, CA 91423.

County of Los Angeles Tax Assessor Records

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Historic Preservation Certification Application
Part 1
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Address of Property: 13401 Riverside Drive, Los Angeles, California 91423

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APPENDIX A

Original site plan (copy)

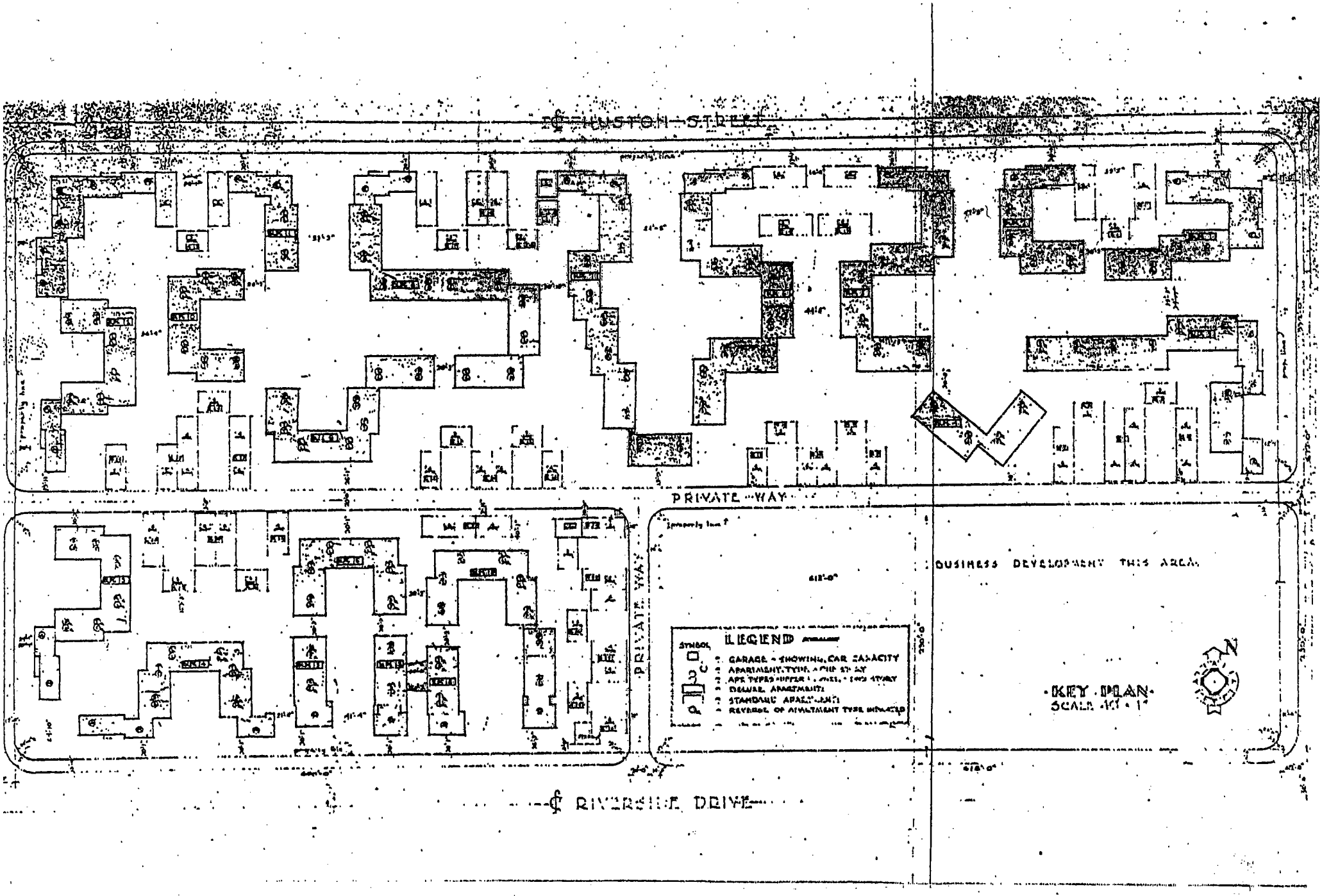
Sanborn Map, 1955

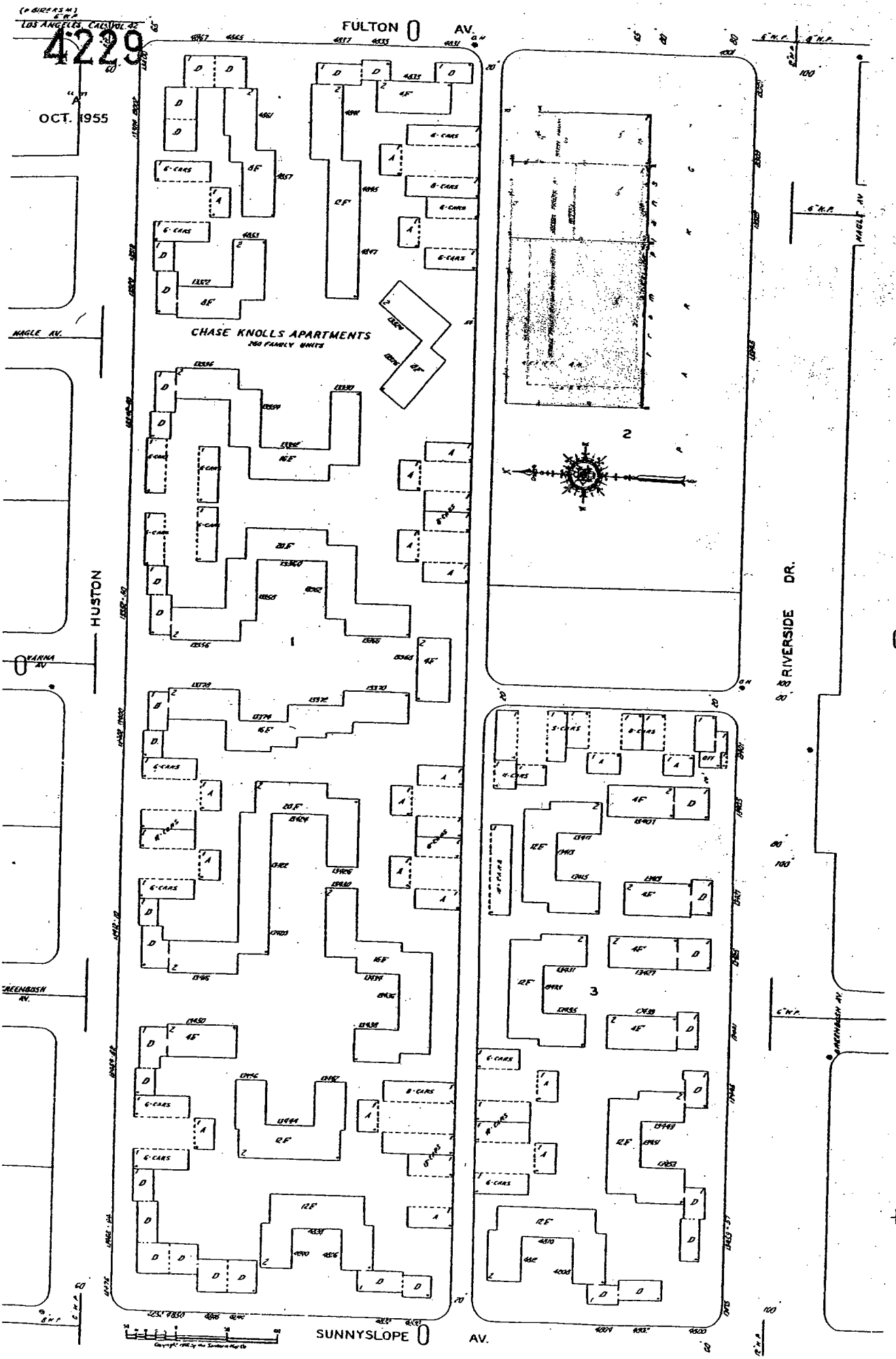
Site plan showing courtyard spaces

Site plan showing distribution of unit types among two-story buildings

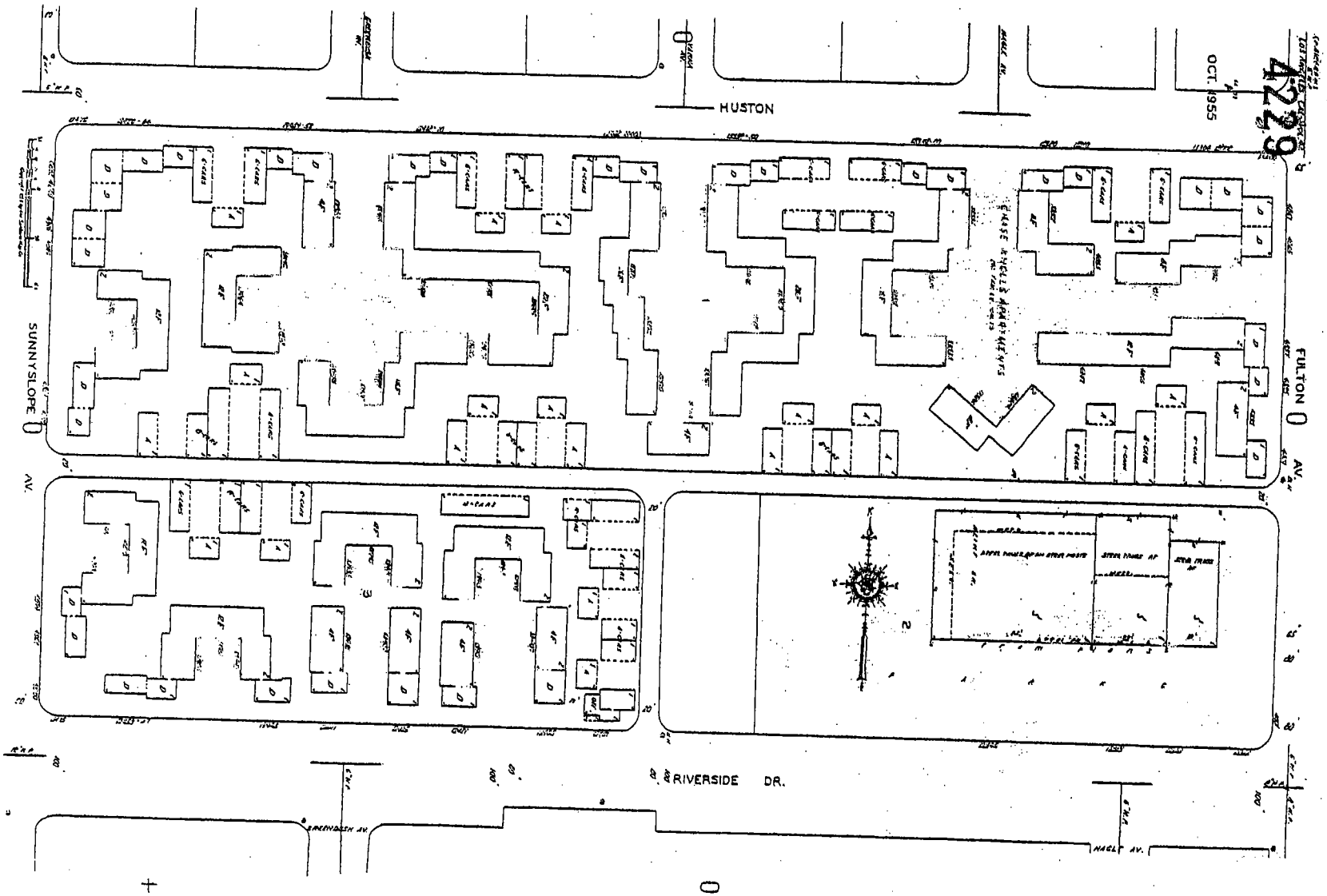
Site plan showing complex divided into nine major areas

Site plan showing building numbers and addresses


HOUSTON STREET
PRIVATE WAY
PRIVATE WAY
BUSINESS DEVELOPMENT THIS AREA
LEGEND
SYMBOL
GARAGE - SHOWING CAR CAPACITY
APARTMENT TYPE
DELUXE APARTMENTS
STANDARD APARTMENTS
KEY PLAN
SCALE
RIVERSIDE DRIVE

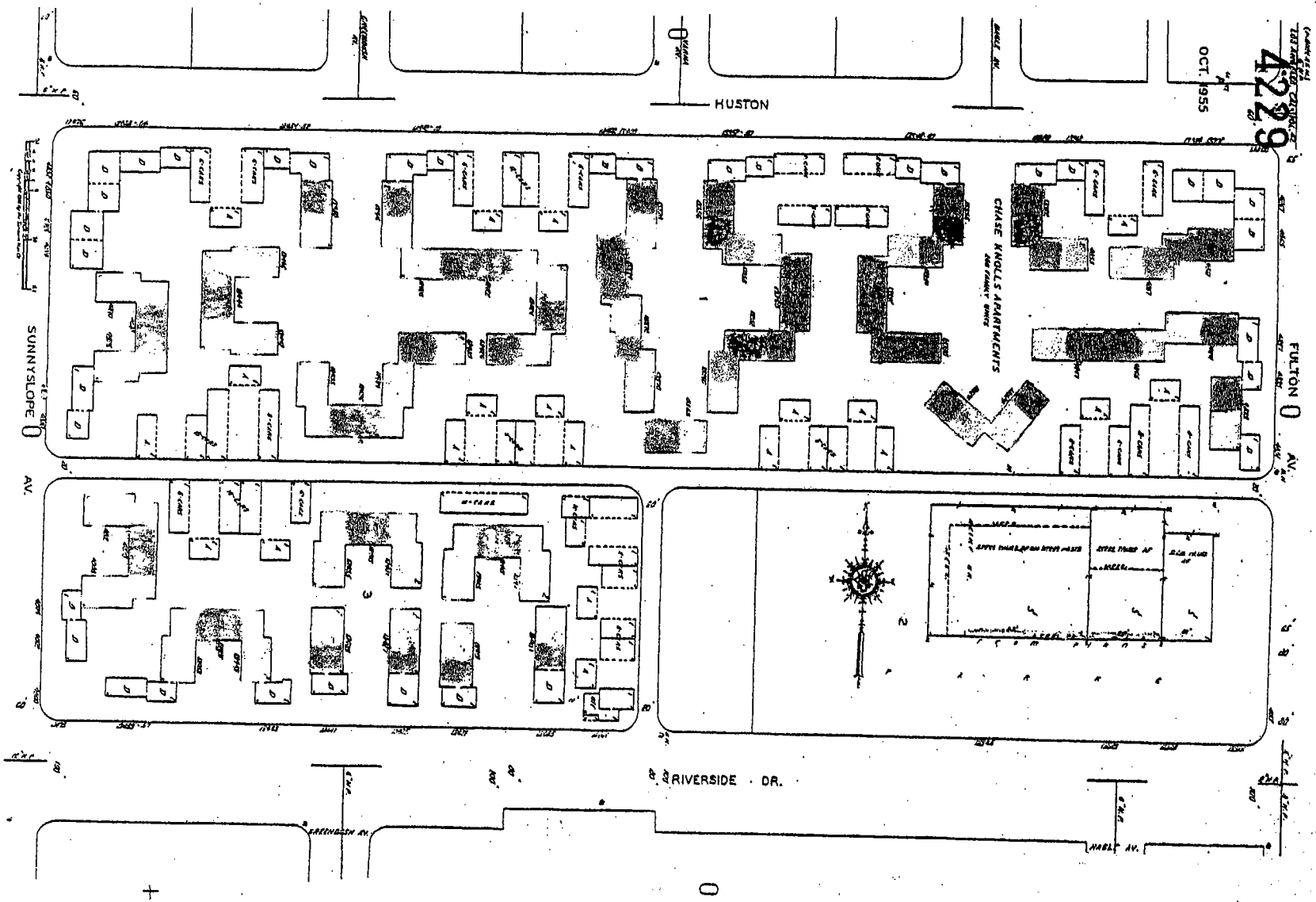

LOS ANGELES, CAL. VOL. 42
4229
OCT. 1955
FULTON AV.
CHASE KNOLLS APARTMENTS
260 FAMILY UNITS
EAGLE AV.
HUSTON
VARINA AV.
GREENBUSH AV.
RIVERSIDE DR.
SUNNYSLOPE AV.
1
2
3

CHASE KNOLLS APARTMENTS
COURTYARD SPACES

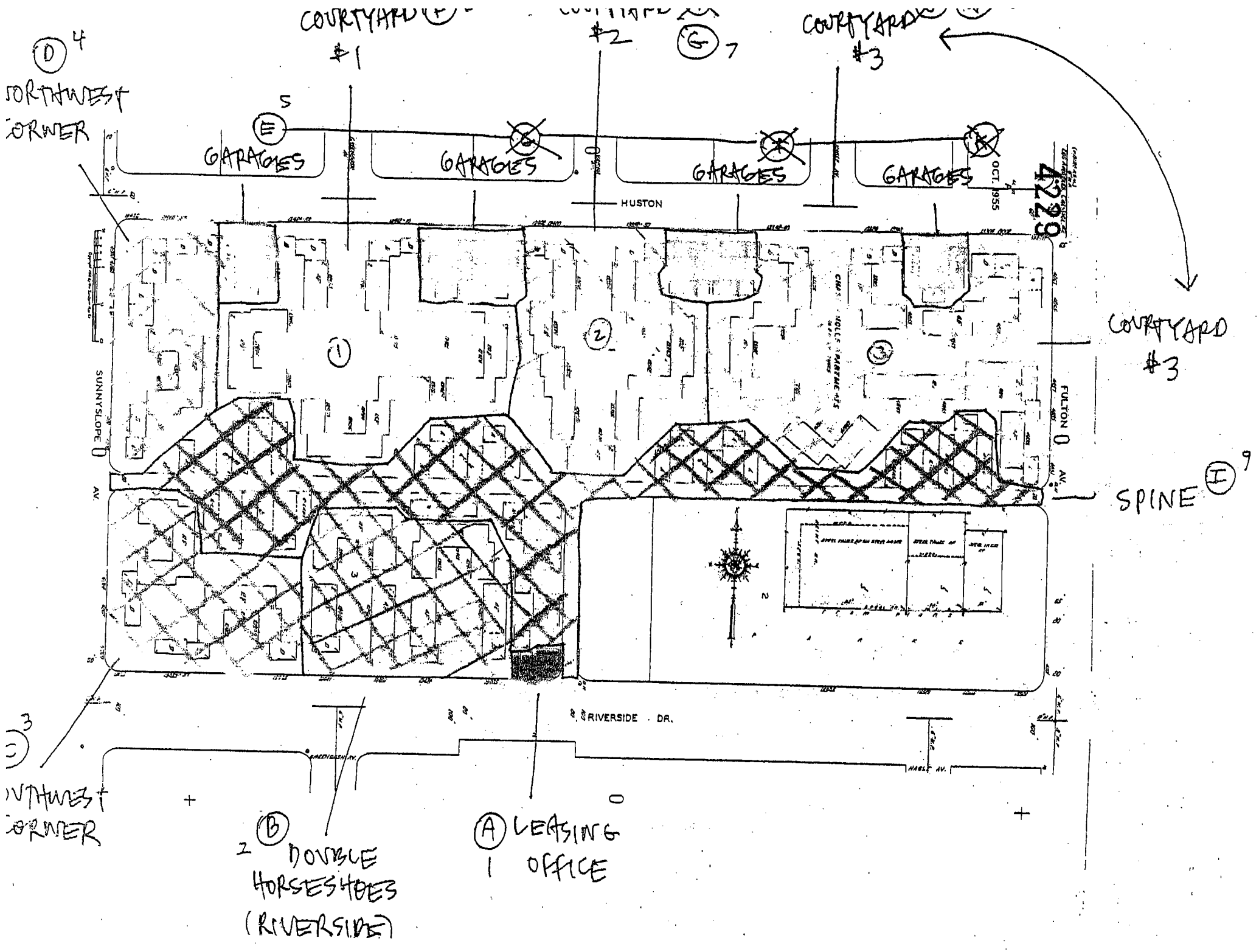


= MAJOR COURTYARD SPACES

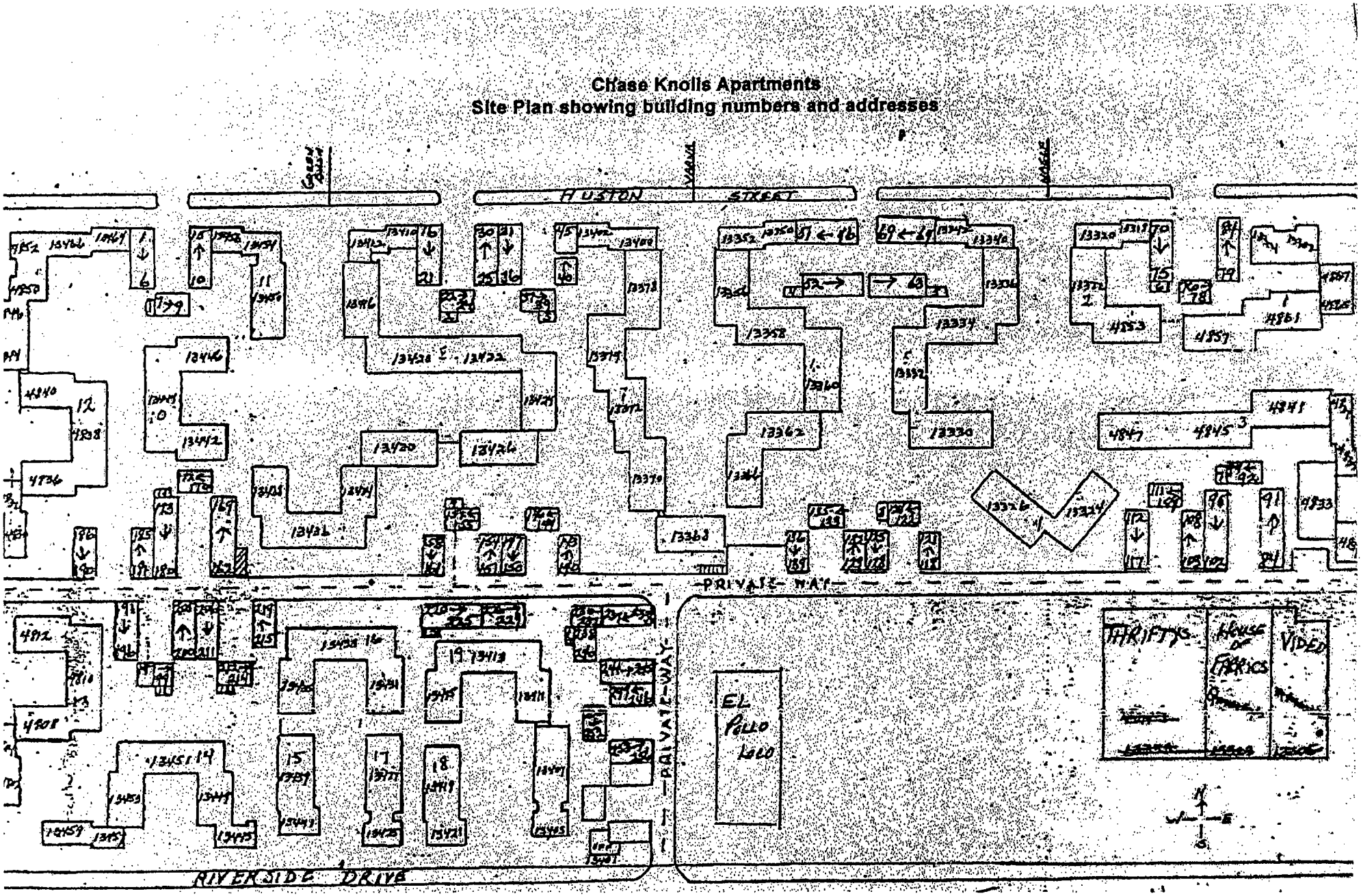
CHASE KNOLLS APARTMENTS
UNIT TYPES
TWO-STORY BUILDINGS



= A
= B
= C
= D
= E
= G
= H
= J
= K
= L
= T


COURTYARD #1
COURTYARD #2
COURTYARD #3
(D) 4
NORTHWEST CORNER
(E) 5
GARAGES
GARAGES
GARAGES
GARAGES
(G) 7
HUSTON
OCT. 1955
4220
COURTYARD #3
SUNNYSLOPE AV.
FULTON AV.
SPINE (F) 9
(C) 3
SOUTHWEST CORNER
RIVERSIDE DR.
(B) 2 DOUBLE HORSESHOES (RIVERSIDE)
(A) LEASING 1 OFFICE

Chase Knolls Apartments
Site Plan showing building numbers and addresses



APPENDIX B

Building Permits

Tract Map

All application must be filed out by applicant.

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building

CLASS "D"

...rd of Public Works of the City of Los Angeles:
...ation is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of ...ue a building permit in accordance with the Description and for the purpose hereinafter set forth. This application is made ...the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions exist... ...exercise of the permit:
1. That the permit does not grant any right or privilege to erect any building or other structure therein described, or any ...ent, upon any street, alley, or other public place or portion thereof.
2. That the permit does not grant any right or privilege to use any building or other structure therein described, or any ...ent, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
3. That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property ...n such permit.

Lot No. 189 Block Tract 1000
(Description of Property)

...of Lot No- 1000

District No. 37 M. B. Page 12 SAN FERNANDO ANNEX F. B. Page 34

O. K. City Assessor By ... Deputy.

No. 4807 Fulton Ave Van Nuys
(Location of Job) Street

O. K. City Engineer By ... Deputy.

(USE INK OR INDELIBLE PENCIL)

...pose of Building Hay Storage No. of Rooms 1 No of Families

...ner's name J. M. Chase Phone 86 J 2

...ner's address Van Nuys

...hitect's name Walter Webber Phone

...ntractor's name owner Phone

...ntractor's address

...TIRE COST OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.) $ Est 1500 c/c

...y other buildings on the lot? yes How used? Res

...e of the proposed building 65 x 60 Height to highest point 27 feet

...mber of stories in height 1 Character of ground Hard adobe

...terial of foundation Concrete Size footings 16" Size wall 6" Depth below ground 12

...terial of chimneys ... Number of inlets to flues ... Interior size of flues ... x ...

...e sizes of following materials: REDWOOD MUDSILLS 2 X 6 x ... Girders 4 x 8

...TERIOR studs 4 x 4 INTERIOR BEARING studs 4 x 4 Interior Non-Bearing studs ... x ...

... Ceiling joists ... x ... Roof rafters 2 x 4 FIRST FLOOR JOISTS 2nd floor

...ond floor joists ... x ... Third floor joists ... x ... Specify material of roof Shingle

...ave carefully examined and read the above application and know the same is true and correct, and that all provisions ...Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here) ...
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink)	Application checked and found O. K. (Use Rubber Stamp)	Fee paid
4693 ✓	M F Lee Plan Examiner	9/11/18 M Clerk.	RECEIVED SEP 11 1918 DEPT. OF BUILDINGS

Permit issued 9/11/18

All applications must be filled out by applicant.

PLANS AND SPECIFICATIONS and other data must also be filed

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Building

CLASS "D"

...rd of Public Wor... of the City of Los Angeles:
...cation is hereb... the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of ...
...e a building ... conformance with the description and for the purpose hereinafter set forth. This application is made ...
...the following ... ...and hereby agreed to by the undersigned applicant and which shall be deemed conditions enter...
...exercise of ...
...That the ... ant any right or privilege to erect any building or other structure therein described, or any ...
...road, upon ... ther public place or portion thereof.
...That ... ant any right or privilege to use any building or other structure therein described, or any ...
...road, for ... may hereafter be prohibited by ordinance of the City of Los Angeles.
...Does ... ...not effect or prejudice any claim of title to, or right of possession to, the property ...
...in such ...

Lot 1 Block ...
(Description of Property)

LY 1237 SAN FERNANDO ANNEX

D. K. City Assessor by ... Deputy

District No. 37 M. B. Page 13 F. B. Page 43

No. 4807 Fulton Ave Van Nuys
(Location of Job) Street

D. K. City Engineer by ... Deputy

(USE INK OR INDELIBLE PENCIL)

...pose of Building Low Class No. of Rooms 3 No of Families ...

...ner's name J W Olson Phone ...

...ner's address 4807 Fulton Ave Van Nuys

...hitect's name ... Phone ...

...ractor's name Owner Phone ...

...ractor's address ...

ENTIRE COST OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Concrete, Elevators, Painting, Finishing, etc.) $1900.00

...by other buildings on the lot? yes How used? Garage Chicken

...ze of the proposed building 31' x 96' Height to highest point 16 feet

...mber of stories in height 1 Character of ground Level

...terial of foundation Concrete Size footings 14" 16" Size wall 12" Depth below ground 16"

...terial of chimneys ... Number of inlets to flues ... Interior size of flues ...

...ive sizes of following materials: REDWOOD MUDSILLS 2" x 6" Girders ...

EXTERIOR studs 2 x 4 INTERIOR BEARING studs 4 x 4 Interior Non-Bearing studs ... x 4 Ceiling joists ... x ... Roof rafters 2 x 4 FIRST FLOOR JOISTS ... x ...

...cond floor joists ... x ... Third floor joists ... x ... Specify material of roof Shingle

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER

(Sign here) J W Olson by ...

FOR DEPARTMENT USE ONLY

PERMIT NO. 5397

Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink)
Plan Examiner

Application checked and found O. K. (Use Rubber Stamp)
OCT 31 1918
Clerk

NOV 1 1918

PROVIDE 20 FT. FOR
PLUS REQUIRED ZONE SET BACK

APPLICATION TO
ERECT A NEW BUILDING
AND FOR A
CERTIFICATE OF OCCUPANCY

BUILDING AND SAFETY
BUILDING DIVISION

PROVIDE 20 FT. FOR
PLUS REQUIRED ZONE SET BACK 25

56, 58, 60, 62 + 66
Sunnyslope and Fulton Ave.

Apts. House
Chase Prop. Inc.
11401 Riverside Dr.
Keith Charbon

P.O.
State License No. h 1593
State License No.
State License No.

Phone
Phone
Phone

Phone

Number 22 Rooms 100

DESCRIPTION OF PROPOSED WORK

Name

Size of new building 116' x 142' No. Stories 3 Height to highest point 32 Size lot 115 x

Type of Roofing

Material of Exterior Walls Wood.

(a) Footing: Width Depth to Ground Width of Wall

(b) Size of Studs Material of Floor

(c) Size of Floor Joists Size of Rafters

I hereby declare that to the best of my knowledge and belief the above application is correct, and that all work done under the permit issued pursuant thereto will be performed in accordance with all laws and that in the doing of the work authorized thereby I will comply with the provisions of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here

Owner or Authorized Agent

FOR CITY AUTHORITY USE ONLY

REINFORCED CONCRETE

FEES

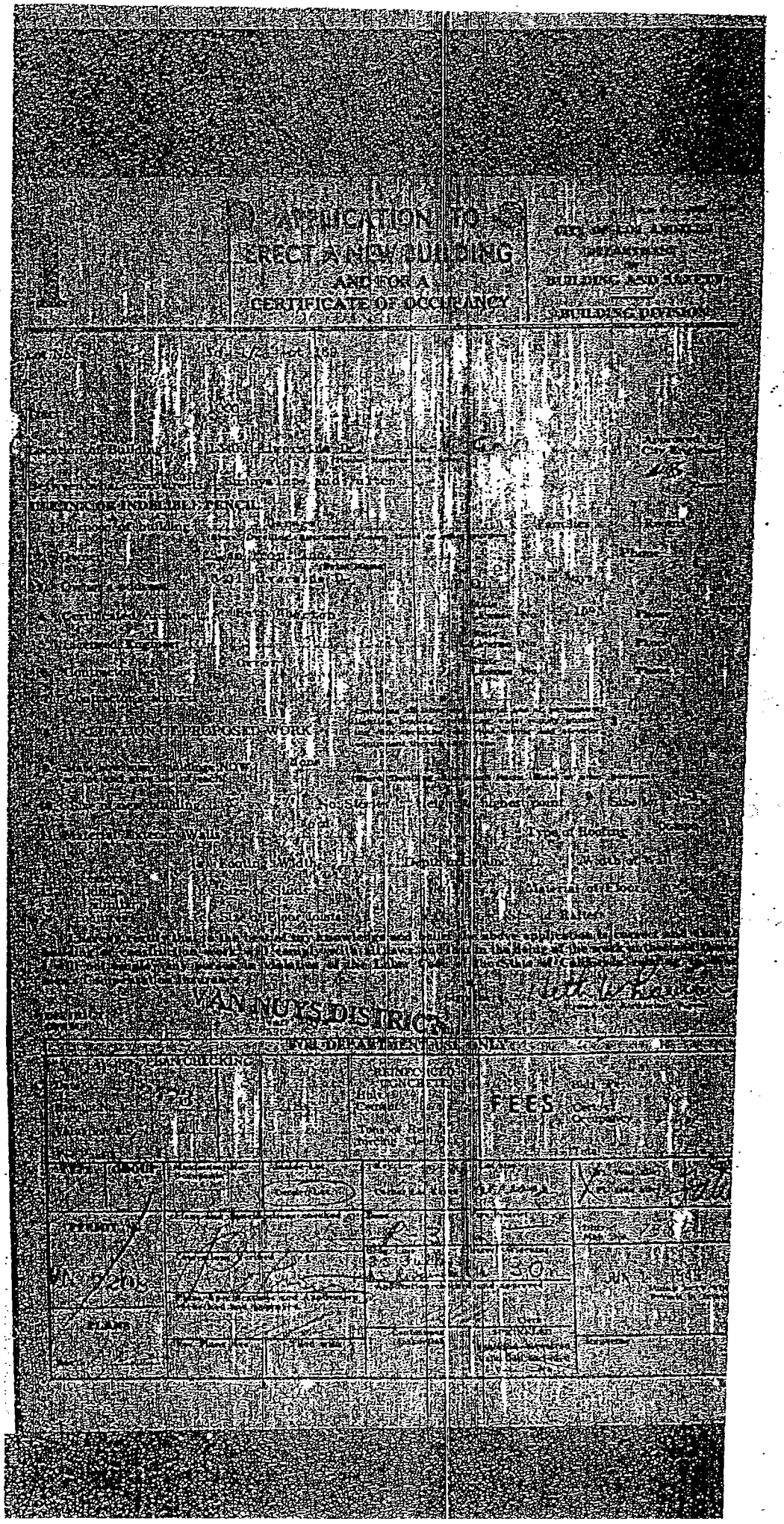
Bldg. Per
Cert. of Occupancy
Total

R-3

30 ft.

7310

JUN 1 3 1944



APPLICATION TO
ERECT A NEW BUILDING
AND FOR A
CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
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E= BD  ASSR ID NO= 2359 019 004     SBN NO =
                                FILE NO= 76  UPDATE= 04/09/00     DATE= 04/11/00
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SE KNOLLS INVESTORS LLC AND
HS.FREDERICK A AND BARBARA M
40        HUSTON ST
 ANGELES CA          91423-2001
PART  DESIGN              YR   EFF  NO OF NO OF NO OF  SQ FT
EY      TYPE    CLASS     BLT   YR  UNITS BDRMS BATHS  MAIN
17      0500    D6        1949  1949   12    20    12    11592
17      0500    D6        1949  1949   10    14    10     9436
17      0500    D6        1949  1949   19    35    19    19512
17      0500    D6        1949  1949    8    16     8     8768
17      0500    D6        1949  1949   18    30    18    18844
AL      TOTAL   TRF PRICE  TRF PRICE  AVG SQ FT                BASE VALUE PC RC  BY
TS      SQ FT    PER UNIT  PER SQ FT   PER UNIT  LAND      7800000      T   98
7        68152     189554        186       1017   IMP       5200000      T   98
D WIDTH  LAND DEPTH  USABLE SQ FT  ACRES          TOTAL     13000000
 557        1208         601564
NER SEWERS

F1 = INQ SEL:     6 = NEWS:    9 = ACCUM TXN:     10 = MENU:     11 = EXIT
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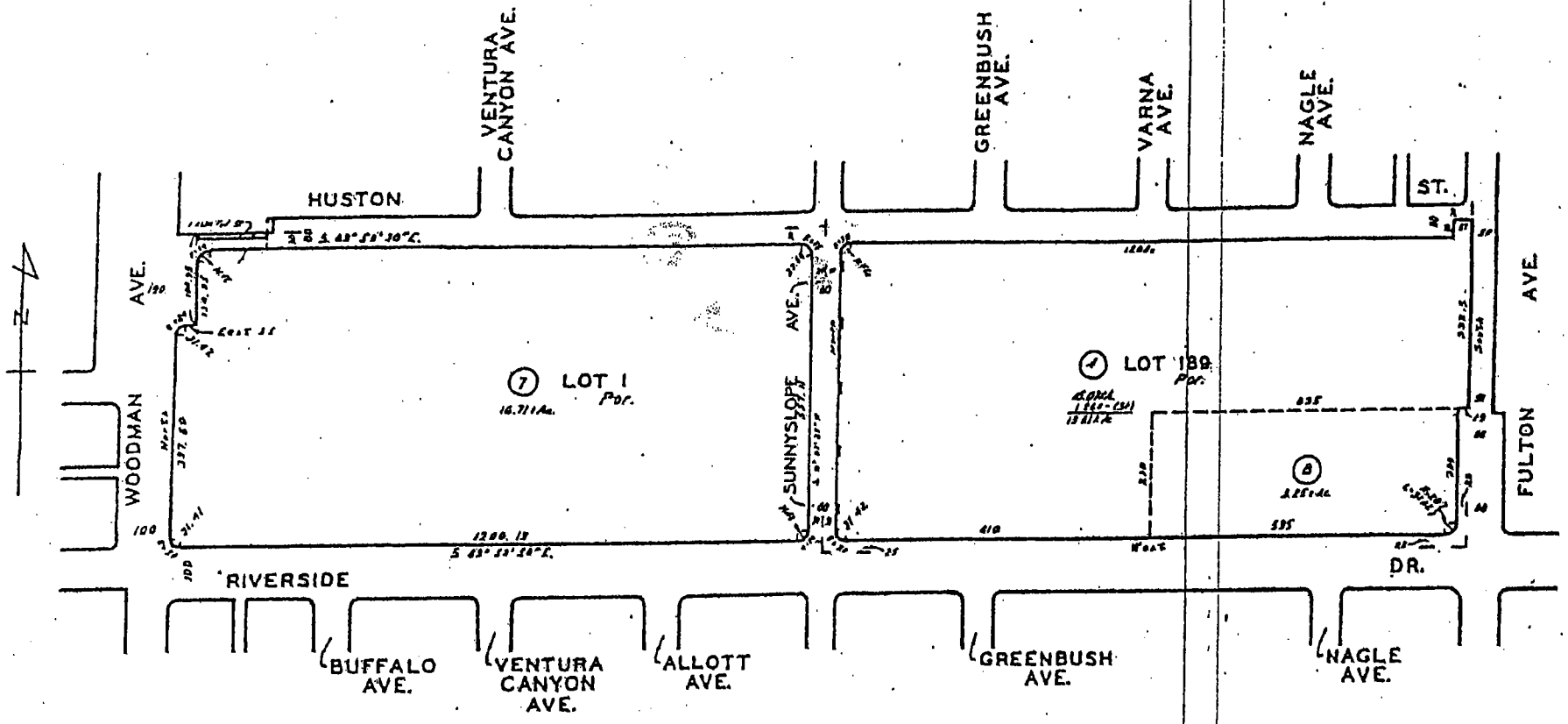
COMPOSITE SQUARE FT 248476

SCALE 1" = 200'

1994



TRACT NO. 14026
M. B. 304 - 18 - 17

TRACT NO. 1000
M. B. 19 - 1 - 34

CODE
13

FOR PREV. ASSM'T. SEE: 670 - 242

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

APPENDIX C

Spence Aerial Photo, 1949

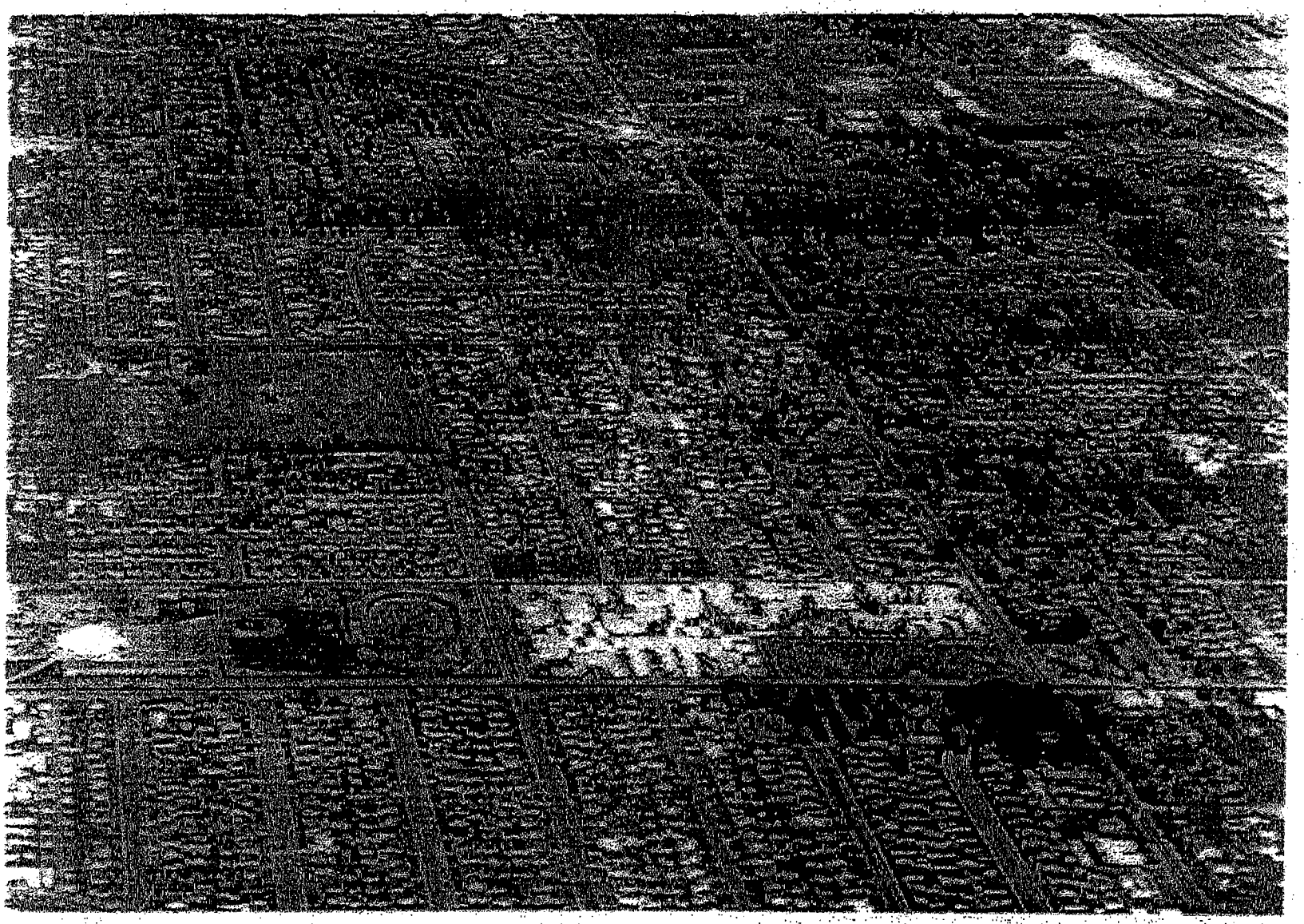
Spence Aerial Photo, 1952

Spence Aerial Photo, 1961

Terraserver Aerial Photo, 1994

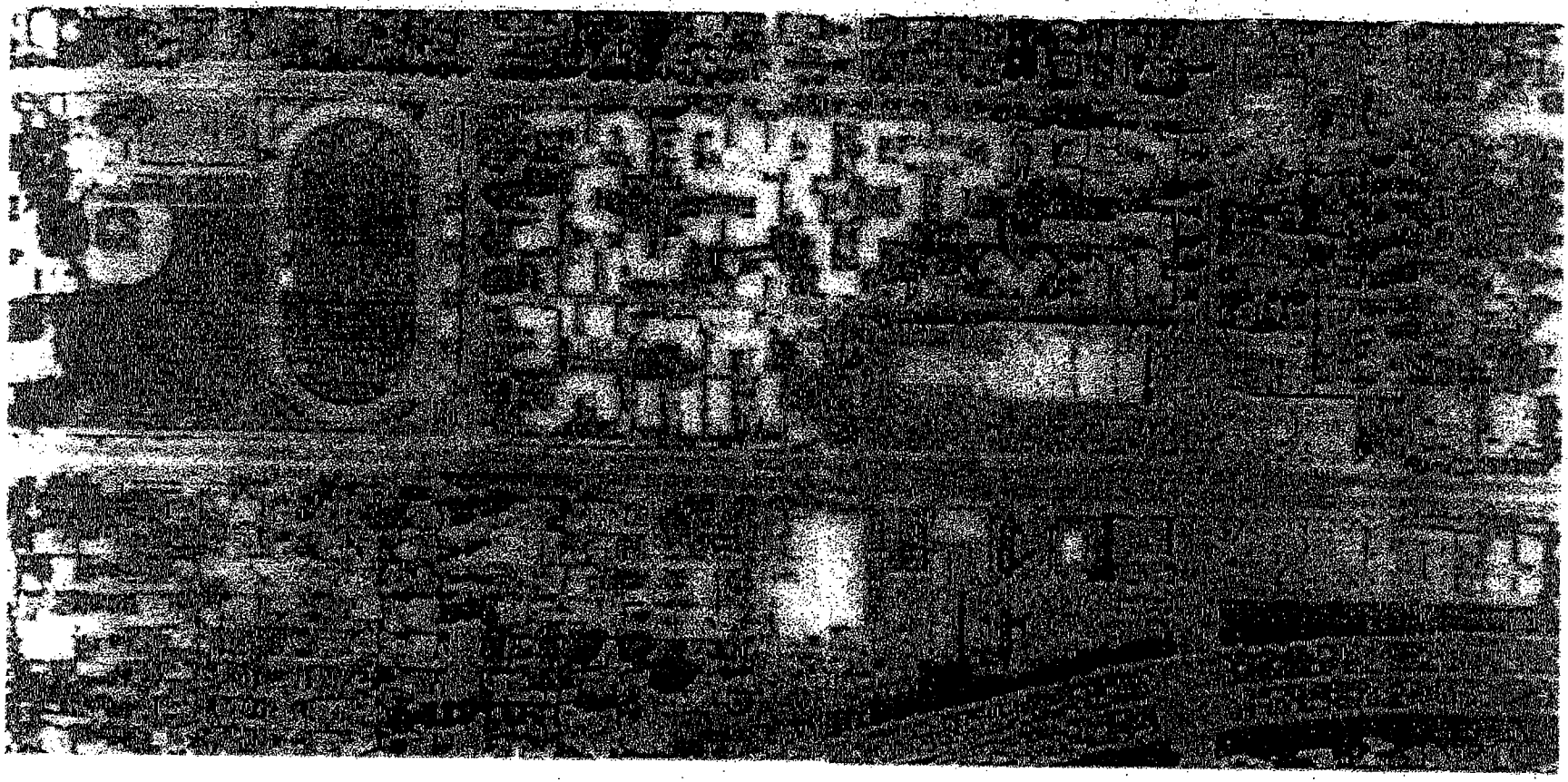
Spence Aerial Photo, October 18, 1949, Air Photo Archives, UCLA Dept. of Geography
view east from the intersection of Woodman Ave. and Riverside Dr.
[Chase Knolls is visible under construction at center]

Spence Aerial Photo, November 20, 1952, Air Photo Archives, UCLA Dept. of Geography
view north, the intersection of Fulton Ave. and Riverside Dr. is visible at lower right



Spence Aerial Photo, November 14, 1961, Air Photo Archives, UCLA Dept. of Geography
Ventura Freeway (101), Sherman Oaks
[Chase Knolls is visible at left center]

Aerial Photo, May 31, 1994
Sherman Oaks
Source: http://terraserver.homeadvisor.msn.com
[Chase Knolls is visible at top center]



APPENDIX D

Table 1: Extant 1939-1959 Large Privately Owned Multi-Family Garden Apartment Complexes in Los Angeles

Table 2: 1939-1949 Large Publicly-Owned Multi-Family Garden Apartment Complexes in Los Angeles

Wyvernwood Apartments

Baldwin Hills Village (now Village Green)

Park La Brea

Belford Park Apartments

Verdugo Mesa Apartments

Cadera Townhouse

Sunset Barrington Apartments

Cienega Village Apartments

North Hollywood Apartments

Lincoln Place Apartments

Chesapeake Rodeo Apartments

Airport Road Apartments

Housing Authority of City of Los Angeles (HACLA) projects

TABLE 1:
Extant 1939-1959 Large Privately-Owned Multi-Family Garden Apartment Complexes in Los Angeles

Date	Name	Eval. Code	NR eligibility	FHA	#Units	Acres	Units Per Acre	Architect(s)	Landscape Architect(s)	Area of City
1939	Wyvernwood 2901 E. Olympic Blvd	2D	NR eligible	Y	1102	60	18.37	David J. Witmer & Loyall F. Watson	Hammond Sadler	East L.A.
1942	Baldwin Hills Village *(now Village Green)* 5300 Rodeo Road	1D	NHL, NRHP	Y	627	68	9.22	Reginald D. Johnson, Robert Alexander, Clarence Stein, Lewis Wilson, Edwin Merrill	Fred Barlow	Baldwin Hills
1944	Park La Brea *(townhouses only)* 6200 West 3rd Street	3D	NR eligible	Y	n/a	n/a	n/a	L. Schultz & Assoc. and T. Heitschmidt		Fairfax District
1949	Chase Knolls 13401 Riverside Drive	3D	NR eligible		260	14	18.57	Heth Wharton	Margaret Schoch	Sherman Oaks
1950	Belford Park Apartments 5835 W. 88th Street	4			160	20	8			Westchester
1950	Verdugo Mesa 4221 Verdugo Mesa	4			120	12	10			Northeast L.A.
1950	Ladera Townhouse 6233 S. La Brea Ave.	4			126	10	12.6			Southwest L.A.
1950	Sunset Barrington Apts. 205 S. Barrington Ave.	4			183	10	18.3			Brentwood
1950	Cienega Village 5738 S. Fairfax Ave.	4			226	10	22.6			Southwest L.A.
1950	North Hollywood Apts 6724 Tujunga Ave.	4			475	20	23.75			North Hollywood
1950	Lincoln Place 1042 Frederick Street	4		Y	795	33	24.09	Heth Wharton		Venice
1951	Chesapeake Rodeo Apts. 4500 W. Rodeo Lane	4			424	15	28.27			Southwest L.A.
1953	Gloria Homes Apts. 3700 S. Nicolet Avenue	4			500	20	25			Southwest L.A.
1955	Airport Road Apts. 9430 Airport Road	4			200	10	20			LAX

TABLE 2:
1939-1949 Large Publicly-Owned Multi-Family Garden Apartment Complexes in Los Angeles

Date	Name	Eval. Code	NR eligibility	HACLA	# Units	Acres	Units Per Acre	Architect(s)	Landscape Architect(s)	Area of City
1941	Ramona Gardens 2830 Lancaster St.	4		Y	488	32	15.25	Housing Architects Associated: Adams, Davis, Flemming, Weston, Weston, Wright	Bashford & Barlow	East L.A.
1942	Avalon Gardens 701 E. 88th Place	4		Y	164	15	10.93	California Housing Architects: Coate, Winslow, Lunden	Bashford & Barlow	South L.A.
1942	Pueblo del Rio 1801 E. 53rd St.	3	NR eligible	Y	369	18	20.5	Southeast Housing Architects, Associated: Williams, Neutra, Kaufmann, Wilson, Wurdeman & Becket	Cornell	South L.A.
1942	Hacienda Village 1515 105th St.	4		Y	184	18	10.22	Planning Associates: Williams, Neutra, Wilson, Wurdeman & Becket		Watts
1942	Rose Hills Courts 4466 Florizel St.	4		Y	100	5	20	Rose Hill Architects: Ruck, Beelman		Northeast L.A.
1942	Estrada Courts 3232 Estrada St.	4		Y	214	10	21.4	Alexander		East L.A.
1942	Pico Gardens 500 S. Pecan St.	6	demolished?	Y	241	14	17.21	Heitschmidt, Austin, Spaulding, Newton		East L.A.
1942	Rancho San Pedro 275 W. 1st Street	4		Y	282	15	18.8	Architects Collaborating: Johnson, Zimmerman, Allison, Allison, Kelley, Friend		San Pedro
1942	William Mead Homes 1300 N. Cardinal St.	4		Y	415	17	24.41	Housing Architects: Eisen, Walker, Marsh, Smith, Powell, Monaco		Chinatown, Downtown
1942	Aliso Village 1401 E. 1st St.	6	demolished?	Y	685	42	16.31	Housing Group Architects Associated: Flemming, Adams, Weston, Weston, Wright	Bashford & Barlow	East L.A.
1942	Dana Strand Village 401 Hawaiian Ave.	4		N	384	26	14.77			Harbor Area
1942	Normont Terrace 990 W. 256th St.	6	demolished?	N	400	38	10.53			Harbor Area
1942	Channel Heights Western Ave. & 25th St.	4	demolished?	N	600	150	4	Neutra		Narbor Area

Wyvernwood Apartments (1939)

2901 E. Olympic Blvd.

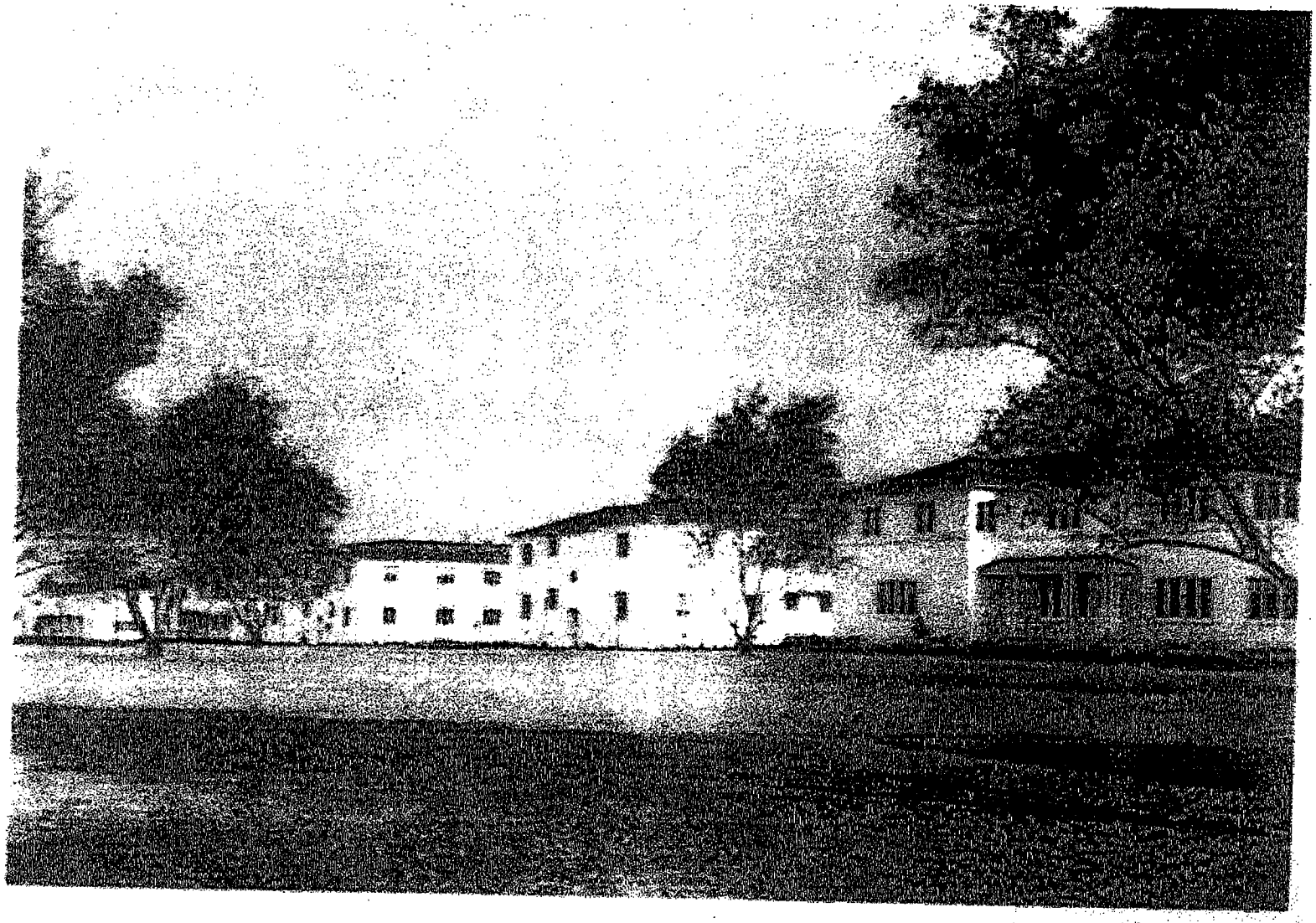
1102 units

60 acres

18.37 units per acre

Architects: Witmer & Watson

Landscape Architect: Hammond Sadler



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Record 3 of 6 in LAPL Photo Database

Search was: Wyvernwood

Search type: Keyword

Previous Next

Click for Image: http://jpg2.lapl.org/pics03/00011207.jpg

Title: **Wyvernwood** Housing Project

Date: 1939

Physical Details: 1 photograph : b&w

Collection: SPNB

Description: Portion of the **Wyvernwood** Housing Project in Boyle Heights, looking across the lawn, on November 30, 1939.

Subject Headings: Boyle Heights (Calif.)

Dwellings California Boyle Heights.

Locatio: United States California Los Angeles Boyle Heights (Los Angeles).

Order Number: 00011207

File Number: A-008-109 4x5

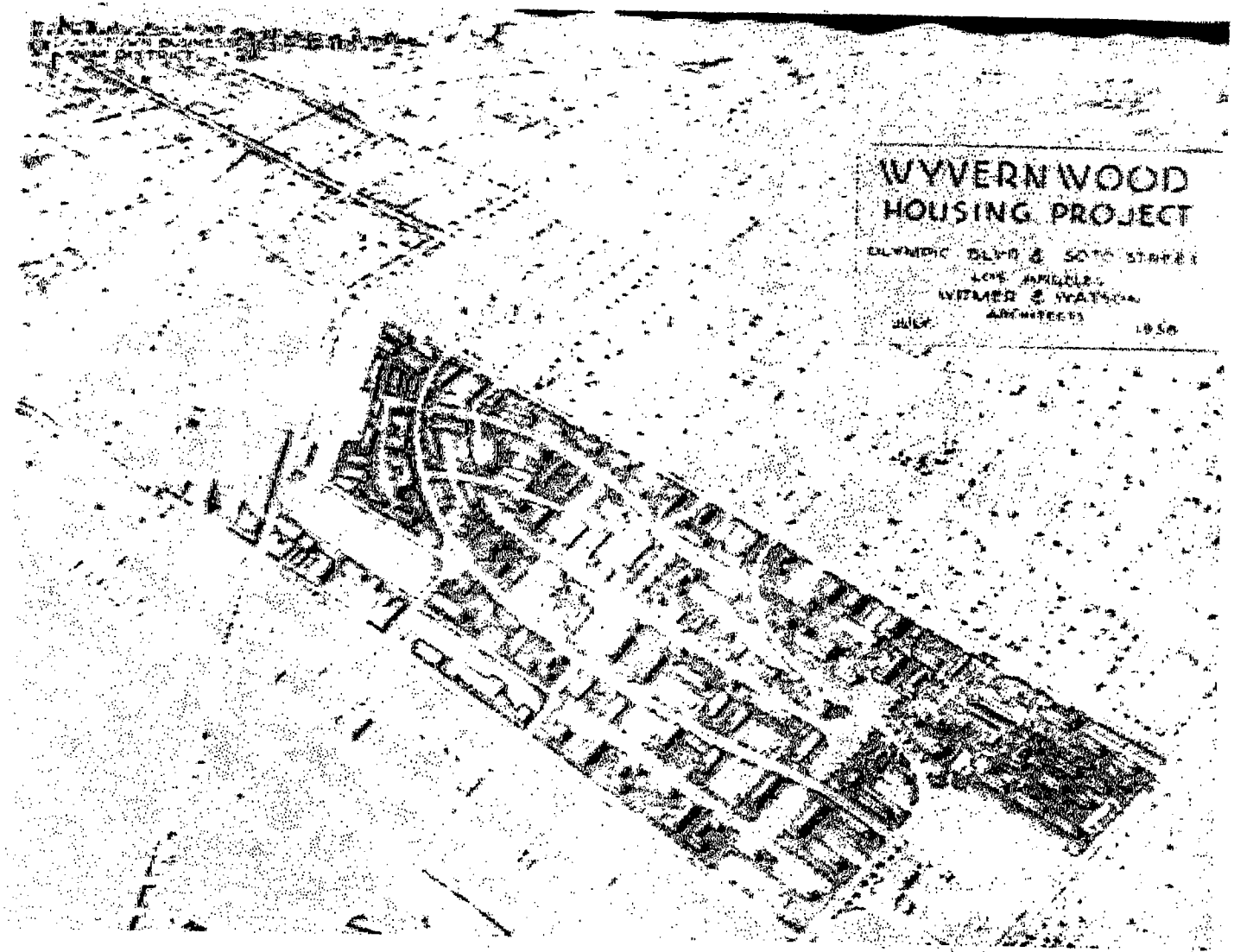
File Heading: Boyle Heights-Residences

Format: Photograph

Previous Next

Enter terms: Wyvernwood Search Clear

Choose search type: Keyword


WYVERN WOOD
HOUSING PROJECT
OLYMPIC BLVD & SOTO STREETS
LOS ANGELES
WURDEMAN & WATSON
ARCHITECTS
1950

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Search was: Wyvernwood

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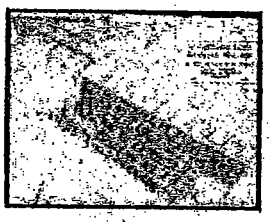
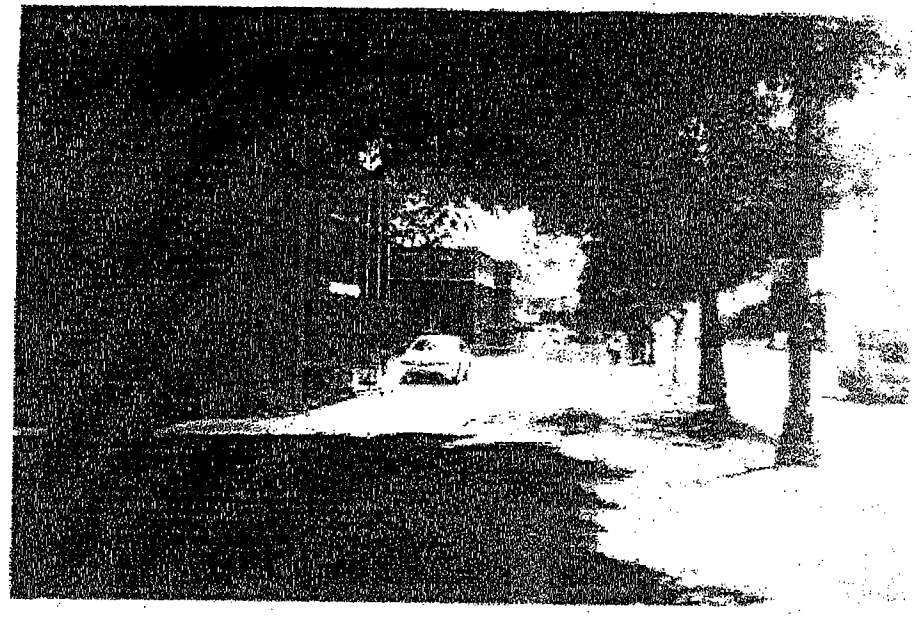


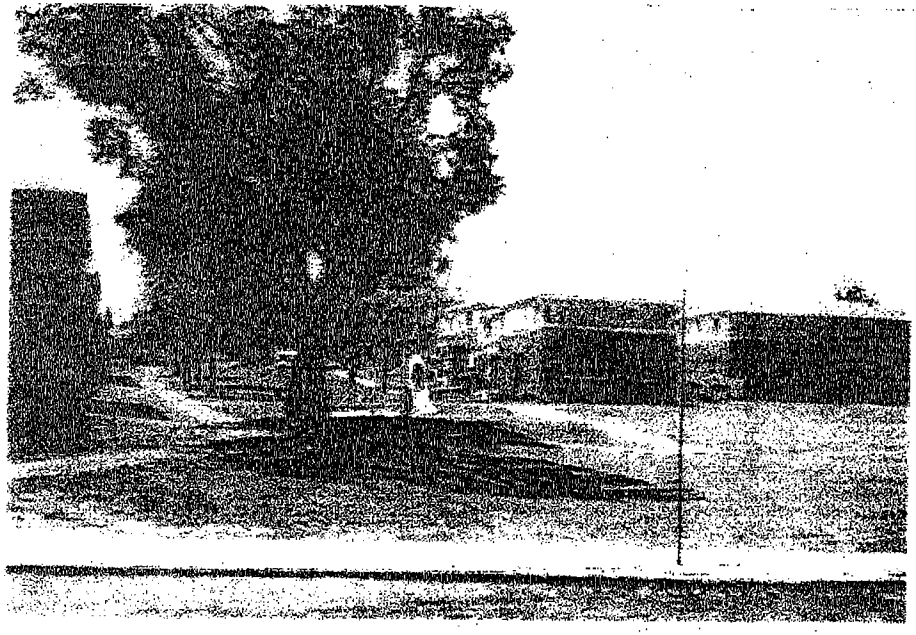
Click for Image http://jpg2.lapl.org/pics03/00011206.jpg
Title Wyvernwood Housing Project drawing
Date 1938
Physical Details 1 photograph : b&w
Collection SPNB
Description Stylized drawing of map of the Wyvernwood Housing Project in Boyle Heights in July 1938, located between Olympic Boulevard and 8th Street and between Soto Street and Grande Vista. The drawing was made by the architects, Witmer and Watson.
Subject Headings Boyle Heights (Calif.)

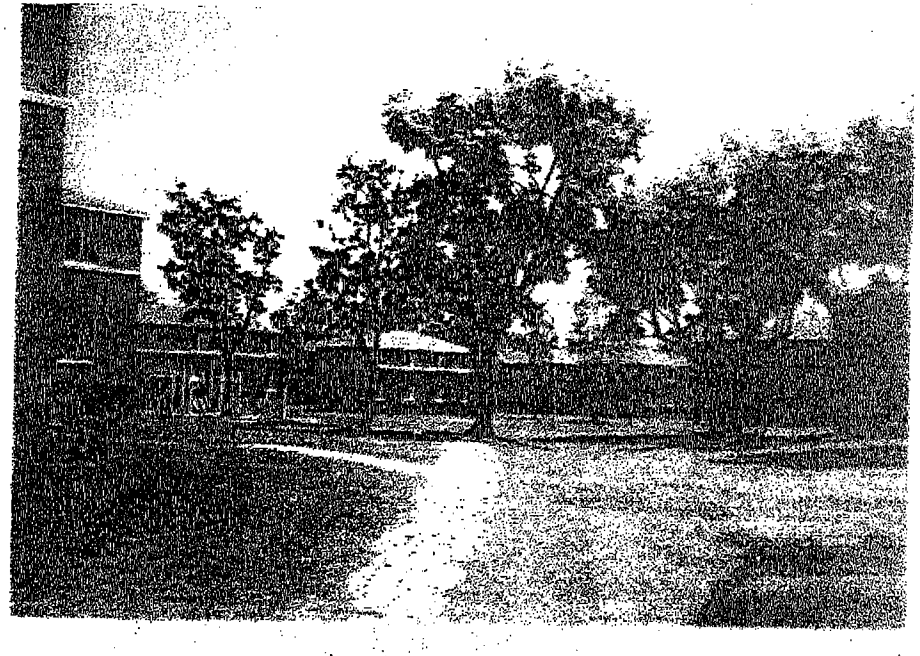
Dwellings California Boyle Heights.
Location United States California Los Angeles Boyle Heights (Los Angeles).
Order Number 00011206
File Heading Boyle Heights-Residences
Format Photograph

Previous Next

Enter terms: Wyvernwood Search Clear







Baldwin Hills Village (1942)

5300 Rodeo Road

627 units

68 acres

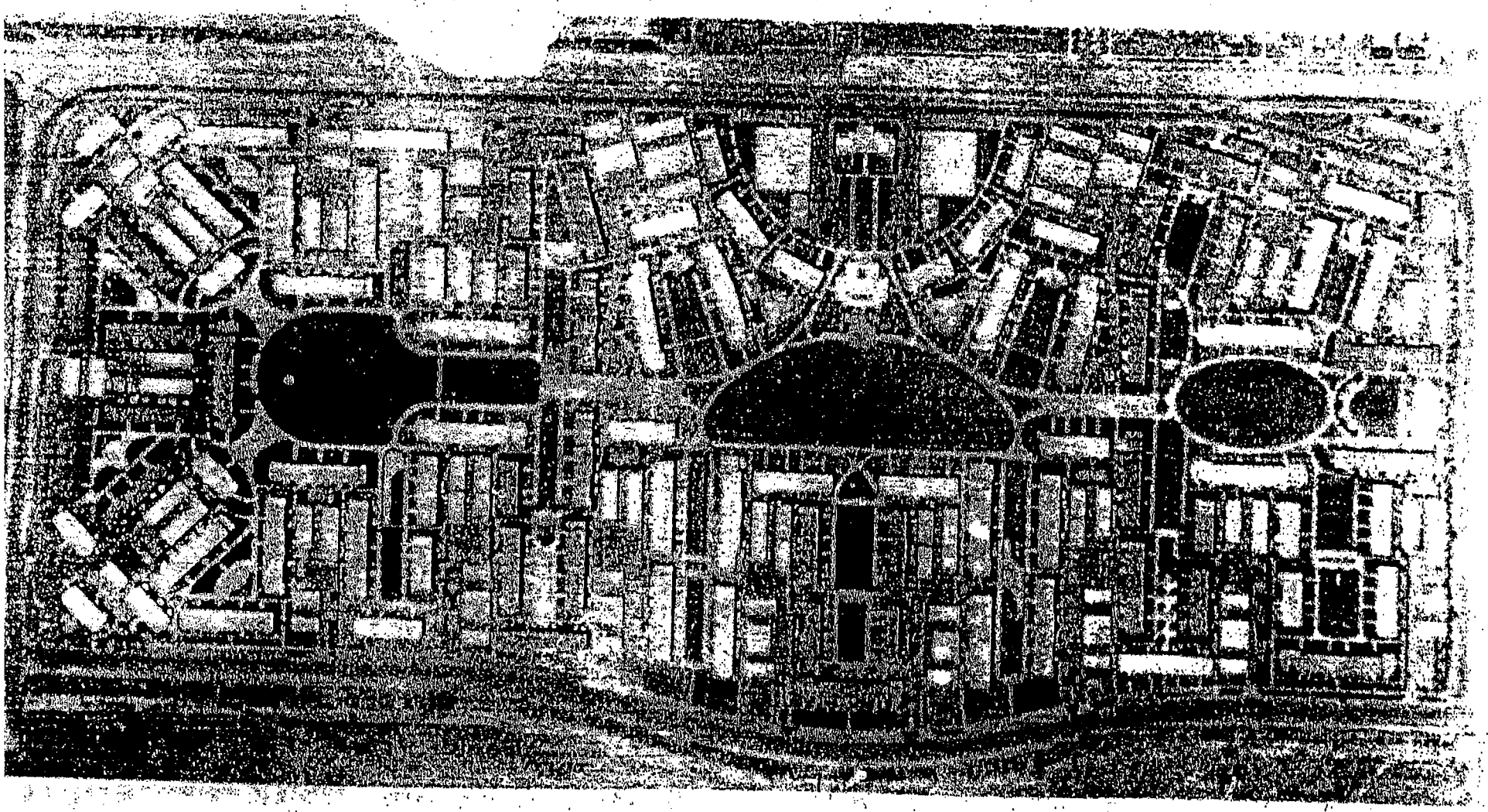
9.22 units per acre

Architects: Reginald Johnson, Robert Alexander, Clarence Stein, Lewis Wilson, & Edwin Merrill

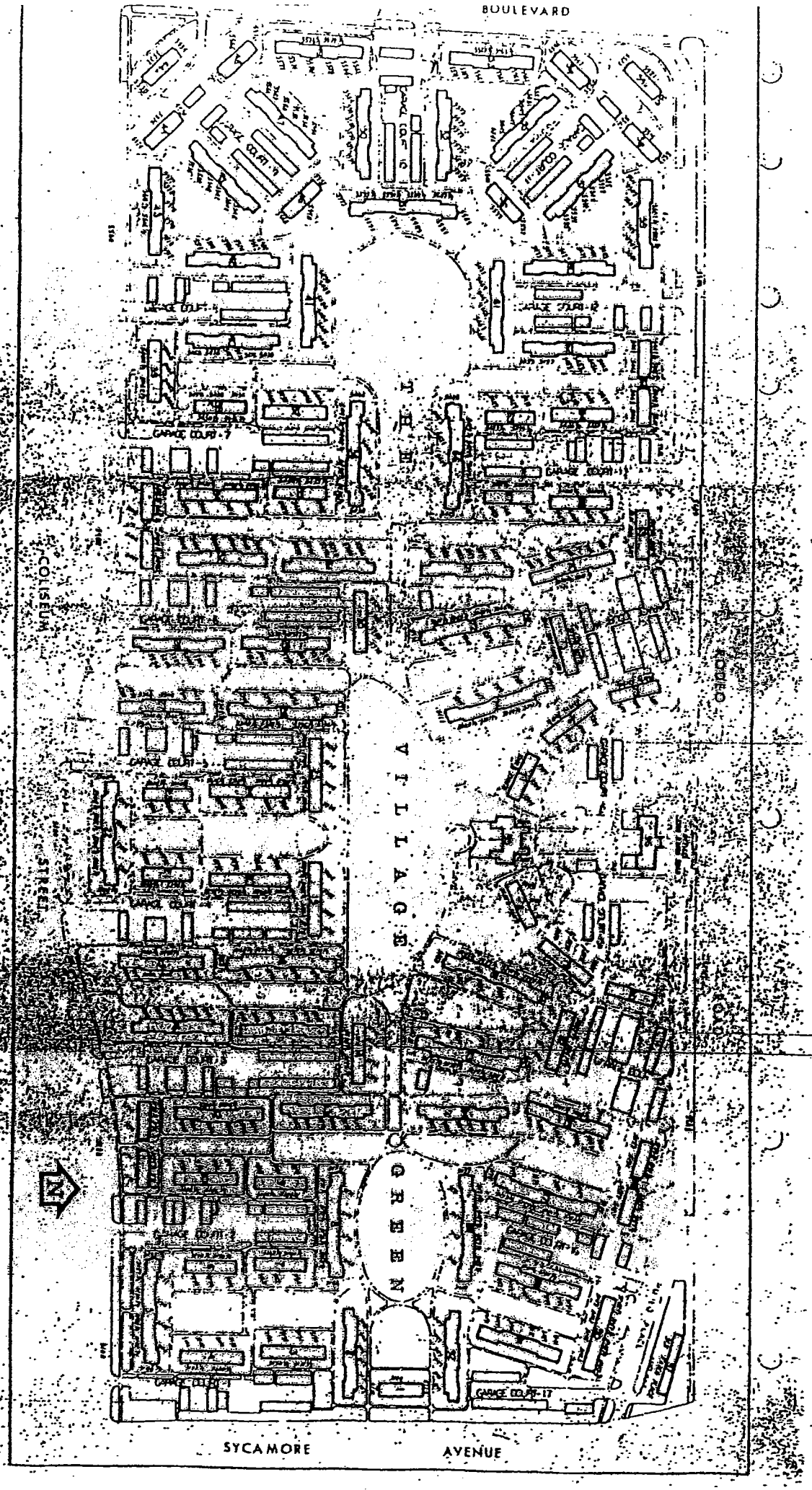
Landscape Architect: Fred Barlow

National Historic Landmark

National Register of Historic Places



Photograph #1
BALDWIN HILLS VILLAGE
Los Angeles, Los Angeles County, CA
1944 Aerial View
Photographer unknown, Huntington Library and Art Collection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COLISEUM
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GARAGE COURT 17
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Search was: Baldwin Hills Village

Search type: Keyword

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Click for Image http://jpg1.lapl.org/pics30/00034841.jpg
Photographer Lowe, Margaret.
Title Woman walking with her son, **Baldwin Hills Village**
Date 1944
Physical Details 1 photograph : b&w
Collection Herald-Examiner Collection.
Description **Baldwin Hills Village**, a Limited Dividend Rental Development by the Federal Housing Authority of 627 family units built in 1942. View of a mother and son walking on pavement lined with trees on both sides, at the **Baldwin Hills Village**.
Subject Headings Reginald D. Johnson and Wilson, Merrill & Alexander, Associated Architects.
Clarence S. Stein, Consulting Architect.
Baldwin Hills Village (Los Angeles, Calif.)
Architects California Los Angeles.
Architecture California Los Angeles.
Apartment houses California Los Angeles.
Location United States California Los Angeles Los Angeles.
Order Number 00034841
File Heading HE box 4803
Format Photograph

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Park La Brea Townhouses (1944)

6200 West 3rd Street

Architects: L. Schultz & Assoc. and T. Heitschmidt

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Record 48 of 101 in LAPL Photo Database **Search type:** Keyword
Search was: Park La Brea

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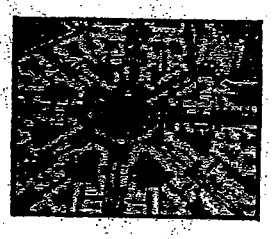

Click for Image	http://jpg3.lapl.org/pics14/00026810.jpg
Title	**Park La Brea**
Date	[n.d.]
Physical Details	1 photograph : b&w
Collection	SPNB
Description	Aerial view of **Park La Brea** taken from a blimp.
Subject Headings	Park La Brea (Los Angeles, Calif.) Apartment houses California Los Angeles. Aerial photography California Los Angeles.
Location	United States California Los Angeles Los Angeles.
Order Number	00026810
File Number	S-003-807 4x5
File Heading	L.A.-Residences-Apartment buildings-**Park La Brea**
Format	Photograph

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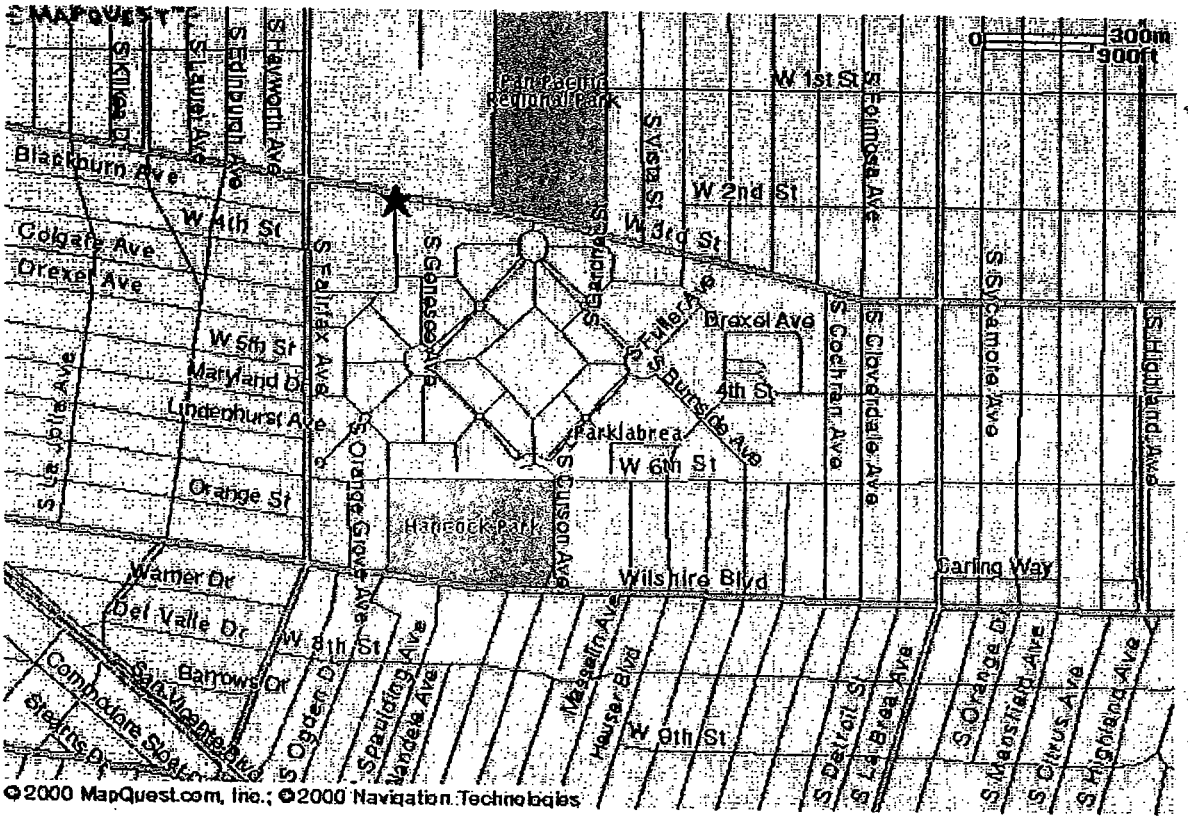

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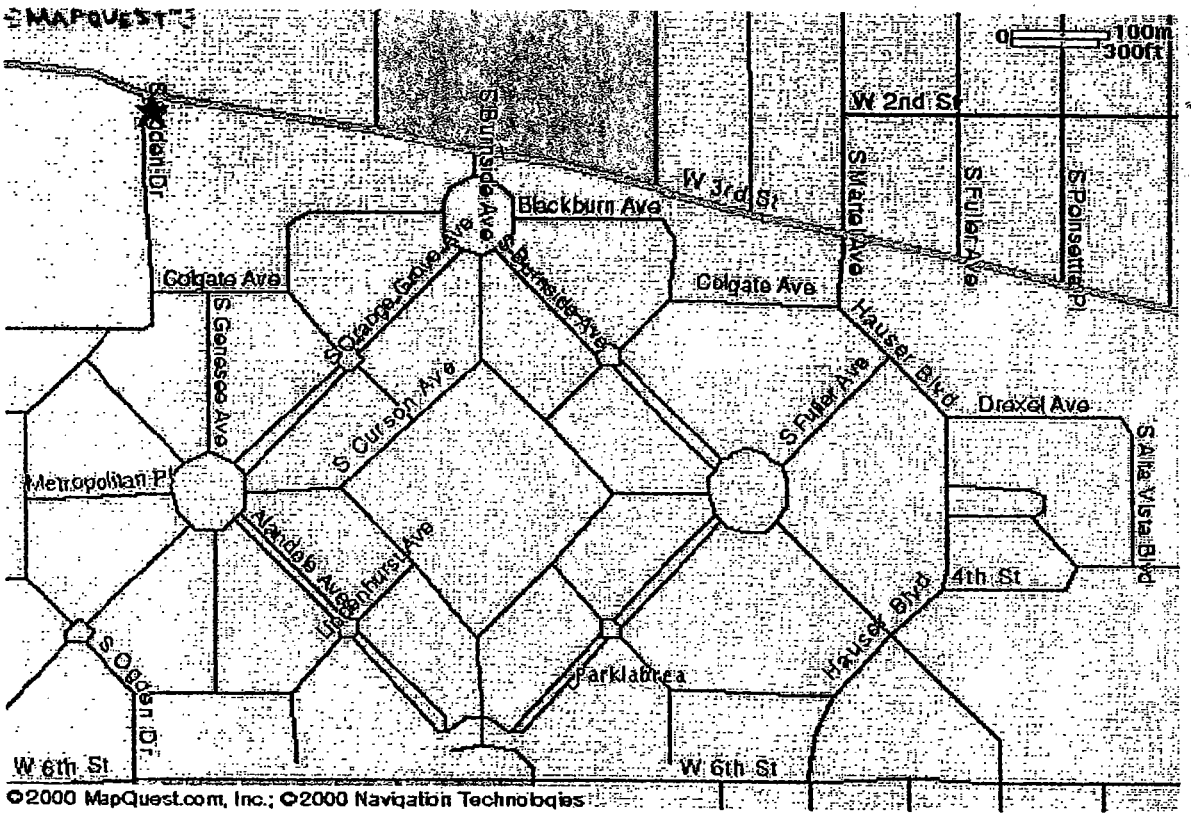

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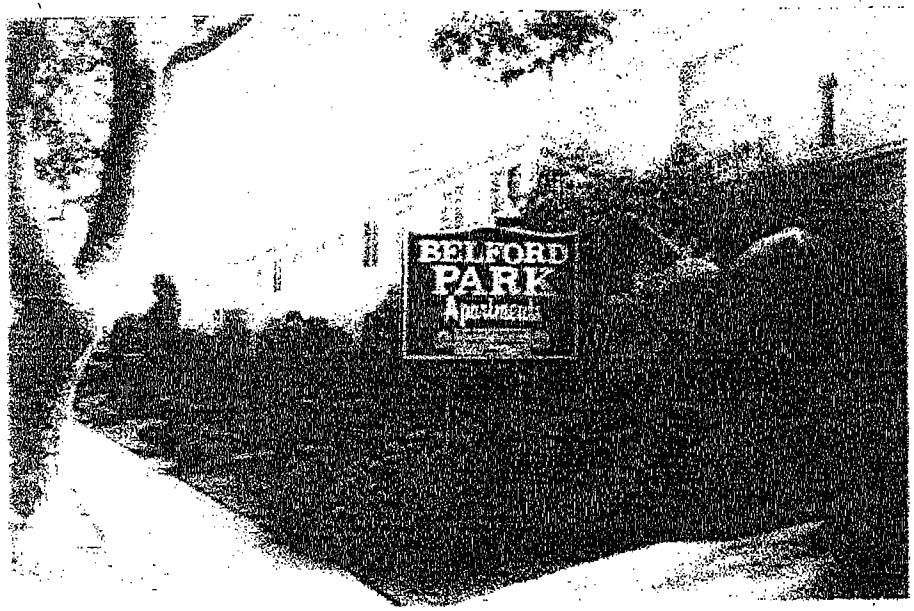
Belford Park Apartments (1950)

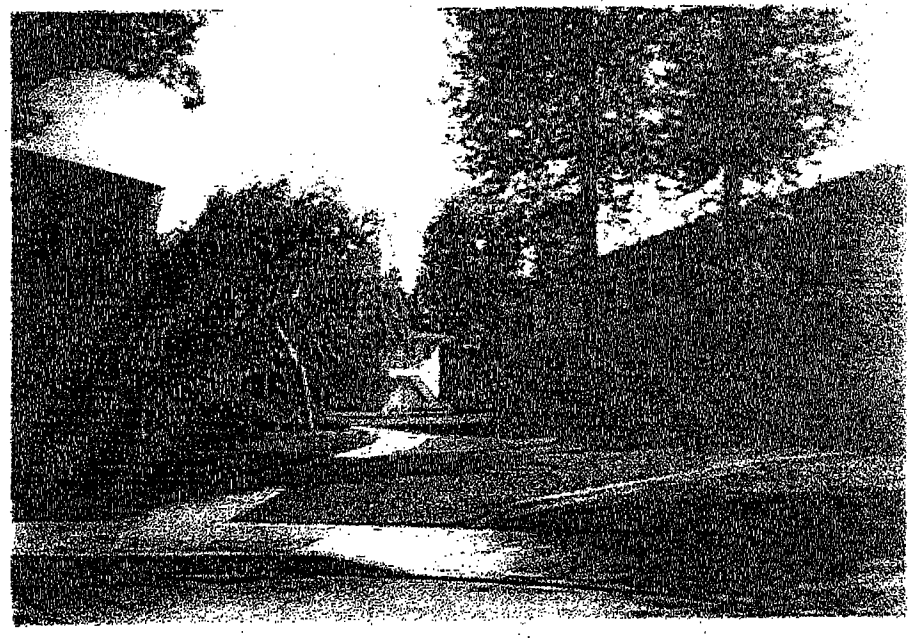
5835 W. 88th Street

160 units

20 acres

8 units per acre


BELFORD
PARK
Apartments



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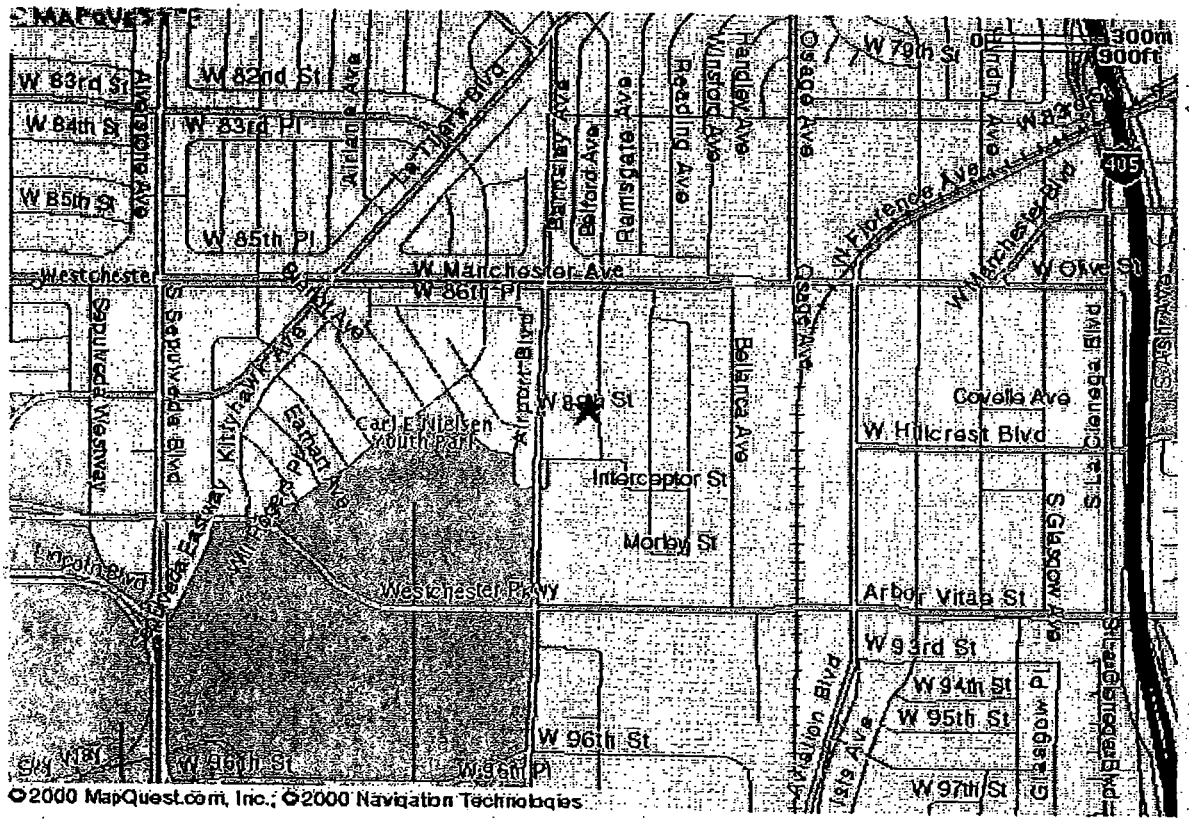

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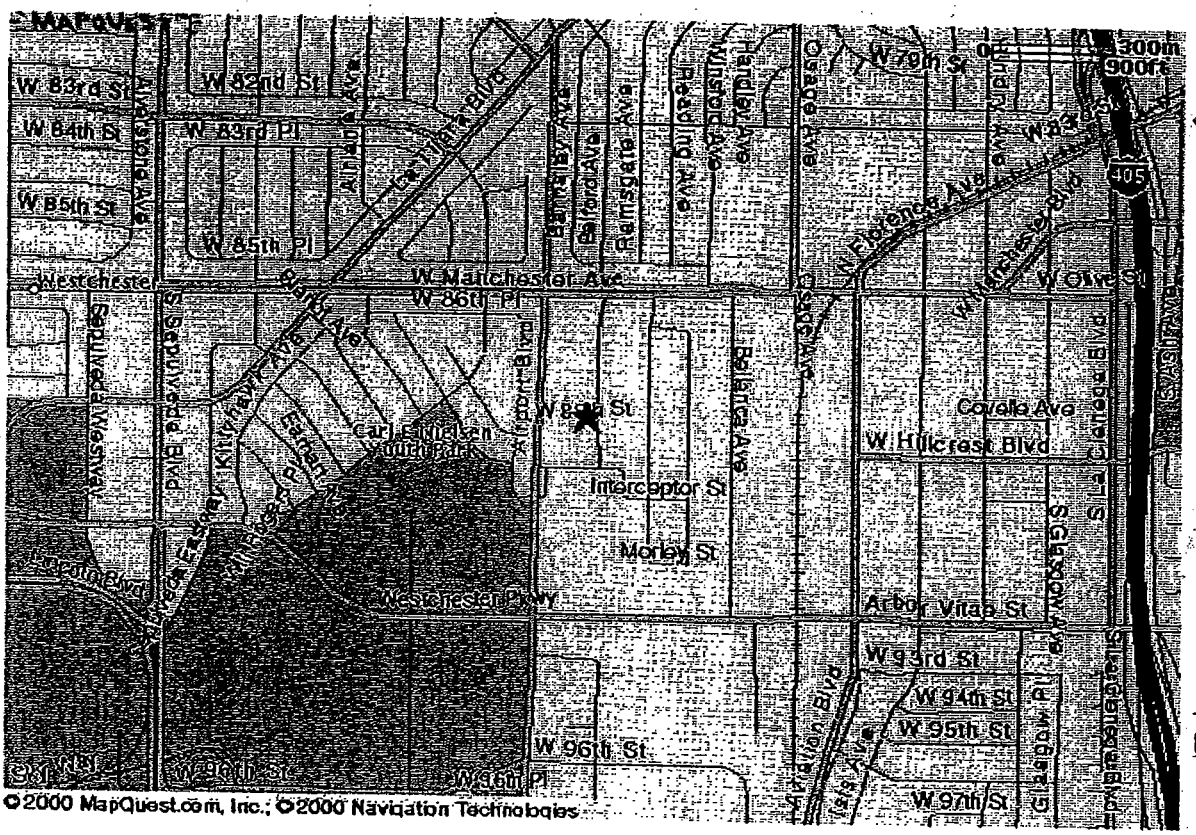

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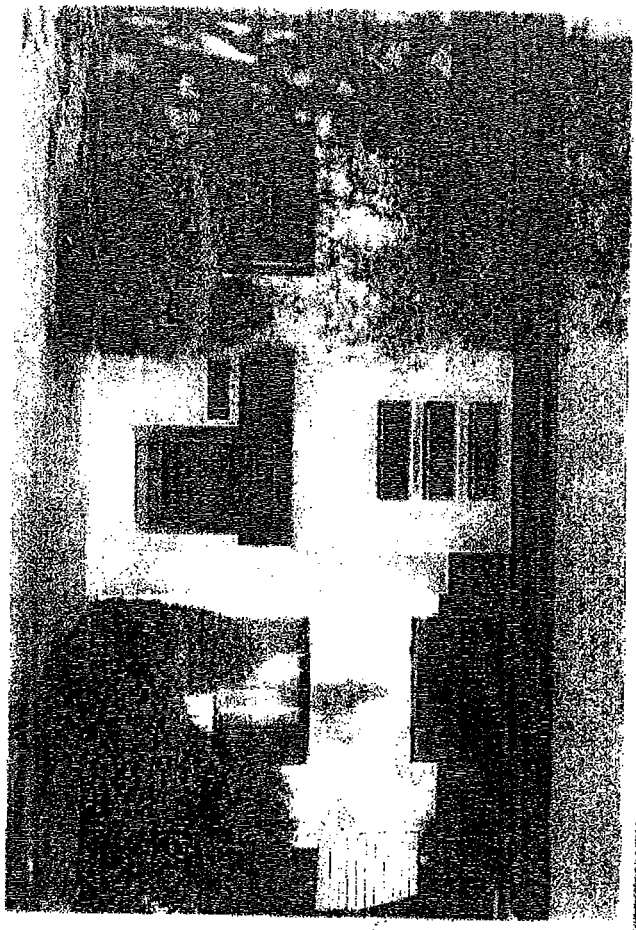
Verdugo Mesa (1950)

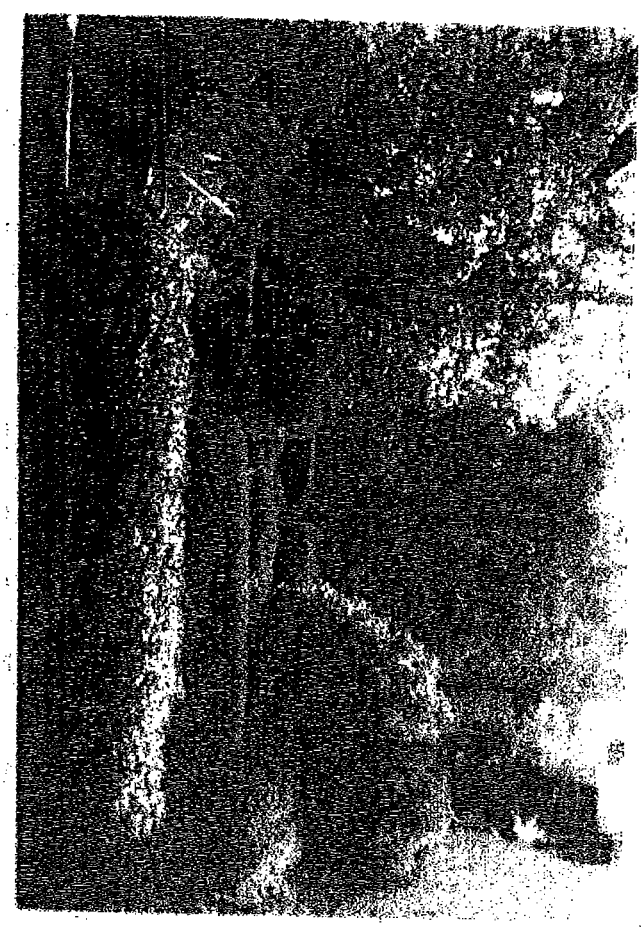
4221 Verdugo Mesa

120 units

12 acres

10 units per acre





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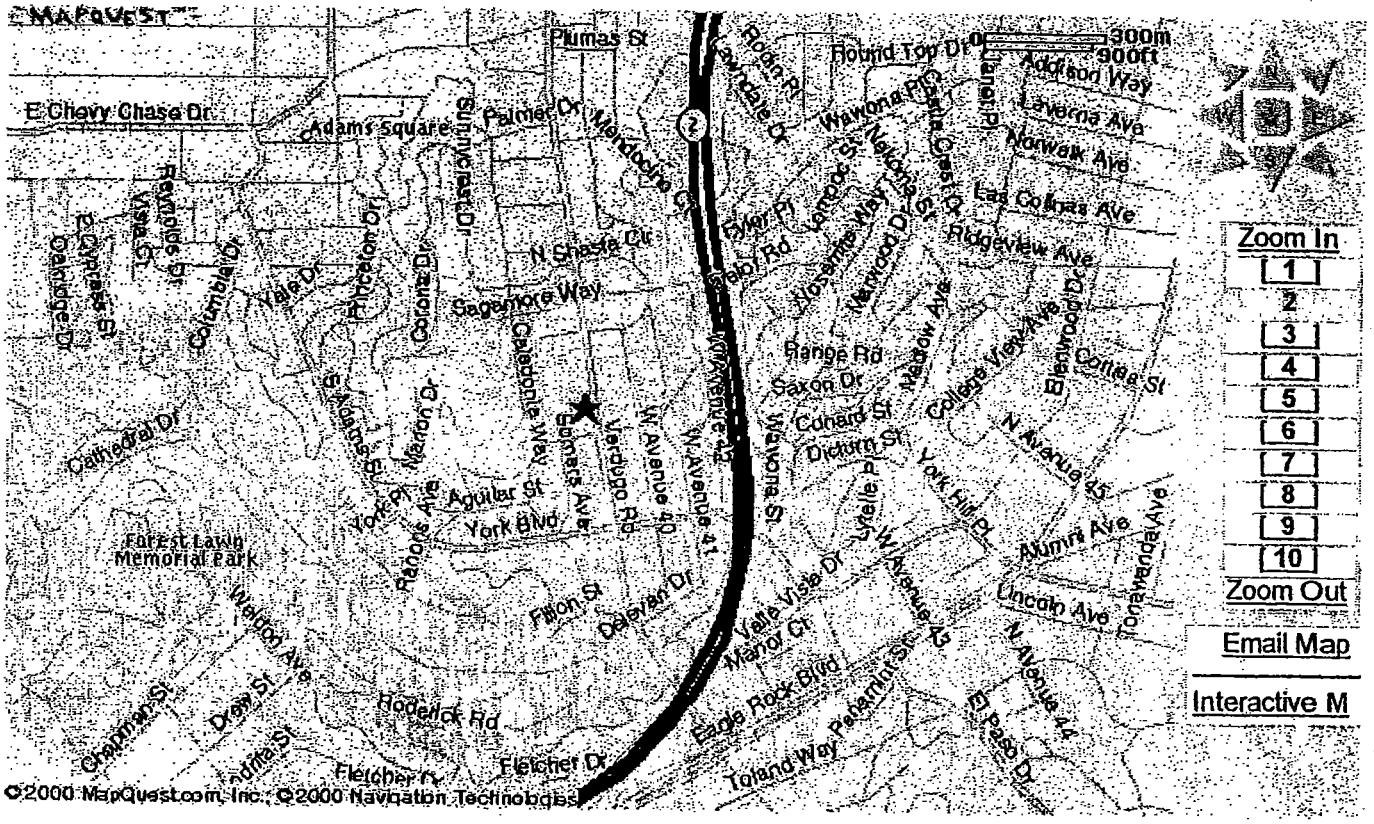


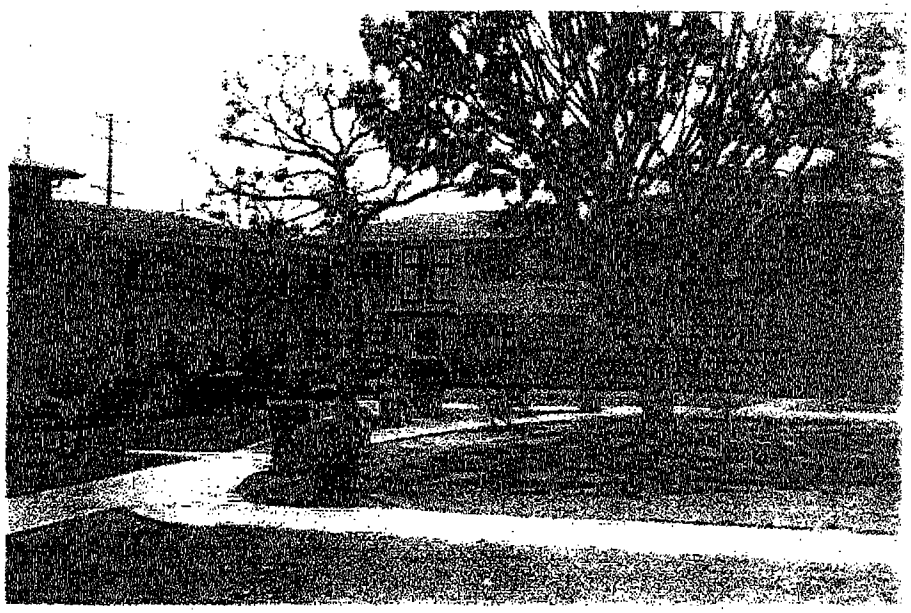
Ladera Townhouse (1950)

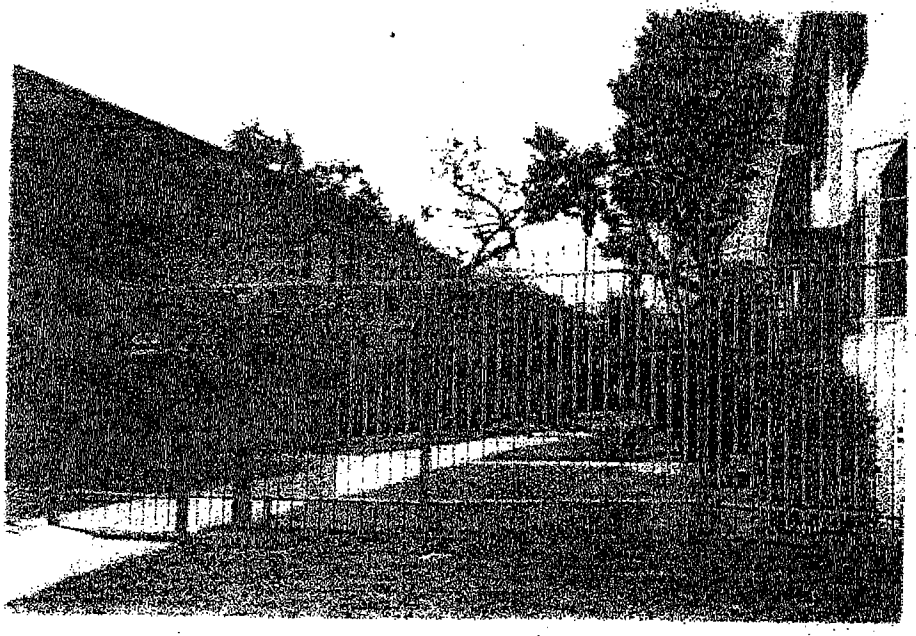
6233 S. La Brea Ave.

126 units

10 acres

12.6 units per acre





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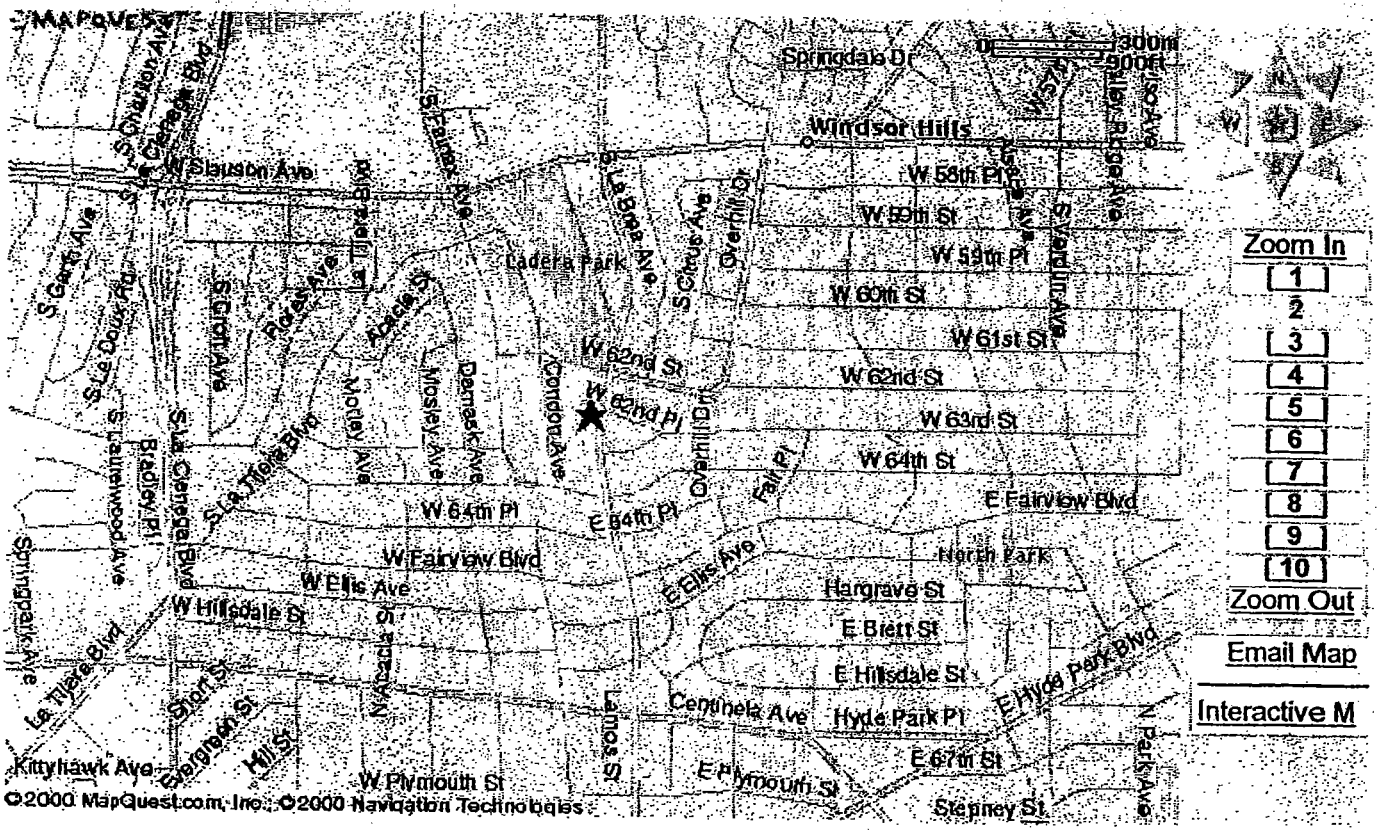

Sunset Barrington Apartments (1950)

205 S. Barrington Ave.

183 units

10 acres

18.3 units per acre

BARRINGTON
GARDENS

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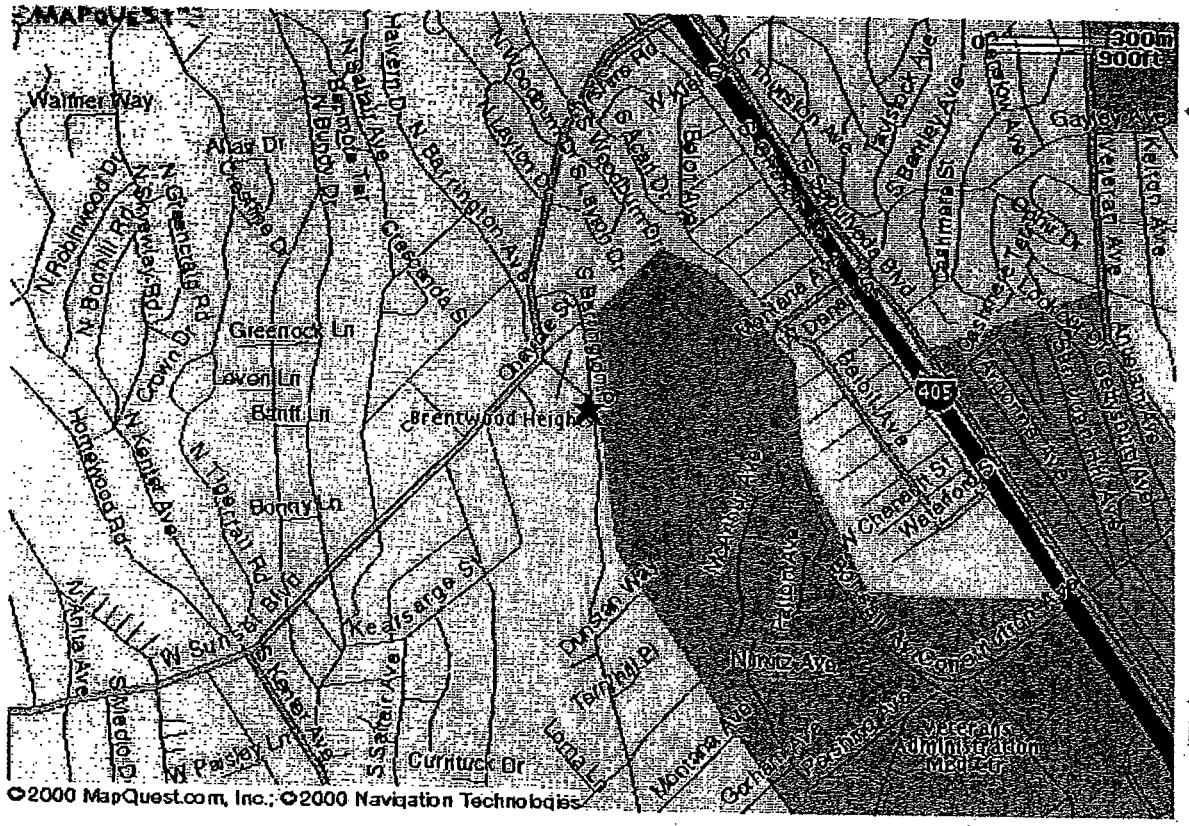

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Cienega Village (1950)

5738 S. Fairfax Ave.

226 units

10 acres

22.6 units per acre

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★ 5738 S. Fairfax, Los Angeles, CA 90056-1220

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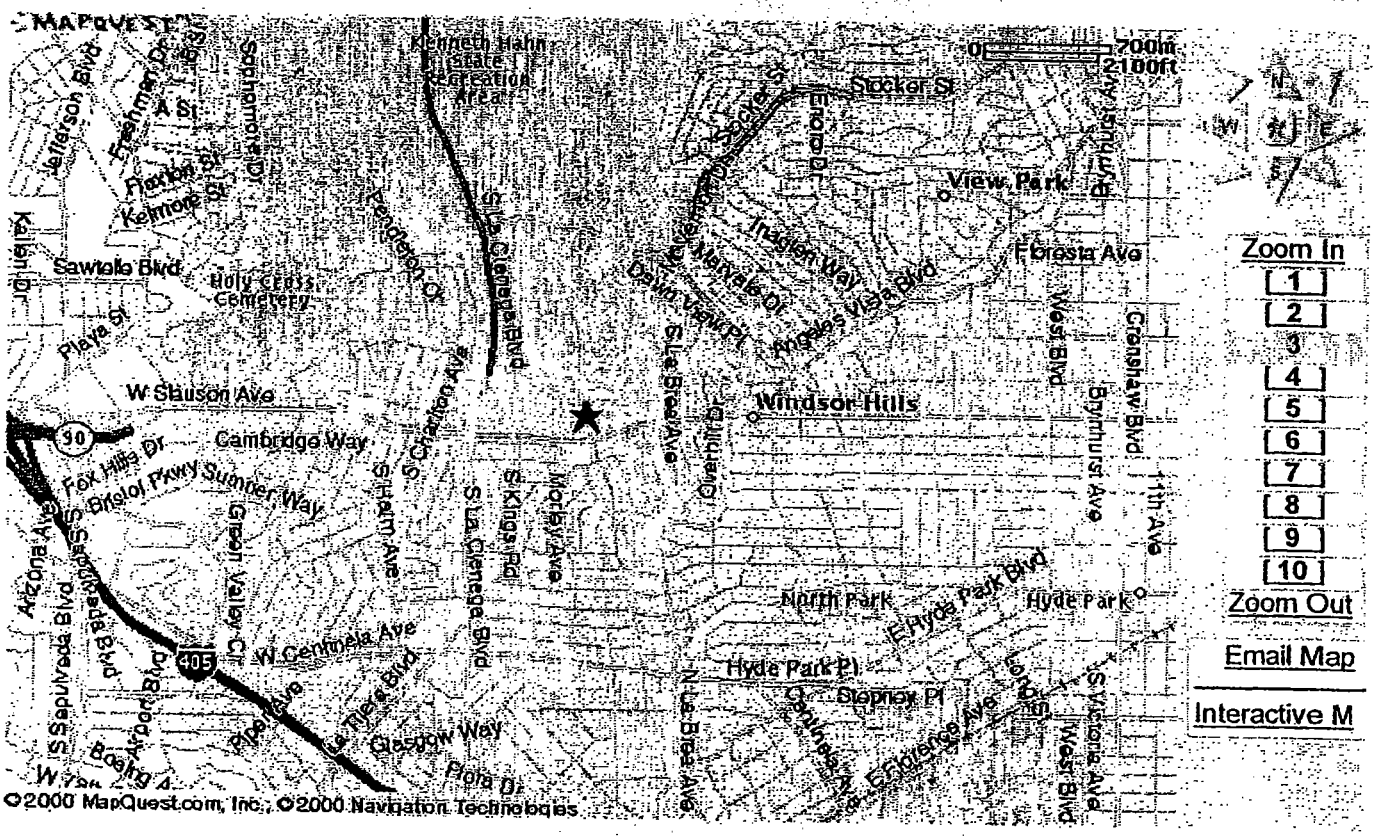

North Hollywood Apartments (1950)

6724 Tujunga Ave.

475 units

20 acres

23.75 units per acre

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★ 6724 Tujunga Ave., North Hollywood, CA 91606-

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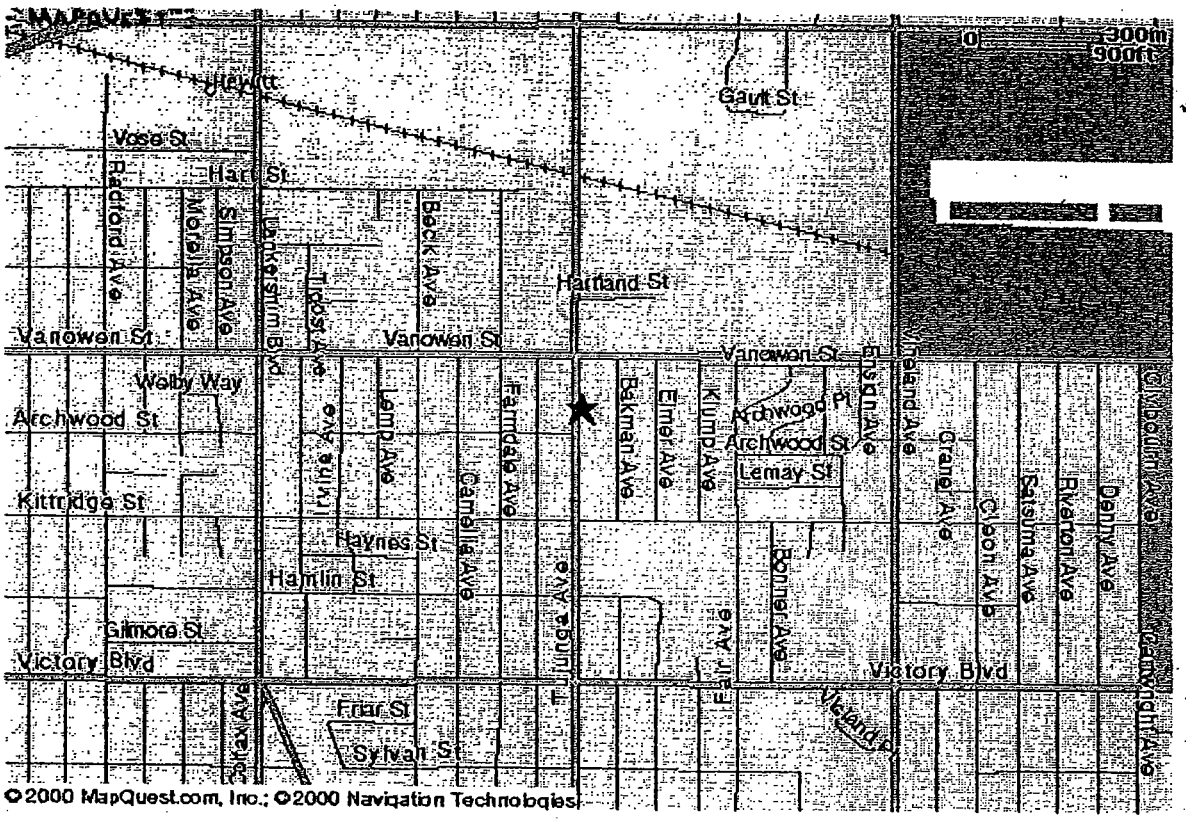

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Email Map

Interactive Ma

Lincoln Place (1950)

1042 Frederick Street

795 units

33 acres

24.09 units per acre

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★ **1042 Frederick Street, Venice, CA 90291-**

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Email Map

Interactive Ma

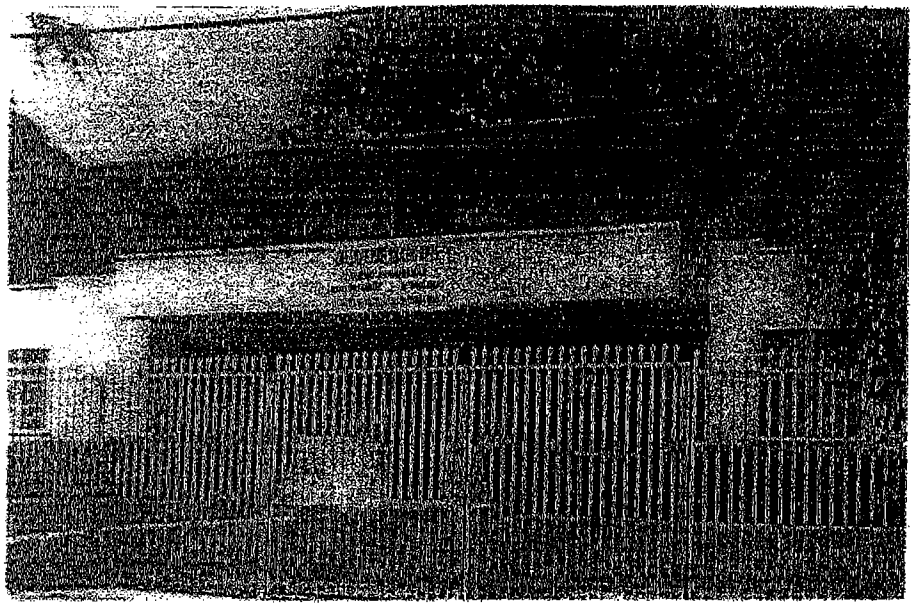
Cheasapeake Rodeo Apartments (1951)

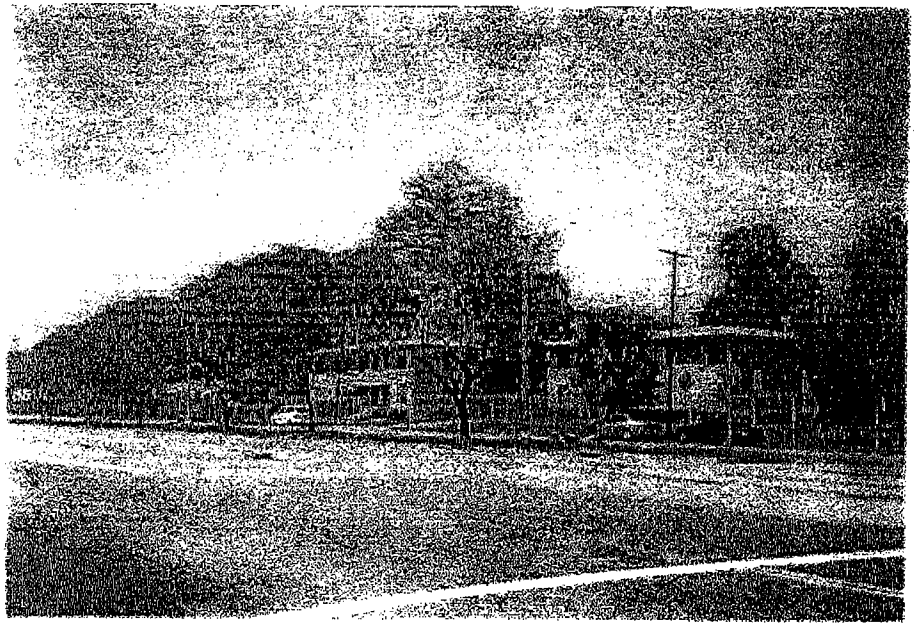
4500 W. Rodeo Road

424 units

15 acres

28.27 units per acre





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★ 4500 W. Rodeo Lane, Los Angeles, CA 90016-5602

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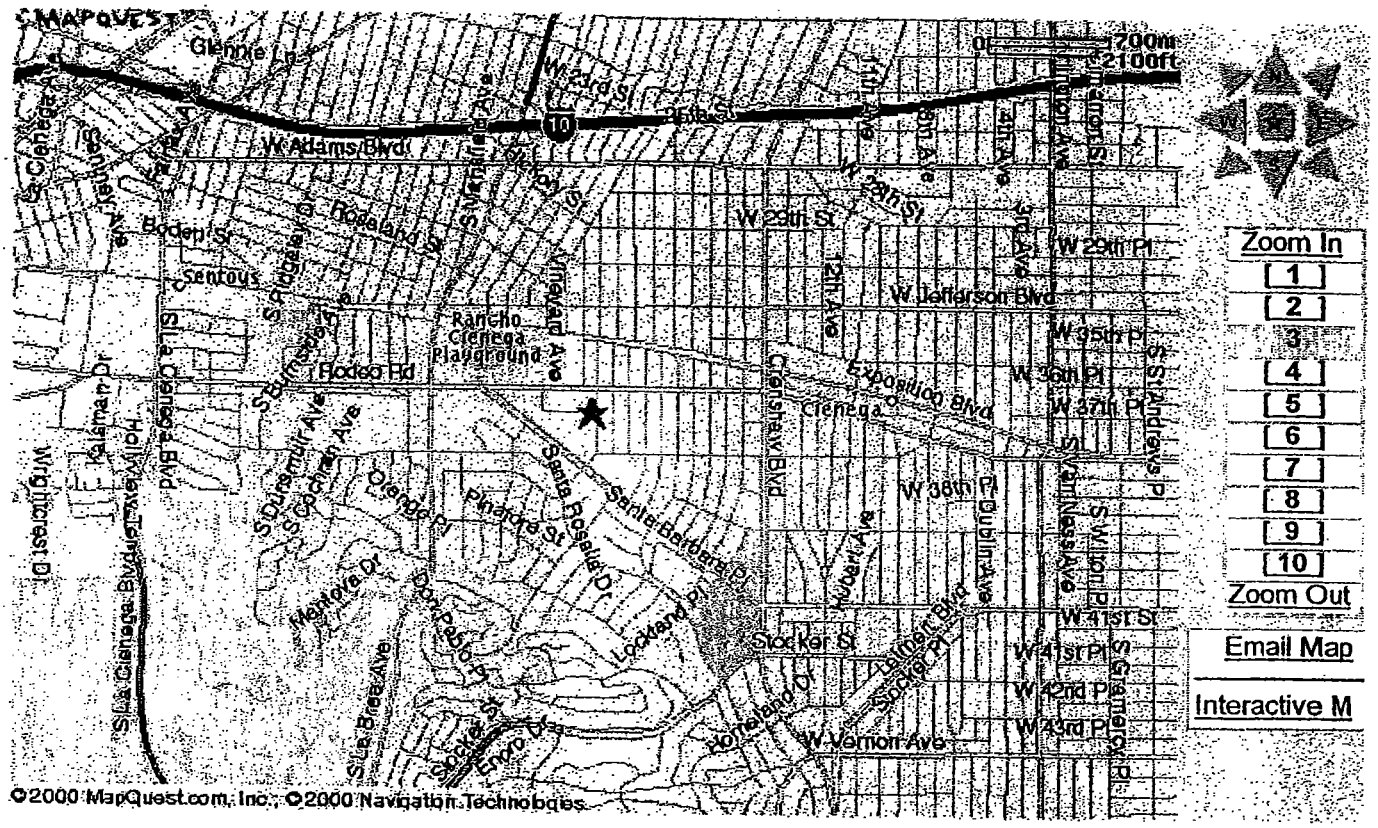


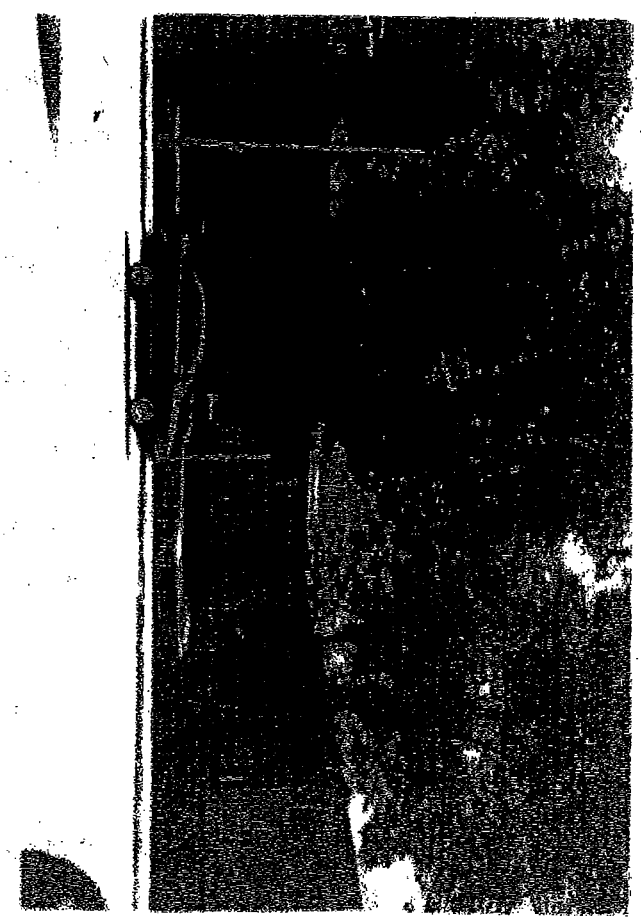
Gloria Homes (1953)

3700 S. Nicolet Ave.

500 units

20 acres

25 units per acre



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★ 3700 S. Nicolet Avenue, Los Angeles, CA 90016-5502

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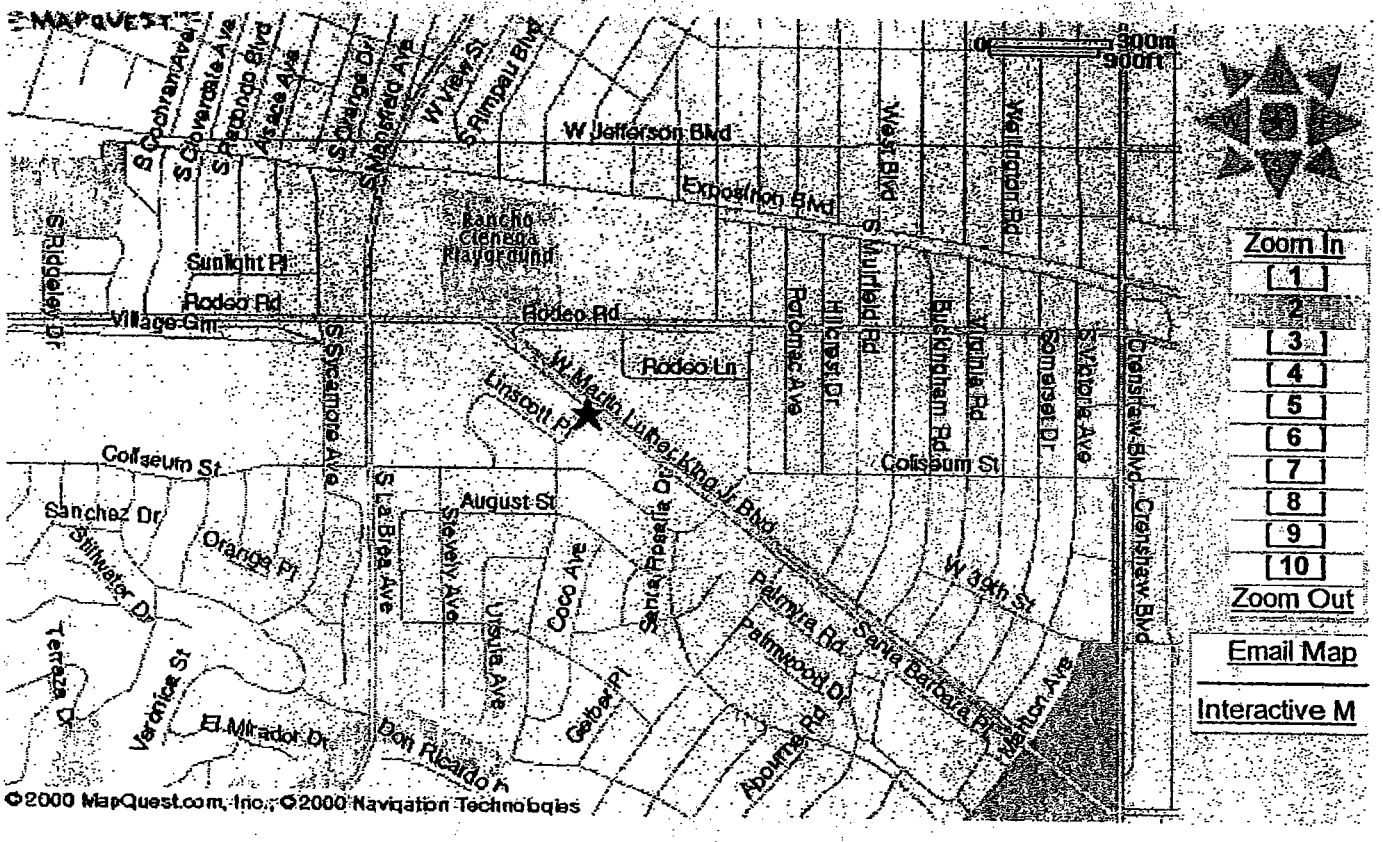


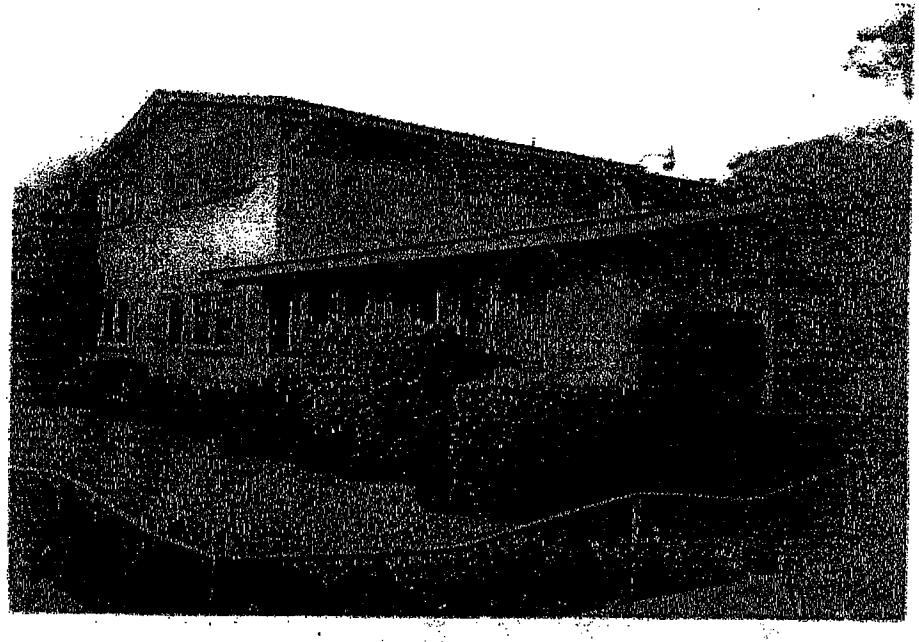
Airport Road Apartments (1955)

9430 Airport Road

200 units

10 acres

20 units per acre



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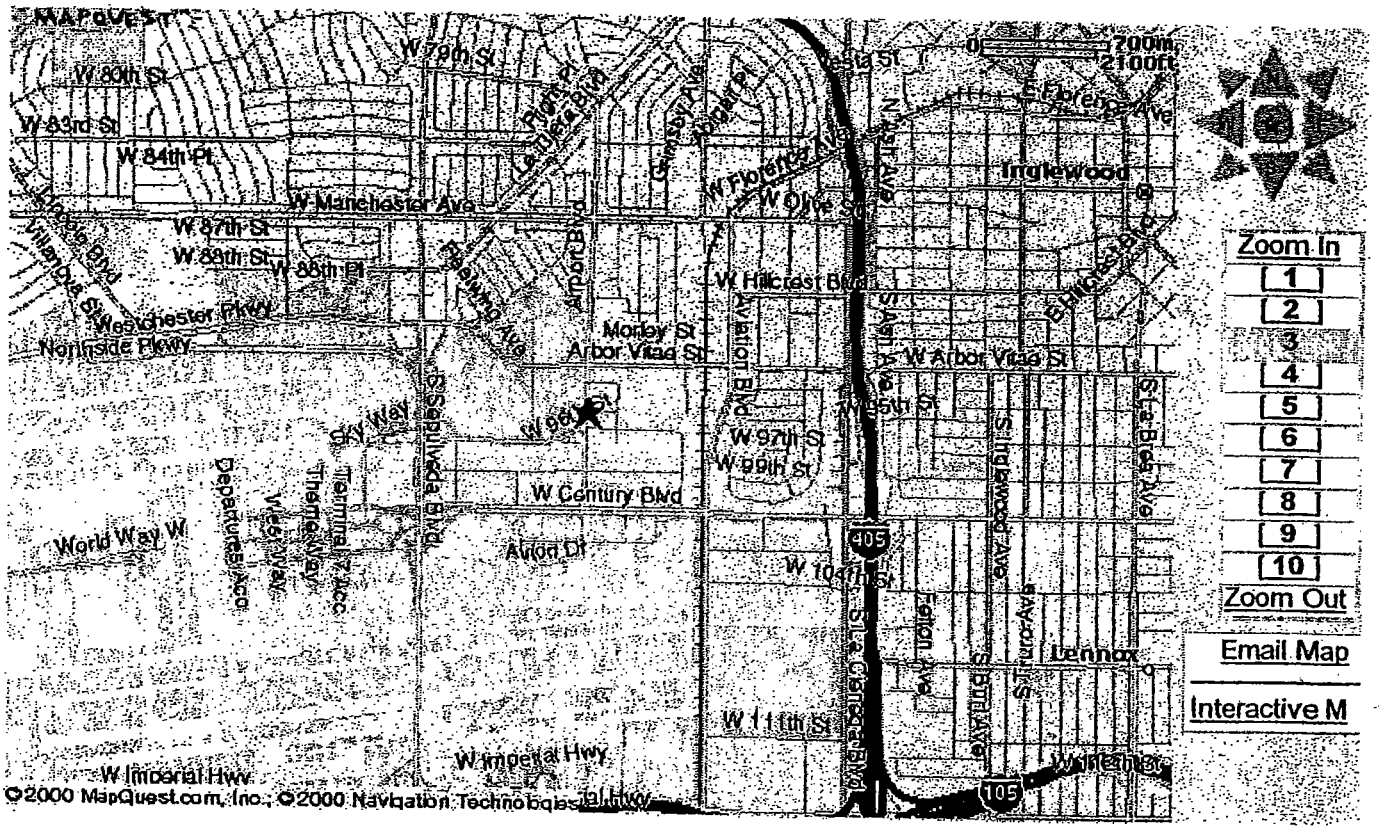
★ 9430 Airport Road, Los Angeles, CA 90045-4943

Save This Address



Housing Authority of the City of Los Angeles (1939-49)

Historic Photograph of Estrada Courts, 3232 Estrada St.
Collection of Los Angeles Public Library
Excerpted from *Projects and Slums*

Recent Photographs of Estrada Courts

Excerpted pages from *A Decent Home, An American Right*, a publication of the Housing Authority of the City of Los Angeles (HACLA)

"Improvements Based on Evaluation of Experience"

Location of Ten Original Public Housing Developments

"3,468 Dwellings... Were Built"

" Decent... Clean... Durable Homes"

Location of War Housing Developments

Photograph of Catherine Bauer and Helen Gahagan Douglas at HACLA exhibit
Collection of Los Angeles Public Library
Excerpted from *Projects and Slums*

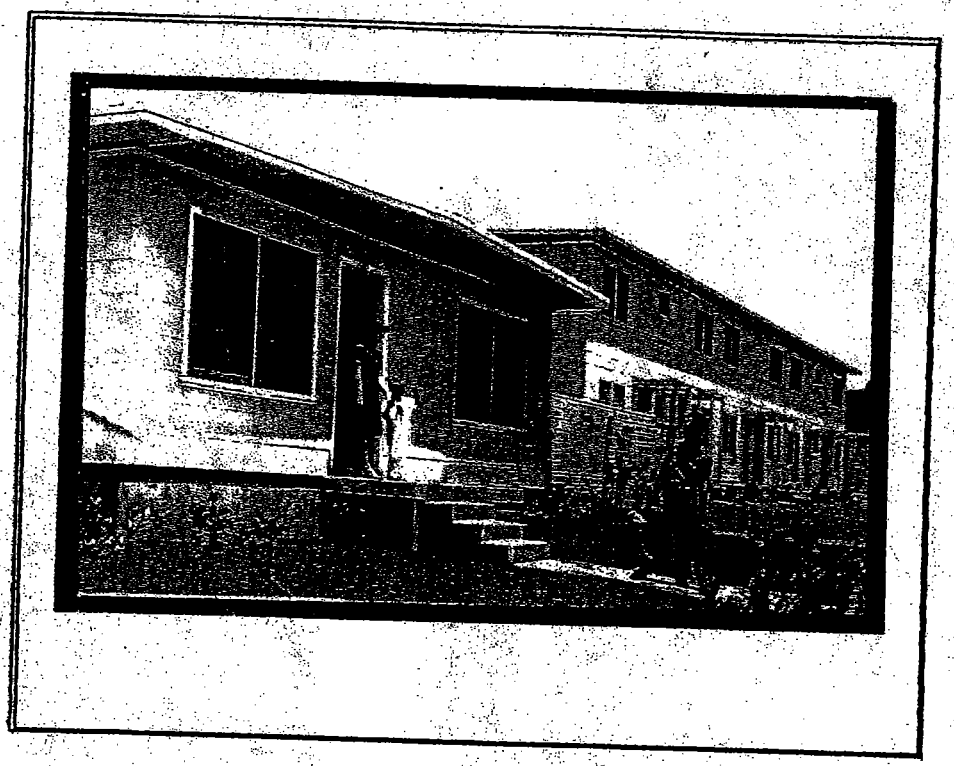
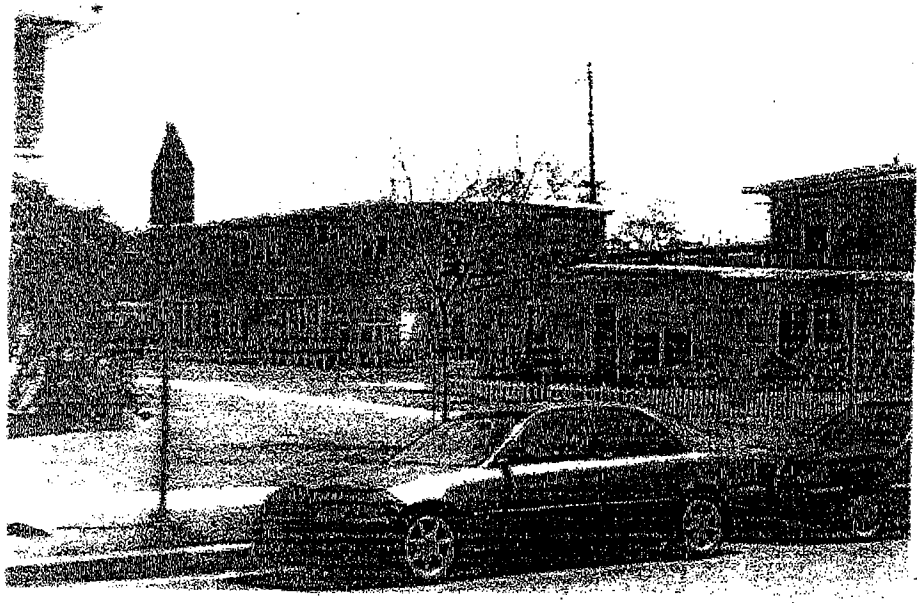
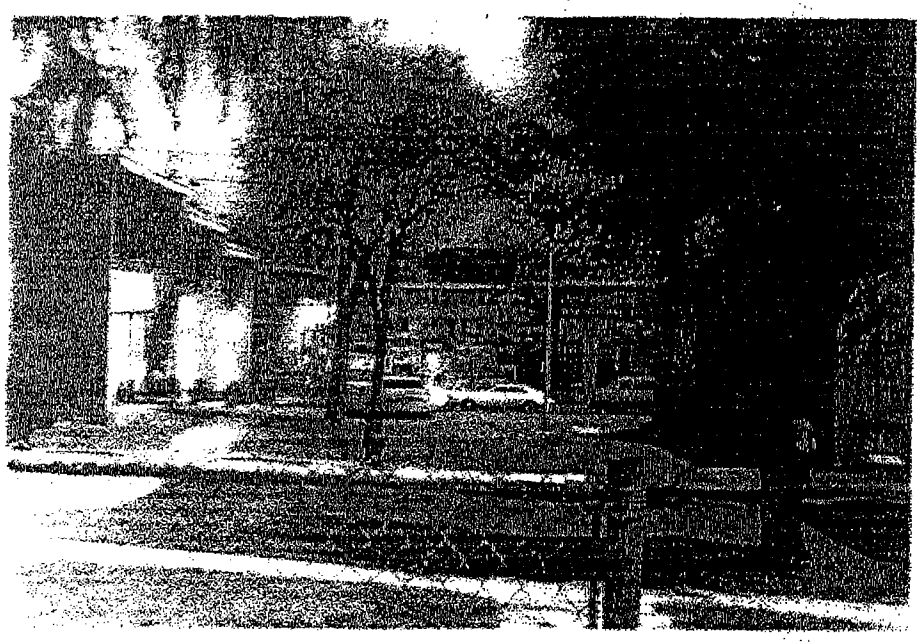
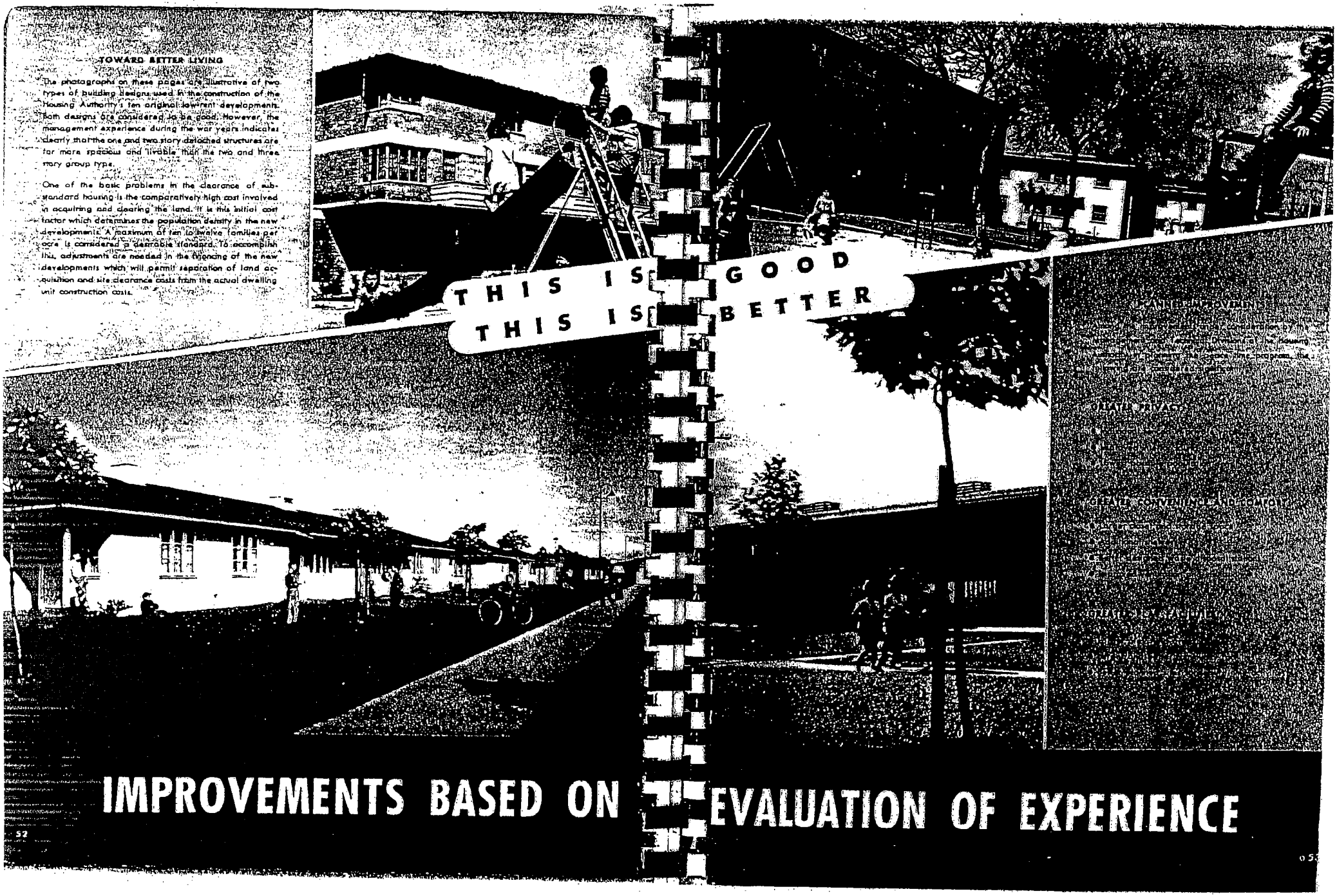


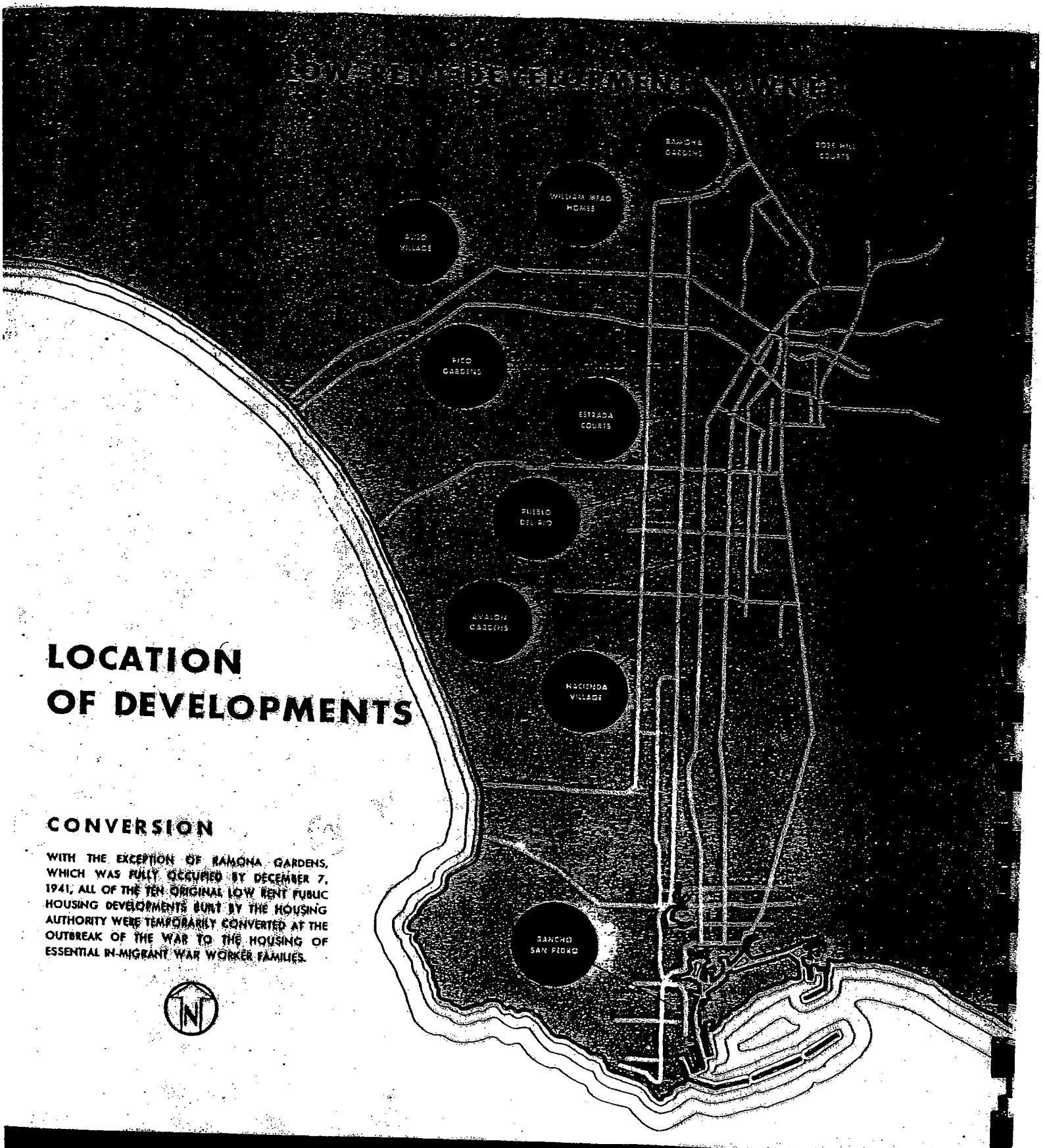
Figure 4

PHOTOGRAPHER:	*Unknown*
LOCATION:	*Estrada Courts*
DATE:	*None listed*
ACCESSION NUMBER:	*A-006-268*
DESCRIPTION:	*"Mother and son stand in front of their Estrada Courts apartment and wave good-bye to father as he leaves for work."*






TOWARD BETTER LIVING
The photographs on these pages are illustrative of two types of building designs used in the construction of the Housing Authority's ten original low-rent developments. Both designs are considered to be good. However, the management experience during the war years indicates clearly that the one and two story detached structures are far more spacious and livable than the two and three story group type.
One of the basic problems in the clearance of sub-standard housing is the comparatively high cost involved in acquiring and clearing the land. It is this initial cost factor which determines the population density in the new developments. A maximum of ten to twelve families per acre is considered a desirable standard. To accomplish this, adjustments are needed in the financing of the new developments which will permit separation of land acquisition and site clearance costs from the actual dwelling unit construction costs.
THIS IS GOOD
THIS IS BETTER
IMPROVEMENTS BASED ON EVALUATION OF EXPERIENCE



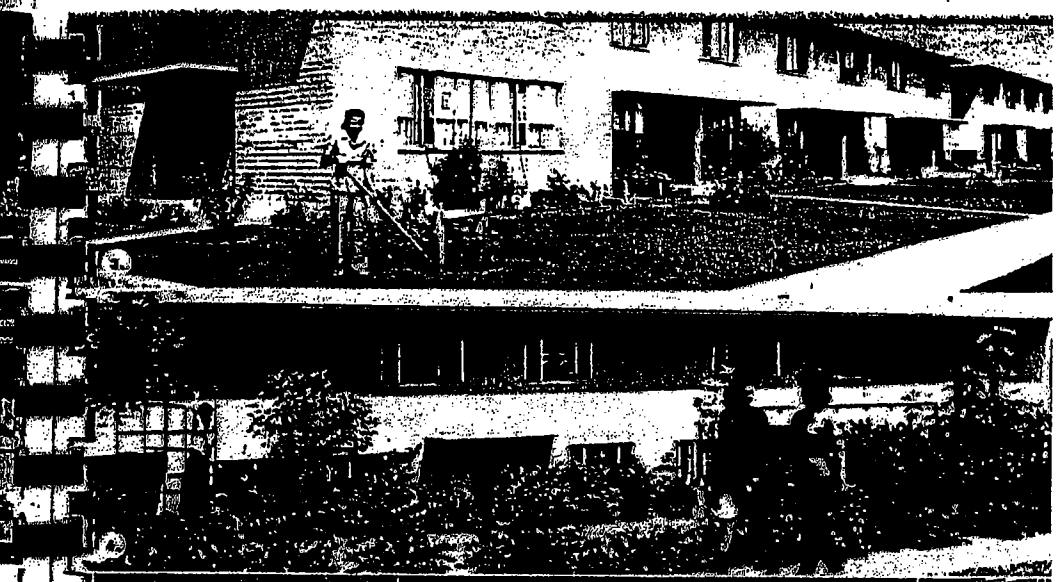
LOCATION OF DEVELOPMENTS

CONVERSION

WITH THE EXCEPTION OF RAMONA GARDENS, WHICH WAS FULLY OCCUPIED BY DECEMBER 7, 1941, ALL OF THE TEN ORIGINAL LOW RENT PUBLIC HOUSING DEVELOPMENTS BUILT BY THE HOUSING AUTHORITY WERE TEMPORARILY CONVERTED AT THE OUTBREAK OF THE WAR TO THE HOUSING OF ESSENTIAL IN-MIGRANT WAR WORKER FAMILIES.

17,186* PEOPLE . . . . . .

* Based on maximum occupancy standards. Does not represent cumulative total from occupancy turnover.



1. **RAMONA GARDENS**
   2830 Lancaster Avenue, Los Angeles 33

2. **PICO GARDENS**
   500 S. Pecan, Los Angeles 33

3. **PUEBLO DEL RIO**
   1601 E. 53rd Street, Los Angeles 11

4. **RANCHO SAN PEDRO**
   275 W. 1st Street, Wilmington

5. **ALISO VILLAGE**
   1401 E. 1st Street, Los Angeles 33

HOUSING DEVELOPMENT STATISTICAL DATA

DEVELOPMENT NO.	NAME OF DEVELOPMENT	TYPE OF DEVELOPMENT	NO. OF DWELLING UNITS	HEIGHT IN STORIES	TOTAL LAND AREA (ACRES)	LAND COVERAGE BY BUILDINGS (%)	POPULATION: NO. OF PERSONS SERVED	DENSITY: DWELLINGS PER ACRE
4-1	RAMONA GARDENS	Low Rent	610	2	32	17.25	3,046	19
4-2	PICO GARDENS	Low Rent	260	2	14	20.00	1,666	11
4-3	PUEBLO DEL RIO	Low Rent	400	2	18	22.36	1,868	22
4-4	RANCHO SAN PEDRO	Low Rent	265	2	15	18.65	1,302	12
4-5	ALISO VILLAGE	Low Rent	802	2&3	42	17.63	3,917	19

TOTAL OF ALL LOW RENT HOUSING DEVELOPMENTS WILL BE FOUND ON BOTTOM OF PAGES 30 AND 31

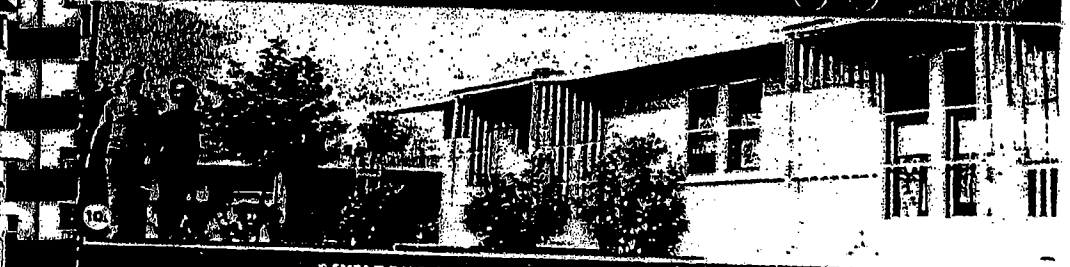
DEVELOPMENT COSTS

DEVELOPMENT NO.	DWELLINGS* TOTAL	DWELLINGS* UNIT	DWELLINGS* PER ROOM	NON-DWELLING FACILITIES (ADMINISTRATION AND COMMUNITY BUILDINGS) TOTAL	NON-DWELLING FACILITIES UNIT	SITE DEVELOPMENT TOTAL	SITE DEVELOPMENT UNIT	LAND TOTAL	LAND UNIT	LAND PER SQ. FT.	CONDITION OF SITE BEFORE ACQUISITION	TAXES COLLECTED ON SITE YEAR BEFORE ACQUISITION	** PAYMENTS IN LIEU OF TAXES
4-1	$1,631,594	$2,675	$809	$31,595	$ 52	$ 174,060	$285	$ 86,179	$ 141	$ .06	Vacant	$ 1,770	$ 13,344
4-2	787,743	3,030	595	17,881	69	114,074	439	335,882	1,289	.55	Occupied	1,770	10,498
4-3	1,392,550	3,481	823	32,133	80	74,161	185	382,454	956	.52	Occupied	936	16,210
4-4	1,081,264	3,794	964	41,929	147	91,318	320	190,779	669	.29	Occupied	742	10,957
5	2,945,609	3,673	887	81,607	102	419,866	524	850,585	1,061	.47	Occupied	3,720	29,525

*FIGURES DO NOT INCLUDE COST OF REFRIGERATORS AND STOVES

**YEAR JANUARY 1, 1944, TO DECEMBER 31, 1944

3,468 DWELLINGS . . . . . WERE BUILT



6. WM. MEAD HOMES
1300 Cardinal Street, Los Angeles 12

8. ROSE HILL COURTS
4466 Florizel, Los Angeles 32

7. ESTRADA COURTS
3232 Estrada Street, Los Angeles 23

9. AVALON GARDENS
701 E. 68th Place, Los Angeles 2

10. HACIENDA VILLAGE
1515 E. 105th Street, Los Angeles 2

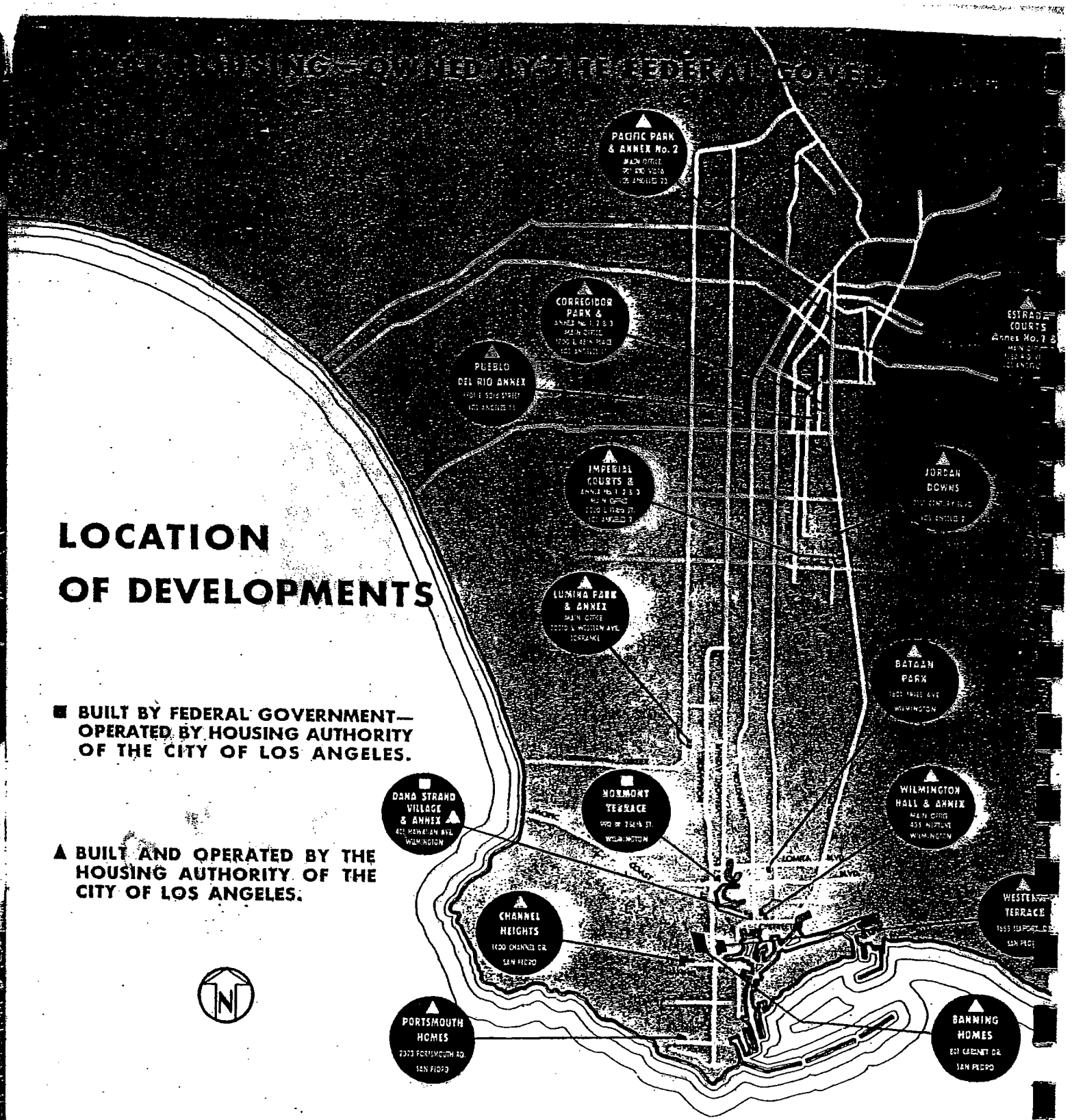
HOUSING DEVELOPMENT STATISTICAL DATA (continued)

DEVELOPMENT NO.	NAME OF DEVELOPMENT	TYPE OF DEVELOPMENT	NO. OF DWELLING UNITS	HEIGHT IN STORIES	TOTAL LAND AREA (ACRES)	LAND COVERAGE BY BUILDINGS (%)	POPULATION: NO. OF PERSONS SERVED	DENSITY: DWELLINGS PER ACRE
4-6	WILLIAM MEAD HOMES	Low Rent	449	2&3	17	21.06	2,165	26
4-7	ESTRADA COURTS	Low Rent	214	1&2	10	20.32	990	21
4-8	ROSE HILLS COURTS	Low Rent	100	1&2	5	19.08	500	20
4-9	AVALON GARDENS	Low Rent	164	1&2	15	15.80	828	11
4-10	HACIENDA VILLAGE	Low Rent	184	1	18	19.18	904	10
	TOTAL LOW RENT HOUSING		3469		184		17,166	
	AVERAGE LOW RENT HOUSING					18.68		19

DEVELOPMENT NO.	DEVELOPMENT COSTS: DWELLINGS* TOTAL	DWELLINGS* UNIT	DWELLINGS* PER ROOM	NON-DWELLING FACILITIES (ADMINISTRATION AND COMMUNITY BUILDINGS) TOTAL	NON-DWELLING FACILITIES UNIT	SITE DEVELOPMENT TOTAL	SITE DEVELOPMENT UNIT	LAND TOTAL	LAND UNIT	LAND PER SQ. FT.	CONDITIONS OF SALE BEFORE ACQUISITION	TAXES COLLECTED ON SITE, YEAR BEFORE ACQUISITION	PAYMENTS IN LIEU OF TAXES**
4-6	$1,511,983	$3,367	$880	$40,086	$ 89	$ 146,686	$327	$ 405,769	$ 904	$ .54	Occupied	$ 2,853	$ 20,263
4-7	603,424	2,820	681	17,305	81	64,523	301	214,941	1,004	.50	Occupied	606	7,021
4-8	300,957	3,009	690	9,525	95	30,256	302	84,783	848	.37	Occupied	162	3,602
4-9	506,997	3,091	702	14,894	91	68,659	541	32,297	197	.05	Vacant	335	5,399
4-10	513,393	2,790	647	12,422	67	84,879	461	55,391	301	.07	Part Occ'p'd	387	5,588
	$1,975,445			$298,377		$1,288,508		$2,638,280				$13,281	$122,405
		$3,251	$759				$372		$761	$ .33			

*FIGURES DO NOT INCLUDE COST OF REFRIGERATORS AND STOVES. **YEAR JANUARY 1, 1948, TO DECEMBER 31, 1948

DECENT...CLEAN.....DURABLE HOMES



LOCATION OF DEVELOPMENTS

■ BUILT BY FEDERAL GOVERNMENT—OPERATED BY HOUSING AUTHORITY OF THE CITY OF LOS ANGELES.

▲ BUILT AND OPERATED BY THE HOUSING AUTHORITY OF THE CITY OF LOS ANGELES.

ALL THIS WAS DONE . . .

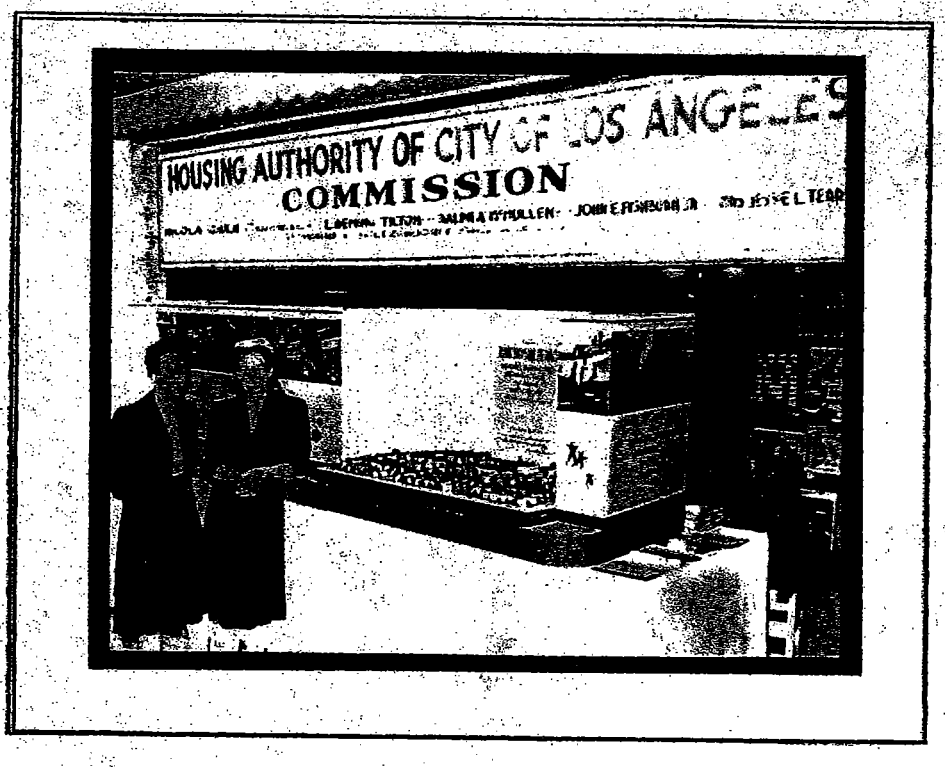


Figure 32

PHOTOGRAPHER: *Photographer Unknown*
LOCATION: *None listed*
DATE: *None listed*
ACCESSION NUMBER: *A-005-376*
DESCRIPTION: *"Two women pose in front of a Housing Authority exhibit."*

{COLLECTION OF THE LOS ANGELES PUBLIC LIBRARY}

NOTE: Frank Wilkinson identified these two women as Catherine Bauer, a nationally-known housing policy expert, and Helen Gahagan Douglas, U.S. Congressional Representative from the downtown Los Angeles area from 1946-1950. The photograph was probably taken in 1942 as the exhibit behind Bauer and Douglas features information about Rancho San Pedro which was built that year. [interview 5-25-99]

APPENDIX E

Neighborhoods Built for Rental Housing

FHA
INSURED MORTGAGE FINANCING

NEIGHBORHOODS BUILT *for* RENTAL HOUSING

EXAMPLES OF RENTAL HOUSING DEVELOPMENTS BUILT AND FINANCED BY PRIVATE ENTERPRISE WITH MORTGAGES INSURED BY FHA

NG 8.
G AD.
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FEDERAL HOUSING ADMINISTRATION, LAND PLANNING BULLETIN NO. 4

NEIGHBORHOODS BUILT for RENTAL HOUSING

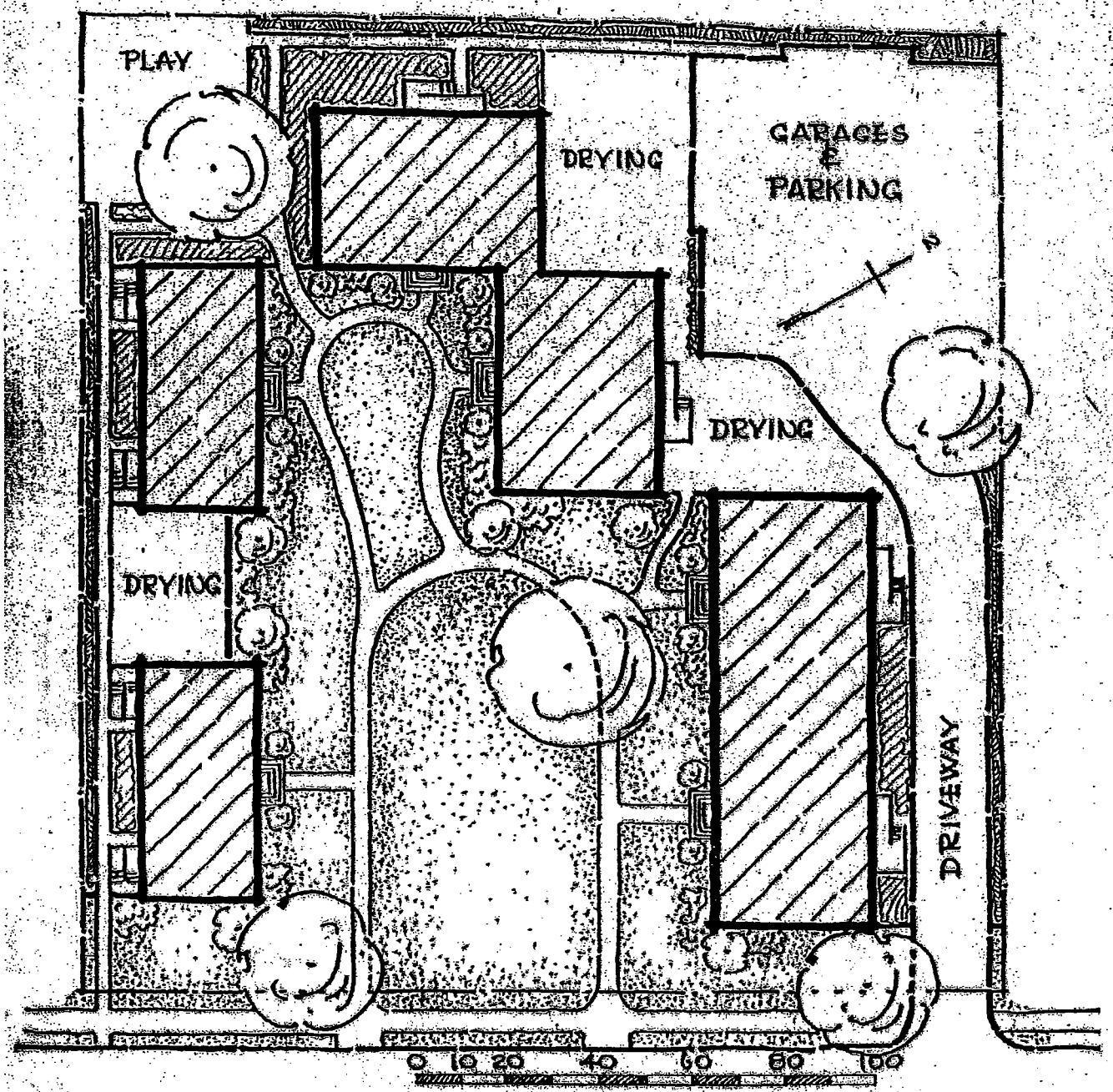
RENTAL housing projects, properly located and well-planned as complete neighborhoods or as integral parts of large neighborhood developments, meet the needs of an important segment of the population and are assets to their communities.

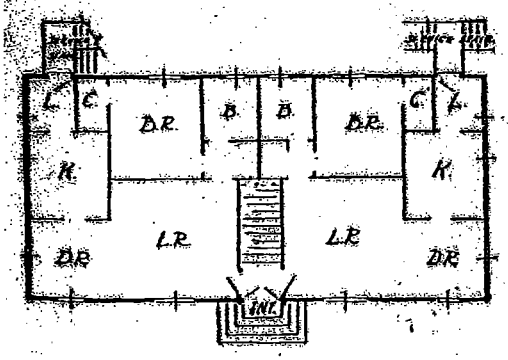
The Federal Housing Administration presents in this bulletin a few examples of the many successful well-planned rental housing developments built and financed by private enterprise with mortgages insured by the Federal Housing Administration under Section 608 of the National Housing Act. They illustrate the successful application of sound land planning principles to definite building programs on specific sites.

Success in any rental housing project depends greatly upon good site selection and good land planning. The land must be planned for use appropriate to the location, for continued tenant appeal, and for easy maintenance. Sponsors of proposed projects should utilize the services of competent planning technicians to prepare plans which will assure maximum economy and success in both construction and operation.

Federal Housing Administration advice on proposed building programs and its land planning consultation service are also available to sponsors of proposed rental housing projects. Detailed information may be obtained from financial institutions and from local FHA offices.

LAND PLANNING BULLETIN NO. 4
FEDERAL HOUSING ADMINISTRATION
WASHINGTON, D. C.
AUGUST 1947



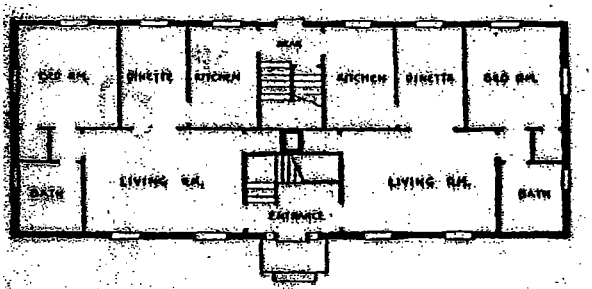


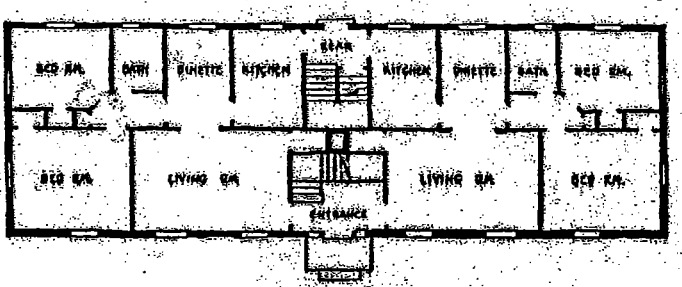
LINCOLN VILLA APARTMENTS

Alameda, California

Living Units	24
One-Bedroom Units	33%
Two-Bedroom Units	67%
Living Units per Gross Acre	21
Living Units per Net Acre	24
Building Coverage on Net Area	23%
Off-Street Parking and Garages to L. U.	67%
On-Street Parking to Living Units	33%

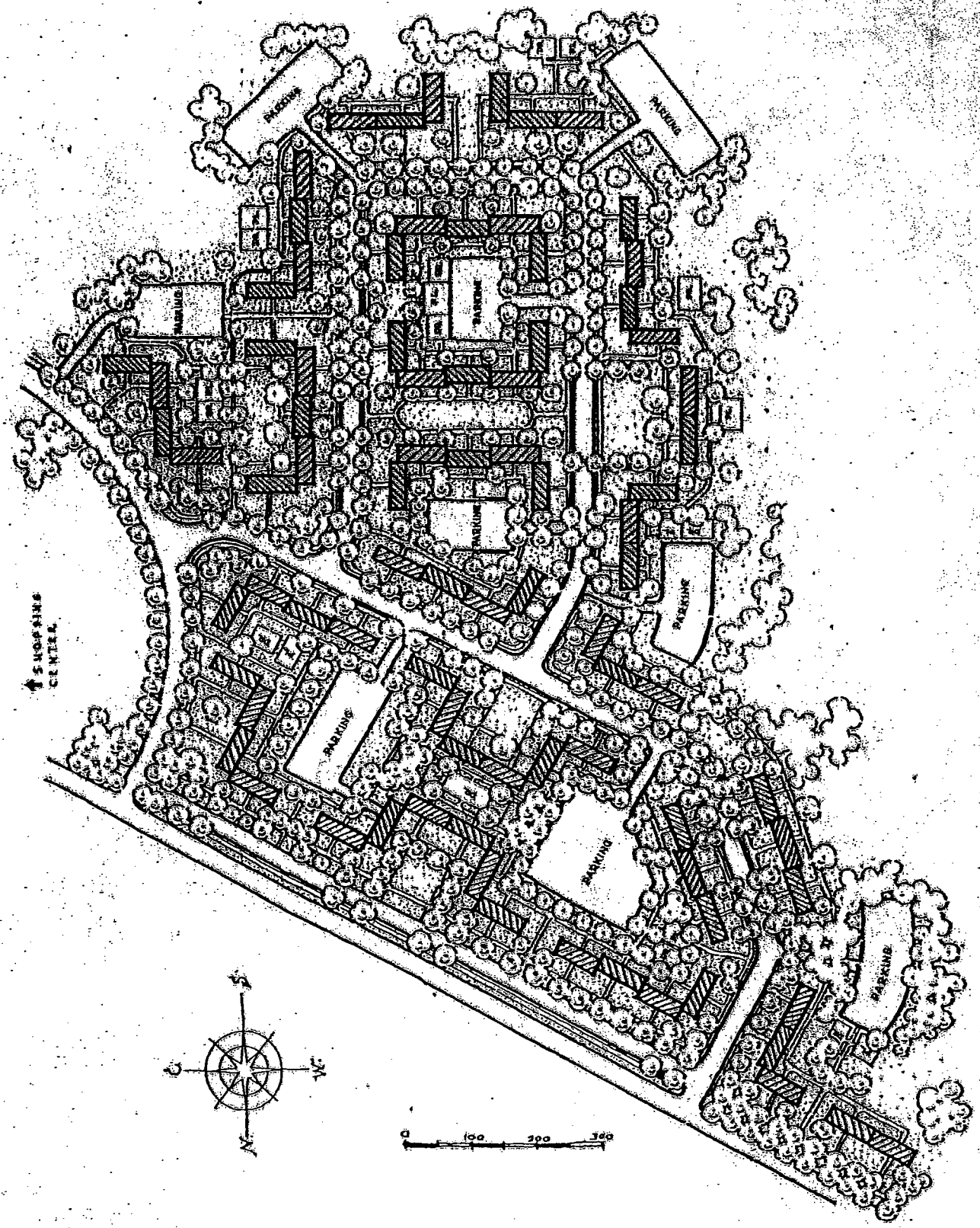
Planning of the site involved the use of three adjoining lots, with zoning requirements of side yards for each lot. The solution, therefore, provided for three groups of apartments which are connected by 6-foot wood fences which screen the rear yards from view from the central court. Children's play yard, laundry drying yards, and space for parking and future garages are located in side and rear yards, leaving the central area as an attractive front court.



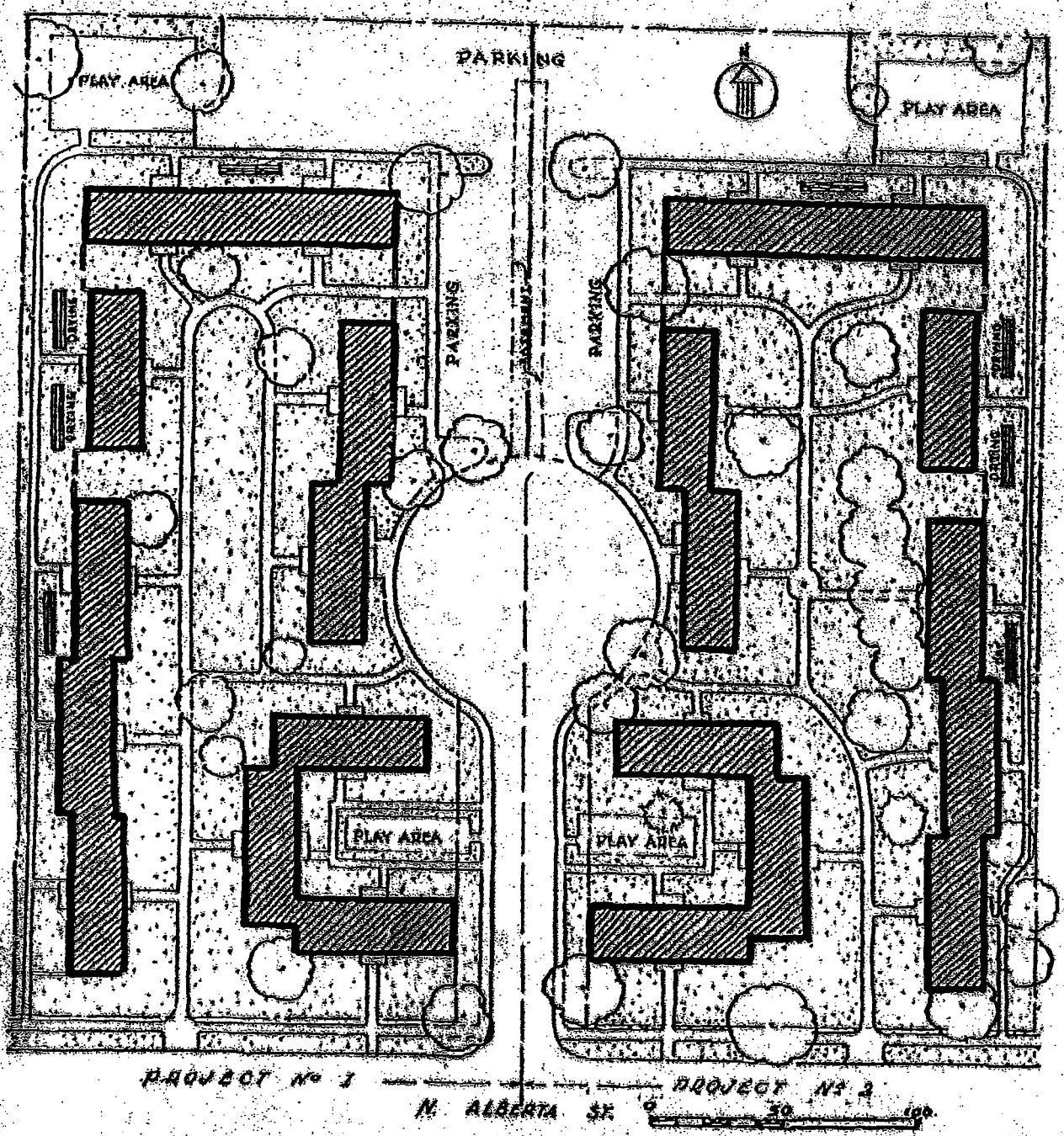


Westgate Manor is a close-in suburban development with 344 apartment units. The site is located on an arterial highway along which a marginal access street provides safe access and parking, and an ample set-back of apartment buildings from the highway. Traffic circulation and access to the attractively grouped buildings in the development is by a simple loop-street system. Parking areas, laundry-drying yards, and playground facilities are located at rear of dwellings. Development plans include the construction of a shopping center.

Living Units	344
One-Bedroom Units	17%
Two-Bedroom Units	83%
Living Units per Gross Acre	13.0
Living Units per Net Acre	15.5
Building Coverage on Net Area	12%
Off-Street Parking and Garages to L. U.	94%
On-Street Parking to Living Units	79%

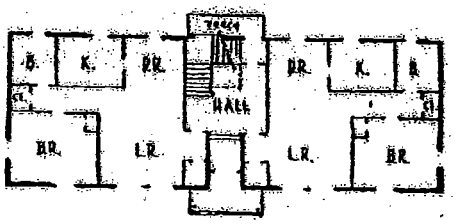


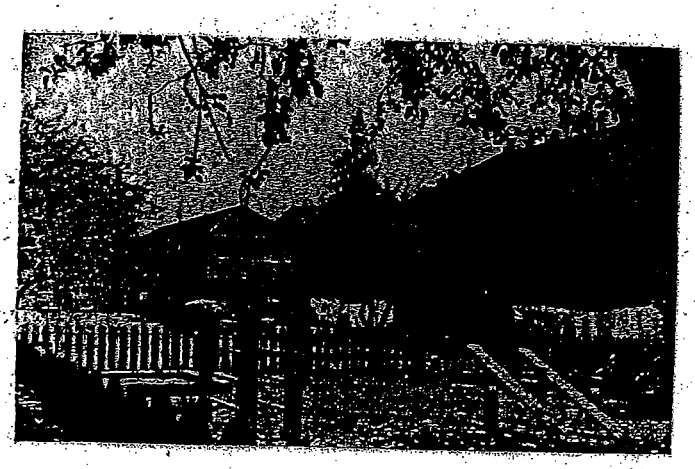
WESTGATE MANOR, Akron, Ohio



KILLINGSWORTH PARK APARTMENTS

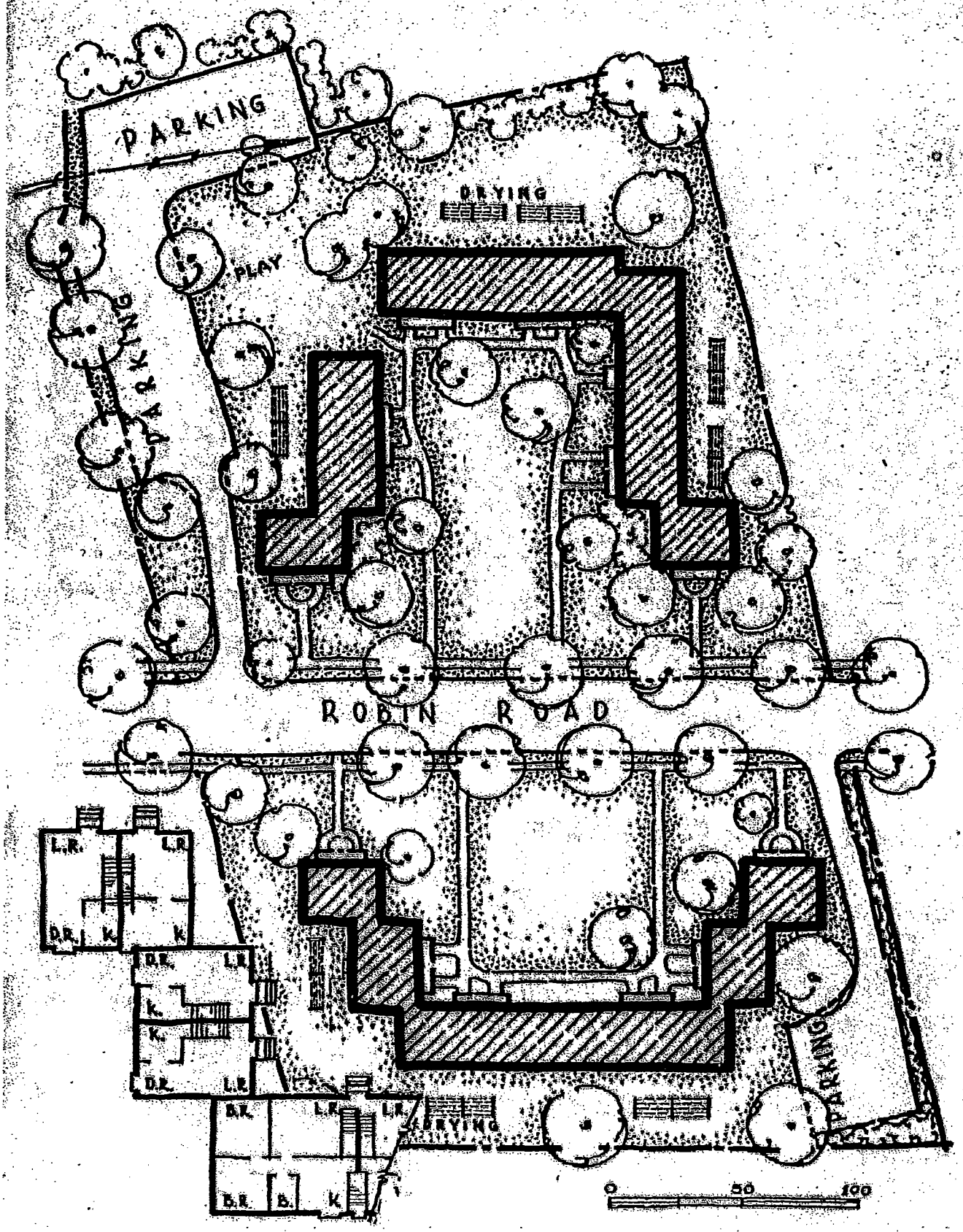
Portland, Oregon





Living Units	88
One-Bedroom Units	75%
Two-Bedroom Units	25%
Living Units per Gross Acre	24.7
Living Units per Net Acre	29.3
Building Coverage on Net Area	22%
Off-Street Parking and Garages to L. U.	50%
On-Street Parking to Living Units	33%

Killingsworth Park Apartments comprises two adjacent rental housing projects of 44 living units each. Each project is planned as an independent real-estate entity. The common central driveway and turn-around are dedicated as a public street; easements in the parking area assure permanent access to the parking spaces of each project. Buildings and land improvements were arranged to preserve many fine large trees which were on the site. Architecture of the exteriors has been varied by combining brick with wood siding and shingles. Enclosed, well-equipped playgrounds are provided for each project.


PARKING
DRYING
PLAY
PARKING
ROBIN ROAD
L.R.
L.R.
D.R.
K.
K.
D.R.
L.R.
K.
K.
D.R.
L.R.
B.R.
L.R.
L.R.
DRYING
B.R.
B.
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PARKING
0
50
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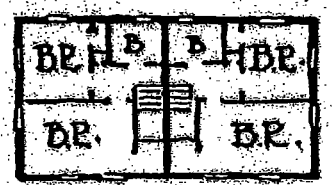
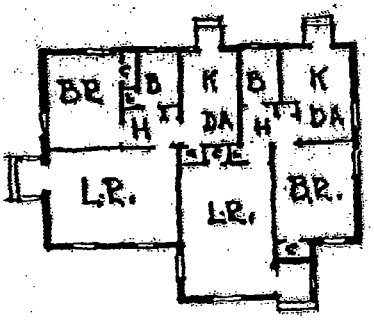
Living Units	36
Two-Bedroom Units	100%
Living Units per Gross Acre	15.6
Living Units per Net Acre	18
Building Coverage on Net Area	17%
Off-Street Parking and Garages to L. U.	78%
On-Street Parking to Living Units	56%

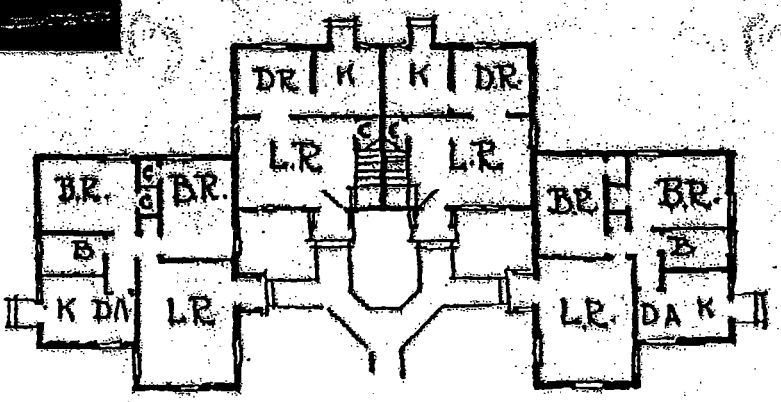
Robin Gardens illustrates a successful use of vacant property located in an already built-up residential area. Located on opposite sides of an existing street, two groups of buildings of unified architecture with open court yards create a dignified and refined rental development. Service deliveries and laundry-drying yards are well provided for. Undesirable views of rear yards of adjoining properties are screened by woven-wood fencing along the property lines.

ROBIN GARDENS, West Hartford, Connecticut



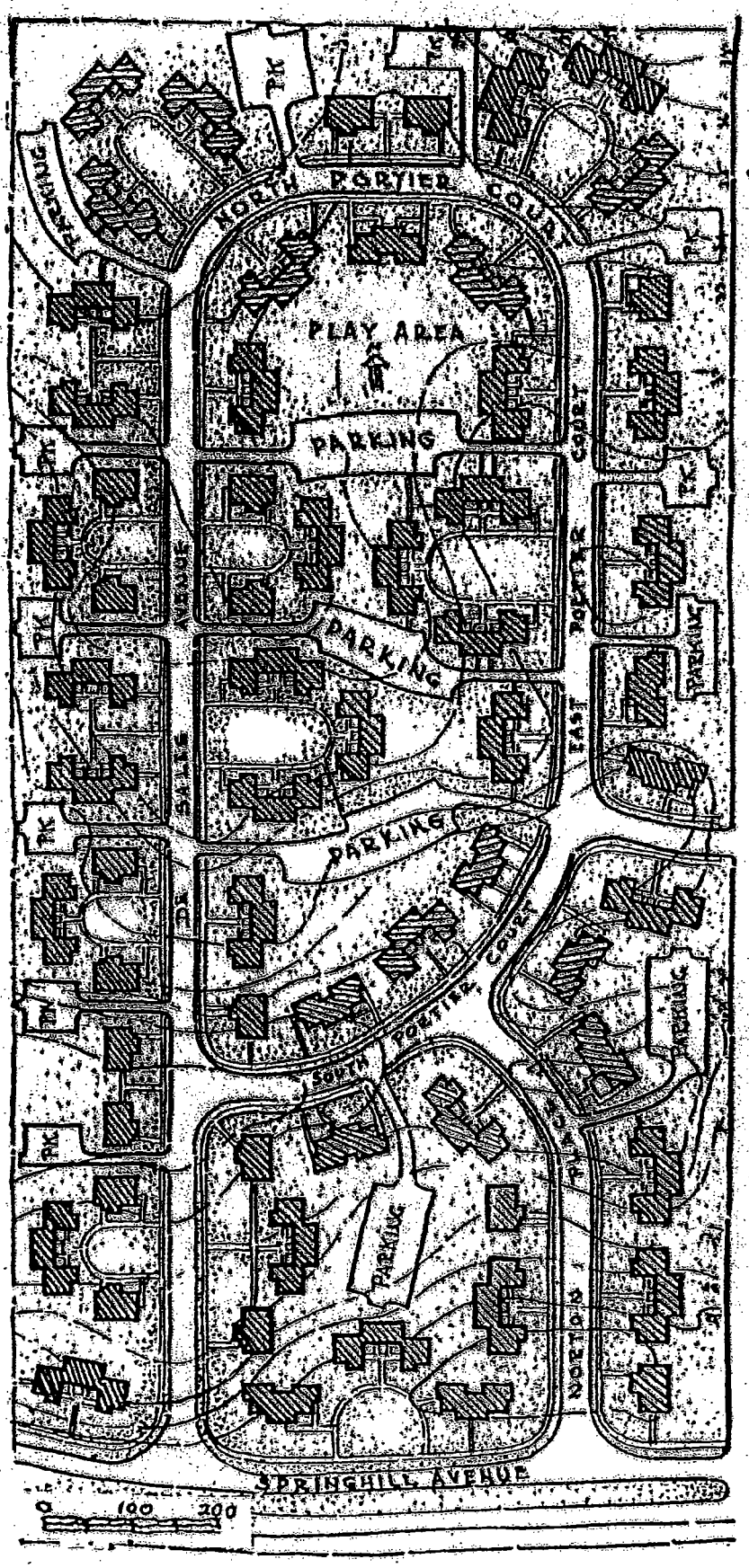
SECOND FLOOR PLAN





FIRST FLOOR PLAN

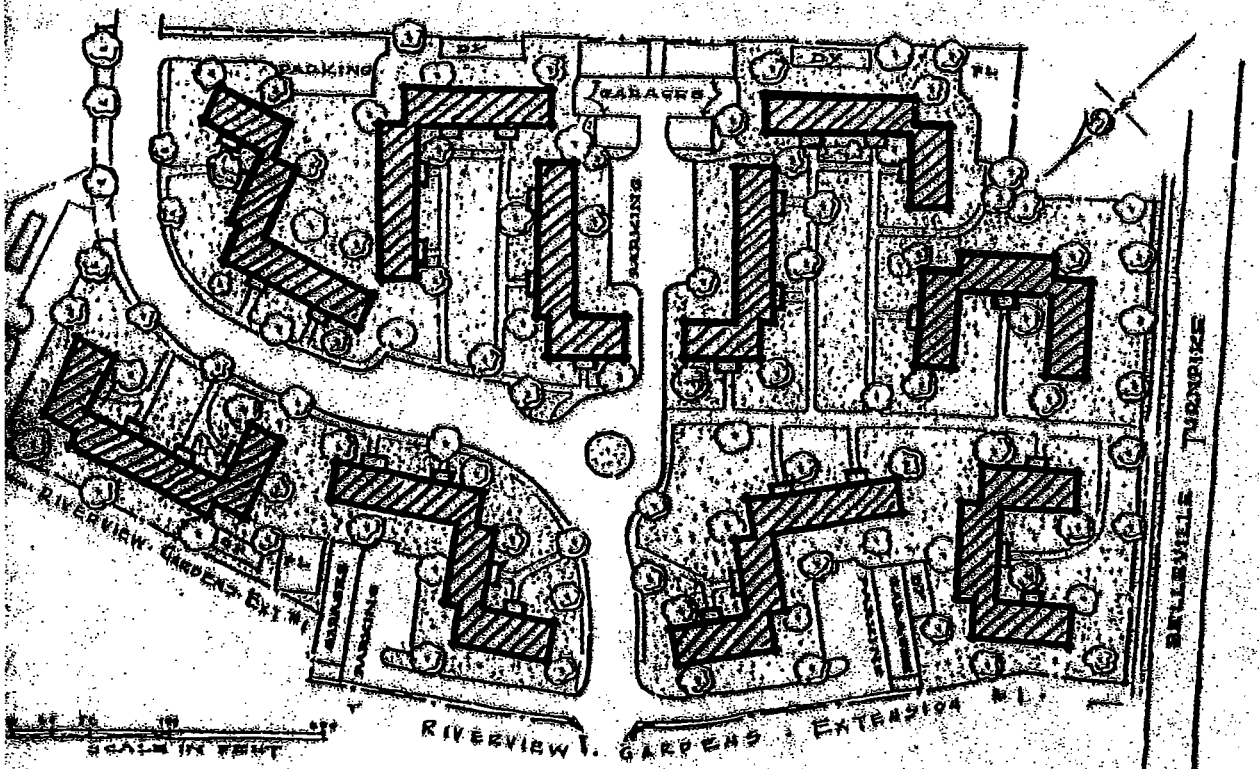
D'IBERVILLE APARTMENTS, Mobile, Alabama

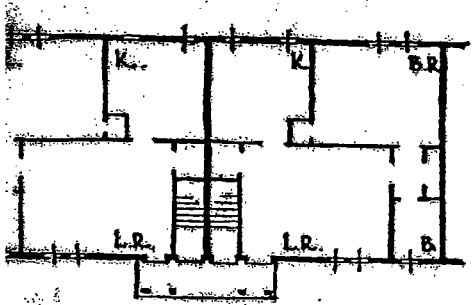


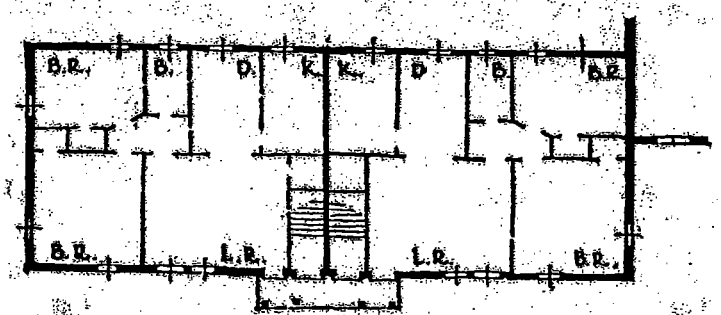
D'IBERVILLE APARTMENTS

A rental housing development of distinct suburban character achieved by generous open spaces and good arrangement of one- and two-story dwellings. Natural beauty and spaciousness of the site are preserved and buildings located to give maximum privacy and outlook. Parking spaces are provided in rear areas, and streets are designed to minimize traffic hazard. Site location is within easy access to a shopping center and schools.

Living Units	214
One-Bedroom Units	31%
Two-Bedroom Units	69%
Living Units per Gross Acre	10
Living Units per Net Acre	12.4
Building Coverage on Net Area	16%
Off-Street Parking and Garages to L. U.	100%
On-Street Parking to Living Units	65%



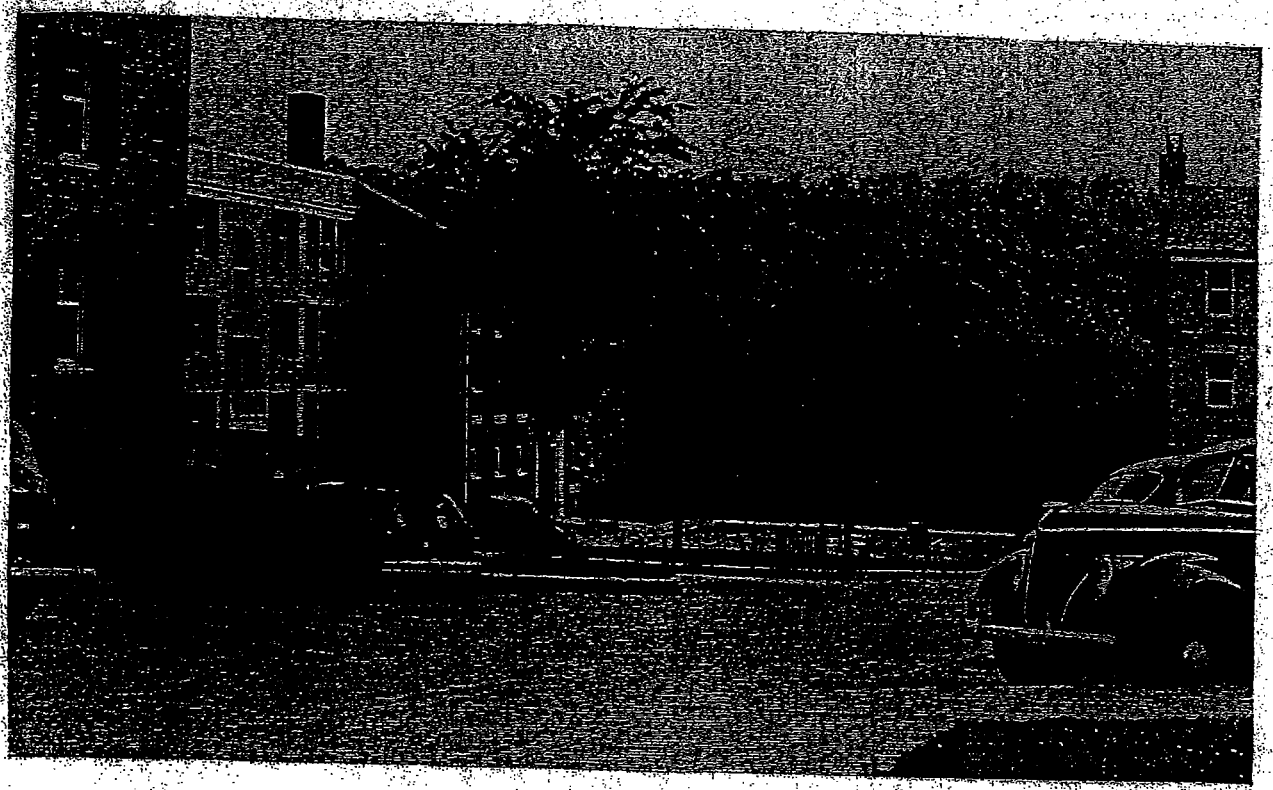




ing Units	140
Bedroom Units	71%
Bedroom Units	29%
ng Units per Gross Acre	19.2
ng Units per Net Acre	21.6
ding Coverage on Net Area	19%
Street Parking and Garages to L. U.	52%
reet Parking to Living Units	36%

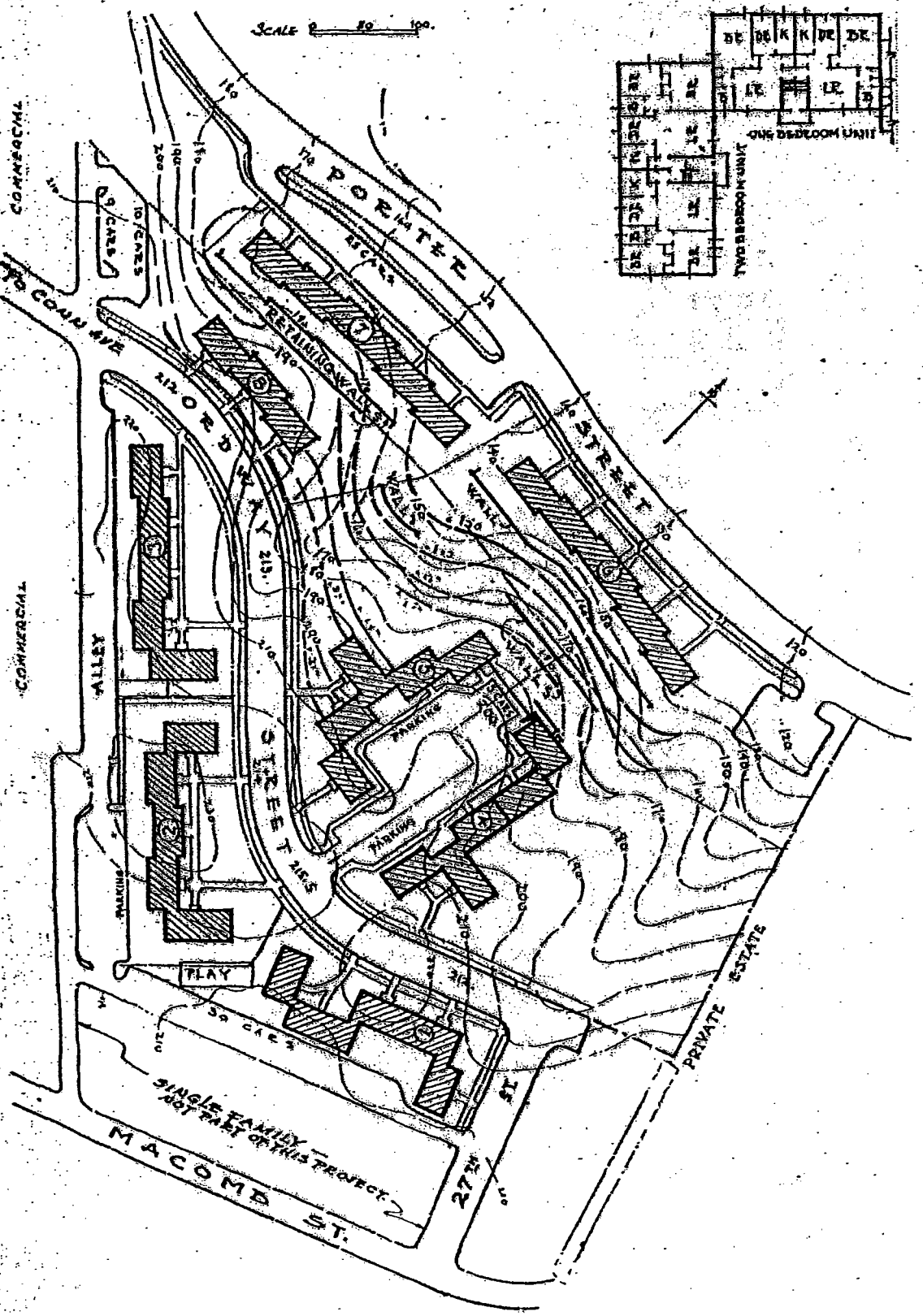
Riverview Gardens is the first section of an ultimate development of approximately 500 living units. Noteworthy features are the broad open courts, distinctive domestic architecture, and a curved access street connecting to adjoining shopping center and transportation. The broad central walk facilitates services and may be used as an emergency access driveway. Parking areas, garage compounds, and play yards are well distributed.

RIVERVIEW GARDENS, North Arlington, New Jersey

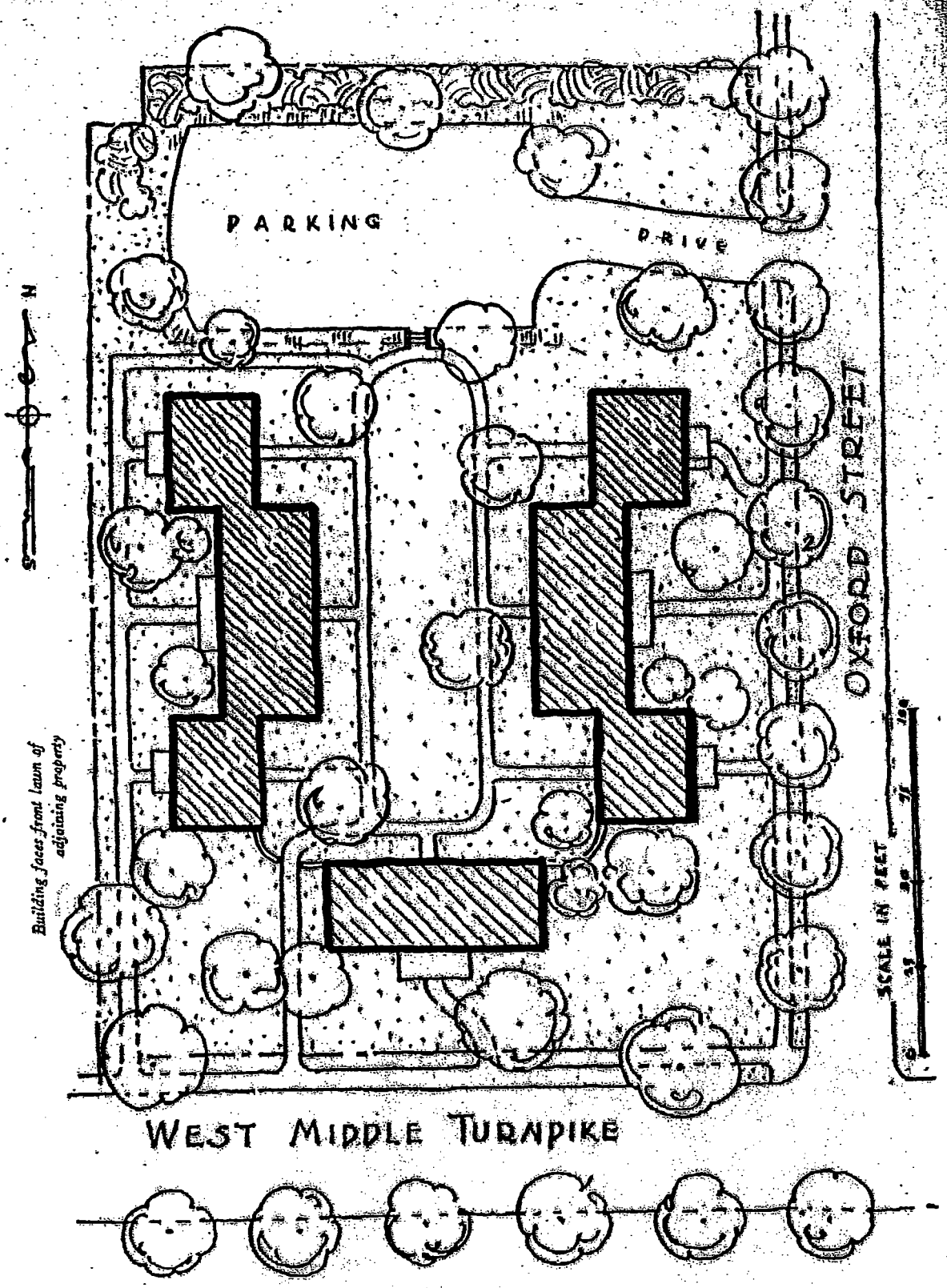


Living Units	228
One-Bedroom Units	74%
Two-Bedroom Units	26%
Living Units per Gross Acre	21
Living Units per Net Acre	25
Building Coverage on Net Area	14%
Off-Street Parking and Garages to L. U.	92%
On-Street Parking to Living Units	43%

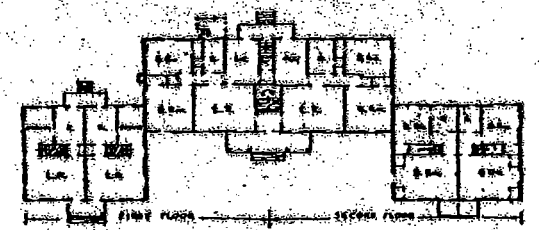
Located immediately behind a large close-in shopping center and near excellent transportation, the rugged site of Ordway Gardens lay unused many years after the surrounding areas were completely built up. Its potentialities remained unrecognized until plans were prepared for remaking the land to provide for an access street. Two high knolls were leveled and a deep valley was filled. Finish grade elevations, retaining walls, and the locations and floor elevations of the buildings were carefully planned to create an attractive rental development at reasonable costs on difficult terrain, relatively high development costs being justified by the excellence of the location. The buildings on the upper level were financed as six individual projects.



ORDWAY GARDENS, Washington, D. C.

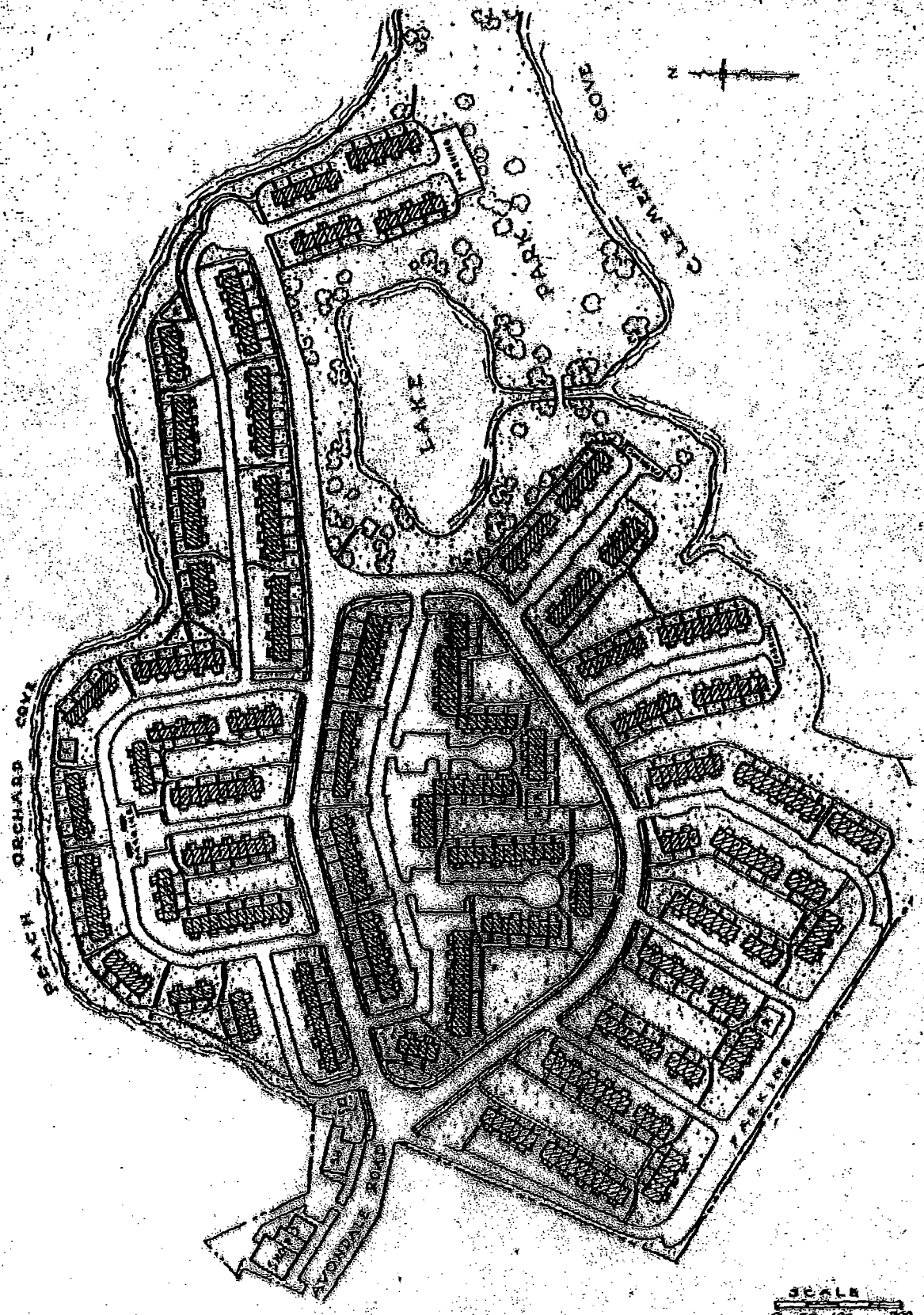


TURNPIKE GARDENS, Manchester, Connecticut

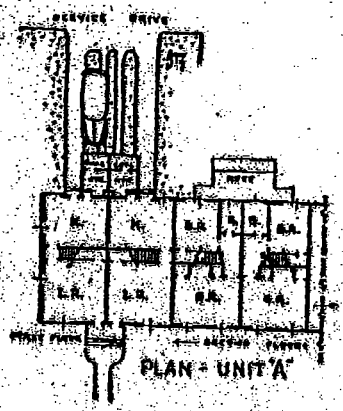


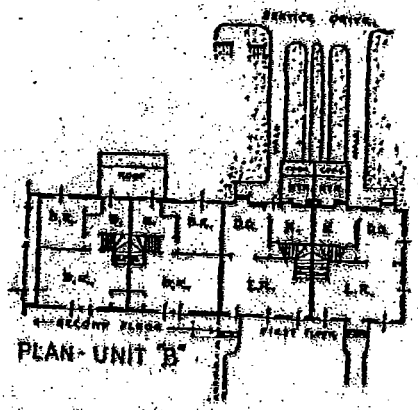
Living Units	20
Two-Bedroom Units	100%
Living Units per Gross Acre	13.9
Living Units per Net Acre	16.6
Building Coverage on Net Area	15.6%
Off-Street Parking and Garages to L. U.	100%
On-Street Parking to Living Units	100%

This well-designed rental housing project of three buildings utilizes a small site in an established residential neighborhood. The courtyard in the rear of the buildings provides laundry-drying facilities near the rear doors, convenient access from the parking space for deliveries, and serves as a minor recreation area.



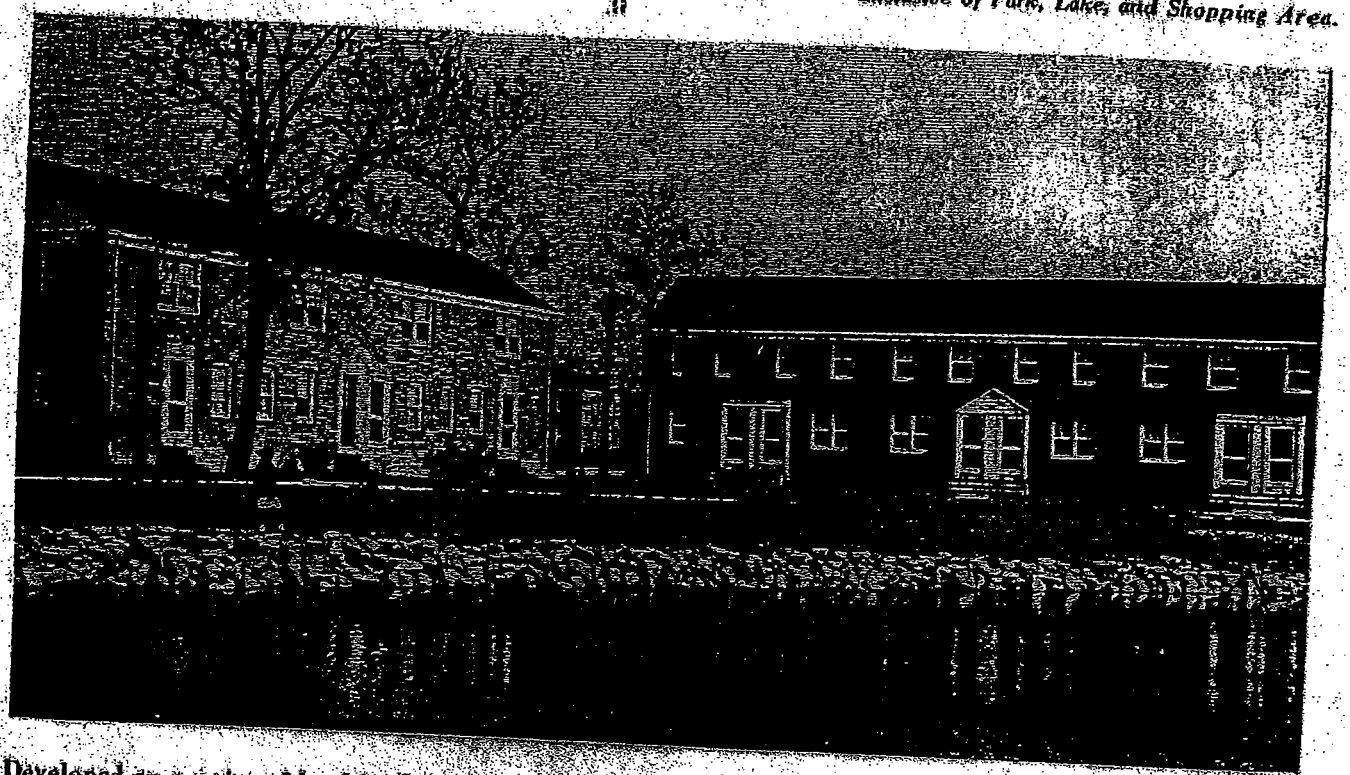
DAY VILLAGE, Baltimore County, Maryland





Living Units	500
Two-Bedroom Units	80%
Three-Bedroom Units	20%
Living Units per Gross Acre	13.2
Living Units per Net Acre*	19.2
Building Coverage on Net Area	14.3%
Off-Street Parking and Garages to L. U.	100%
On-Street Parking to Living Units	34%

** Exclusive of Park, Lake, and Shopping Area.*



Developed on a point of land in Baltimore harbor, Day Village is a self-contained neighborhood of 500 one-family row dwellings. Most dwellings face a harbor view or a garden court. A primary loop street and cul-de-sac together with a system of secondary service driveways provide access to front courts and to private rear yards respectively. The attractive park area and lake with tidegates were created from a former cattail swamp. Storm-water drainage for most of the site is handled by an engineered surface system of paved drainage channels.

The rear yard of each living unit at Day Village provides for individual parking, laundry drying, deliveries, and other services, including delivery of coal for the individual heating system. A high degree of tenant appeal and a minimum of management and operational expense are achieved through independent operation of each living unit, arrangement of buildings and land improvements, and through a shopping center located at the neighborhood entrance.

DAY VILLAGE
Baltimore County, Maryland

LAND PLANNING EXHIBITS

Plans and photographs of projects illustrated in this bulletin are also available in the form of exhibit panels. Organizations in the planning, building, and financing fields, educational institutions, and other groups concerned with land planning and neighborhood development may arrange for loan of these panels for public exhibition through any Federal Housing Administration local office.

OTHER FHA RENTAL HOUSING PUBLICATIONS

Minimum Property Requirements for Properties of Three or More Living Units.

Supplement to Minimum Property Requirements for Properties of Three or More Living Units Applicable to Structures Exceeding Three Stories in Height. FHA Mimeo. 72660.

Site Improvement Data for Properties of Three or More Living Units. FHA Mimeo. 27912.

Planning Rental Housing Projects. FHA Form 2460.

Neighborhood Standards. FHA Land Planning Bulletin No. 3, published for each State or portion of a State.

APPENDIX F

Biographical Information about Joseph Chase

Bio information obtained from VALLEY COLLEGE HISTORICAL MUSEUM
Mr. Austin Conover – Caretaker of the Museum

BOOK: The History of the San Fernando Valley
AUTHOR: Frank M. Keffer, copyright 1934

Written in 1934 (before the birth of Rosalie Marie Chase)

JOSEPH NEWTON CHASE

"Joseph Newton Chase, son of James Warren and Rachel (Hampson) Chase, was born in Meadville, Pennsylvania on August 24, 1894. He was brought to California by his parents when a young man, and received his preliminary education in Riverside, California. He subsequently attended the University of California and graduated there in Agriculture in 1915. Since the death of his father, Joe Chase, as he is familiarly known, has had charge of the family property on Riverside Drive, which included the dairy known as *"Guernsey Gold Seal Farm."* About 120 head of milch cows are owned by the dairy, and a modern bottling and pasteurizing plant is operated. The milk business is largely wholesale and the principle business is done in Hollywood. Mr. Chase was married to Josephine Porter, as native of Michigan, and they have 3 children: Rachel, Jean and James V."

Note: daughter Rachel must have died before 1980 because she is not mentioned in Joe's obituary - 1/1/1980. Joe died at the age of 85.

Thursday, January 3, 1980

Joseph Chase, civic leader, dies; services Friday

Joseph N. Chase, a Valley businessman who helped organize a Sherman Oaks savings and loan, died New Year's day. He was 85.

A 1972 winner of the Fernando Award and two-term president of the Sherman Oaks Chamber of Commerce, Chase came to the Valley in 1915.

Chase began as a dairyman, later switching to a business career.

He was an organizer of the Sherman Oaks Savings and Loan, later renamed Fidelity Federal Savings and Loan. He also was the developer of a Sherman Oaks apartment complex and shopping center.

Chase's numerous civic projects included the Valley Business and Industry Committee, which attracted businesses to the Valley. He also was instrumental in the development of the Van Nuys-Sherman Oaks Recreation Center and Valley Presbyterian Hospital.

Services will be at Praiswater Funeral Home in Van Nuys Friday at 2 p.m., with interment at Oakwood Cemetery in Chatsworth.

He is survived by his wife, Josephine; a son, James; and daughters, Jean Splan and Rosalie Chase. Survivors also include nine grandchildren and 14 great grandchildren.

CHASE, Joseph Newton, of Encino, passed away Jan. 1, 1980. Survived by his wife Josephine, son James Randall, daughters Rosalie Marie and Jean Elizabeth Splan, brothers Chauncy and Warren, 9 grandchildren and 14 great grandchildren. Donations may be made to the Valley Presbyterian Hospital or The Heart Fund. Mr. Chase was a Fernando Award winner of 1972. Services will be Friday, Jan. 4, 2 p.m. at Praiswater Chapel, Van Nuys. Interment and private services, Oakwood Memorial Park.

San Fernando Valley Magazine Section

What you should know about Sherman Oaks

ER L. FRITZ, Chairman of the
and President of North
ywood Federal Savings.
ce this is our first expansion
North Hollywood, we were
selective as to the location. We
e Sherman Oaks because of its
ntial. As the financial center of
Valley, the economic climate is
llent with a projected fantastic
lopment for the future."

(RON) WAGENBACH,
president Shipstad
lopment Corporation.
rman Oaks offers a unique
ness opportunity due to its
inity to the financial areas of
Los Angeles and West Los
les. But the city also has the
ntage of the increasing San
ando Valley labor pool. In
ition, Ventura Boulevard is rap-
becoming an important busi-
factor in the hotel business
ate."

WARD TEYBER, general
nager, Bullock's Sherman
Fashion Square.
exceptional suburban com-
nity reflecting years of intelli-
planning that so often does
occur in mushrooming residen-
areas. Availability of excellent
ools, churches, beautiful parks
outstanding shopping facilities
helped to create an enjoyable
extremely popular community.
residents seem to be endowed
an abundance of community
it which is directly responsible
the outstanding success of the
y philanthropies of Sherman
ks."

ERT D. SELLECK,
vice president,
lwell Banker and Company
he impressive new buildings
ng the main thoroughfares are
ible examples of the remark-
growth of Sherman Oaks into
of the outstanding financial
ters in the Los Angeles area, and
is encouraging to note that the
ure of Sherman Oaks looks ex-
mely bright.
"For example, the northeast
ner of Ventura and Van Nuys
Boulevard now stands ready to receive a major, financially oriented development. Similarly, the northwest corner of Ventura and Sepulveda Boulevard seems to be set for a complex consisting of banking, hotel and department store facilities.

"The housing market has also experienced a highly favorable trend because of the dynamic growth of Sherman Oaks. The demand for homes in Sherman Oaks is so great that prices are at record highs. This, in turn, has the vacancy factor of all apartments in Sherman Oaks at less than 3 percent, which compares favorably with any other area in Southern California."

LeVONE A. YARDUM, attorney,
president San Fernando Valley
Bar Association
"I have had my law office in Sherman Oaks since January 2, 1963, after having spent my first eight years of practice in Beverly Hills. Beverly Hills was nice, but Sherman Oaks is fantastic! It's a warm, friendly community which has been very good to me. A great blend of single family residences, multiple residential units and commercial development. I don't know why anyone would want to leave unless business called him elsewhere."

PAUL WILSON,
Treasurer, Sunkist Growers.
"Dynamic growth has made Sherman Oaks a most desireable place for business endeavors. Sunkist, representing its fourth year as a Valley 'resident' represents 8500 growers in its multimillion dollar operation. We're dynamic and growing, too, and we look with confidence toward our future in this community."

JAMES LOMBARDO, retired
Bank of America vice president.
"There's no better indicator of the leading position held by Sherman Oaks than the fact that many major companies have joined the financial community right here where, we're close to freeways, close to such cities as Beverly Hills and close.

national and international corporations who have relocated here. This growth, in my view, is largely due to the optimum living conditions offered by the Valley. Here indeed

Sherman Oaks Octogenarian Pioneer

1972 Fernando Award Winner Joe Chase pictured in front of his portrait by famous artist Francis O'Farrell.

In 1909, Joe Chase moved to what later became the city of Sherman Oaks. And he has been here ever since.

"I've traveled all around the world and I've found nothing better. Further, I thought enough of this community to both raise my family and start my business here," says Chase when asked about Sherman Oaks.

The Chase family lived and farmed at their property on the corner of Riverside Dr. and Fulton Ave. until the land was sold for development.

A former dairy owner, at that location, the 80-year old Valleyite is also credited with opening the first savings and loan company on Ventura Blvd., and as president of the Chamber from 1957-1958 his tenure was credited with titling Sherman Oaks as the "Financial Center of the Valley."

Married to Josephine for nearly 54 years, he is father of four children, grandfather and great-grandfather. In 1972, he received the highest award the Valley can bestow upon its activists . . . the coveted Fernando Award.

Despite the adulation his community has showered him with, Joe Chase is a quiet, soft-spoken individual with a meaningful philosophy.

"To make a community grow, you have to become involved in it and be concerned about your neighbor."

Which is why he stands as tall as a skyscraper; an integral part of the skyline of Sherman Oaks. Δ

Bio information obtained from VALLEY COLLEGE HISTORICAL MUSEUM
Mr. Austin Conover – Caretaker of the Museum

BOOK: The History of the San Fernando Valley
AUTHOR: Frank M. Keffer, copyright 1934

Written in 1934 (before the birth of Rosalie Marie Chase)

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Our Fernando Award Winners

Joseph Chase
1972

Richard Norlander
1961

Every man has his dream, but it is the realized goal of men of vision that creates a community as prosperous and prestigious as Sherman Oaks.

Our community's growth has been expedited by countless men of vision. Among these, three have garnered the Valley's coveted "Oscar" for dedicated civic and community achievement — the Fernando Award.

Established in 1959 by all of the Chambers of Commerce in the Valley, the award, a bronze statuette depicting one of the Valley's earliest settlers, a young Indian lad, is annually presented to a citizen selected by his peers.

Sherman Oaks has had three of its distinguished business and civic leaders thus honored since that time, all past Chamber presidents and all dedicated to one premise, a "better Sherman Oaks" and a "better San Fernando Valley."

The late Martin Pollard, businessman, community developer and philanthropist, was the first "Fernando Award" recipient.

Two years later, Rickard Norlander, banking executive and volunteer in civic, community and charitable causes, won this coveted honor.

In 1972, Joseph Chase, pioneer dairy farmer and business and real estate developer, was the proud recipient of the treasured statuette.

A life-size replica of the Indian lad is sculpted in bronze and stands in the mall of the Valley's Administrative Center. Each Fernando Award winner's name is engraved on the granite tablet at the base of this statue, where it will remain for posterity.

CAL STATE FULLERTON

South Central Coastal Information Center
California Historical Resources Information System
Department of Anthropology
(714) 278-5395 / Fax (714) 278-5542
E-mail: sccic@fullerton.edu

STACY ST. JAMES
Assistant Coordinator

CALIFORNIA STATE UNIVERSITY, FULLERTON
P.O. Box 6846, Fullerton, CA 92834-6846

D = Special District
S = State
U = Unknown

National Register Status
See Prev PP

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County. Page 130 09-04-96

STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP.#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS CRIT
327 5TH AVE		LOS ANGELES	P	1923	B				023565	HIST.SURV.	0053-1019-0000		5S
345 5TH AVE		LOS ANGELES	P	1906	B				023566	HIST.SURV.	0053-1020-0000		6
709 5TH AVE		LOS ANGELES	P	1916	B				023567	HIST.SURV.	0053-1021-0000		5S
715 5TH AVE	JOHN H JOHNSON	LOS ANGELES	P	1905	B				023568	HIST.SURV.	0053-1022-0000		6

"C": Type of property
D = District
B = Building
C = Site
S = Structure
O = Object

"#PR": # of properties contributing to this resource

"OTHREG": codes of legal designations other than National Register of Historic Preservation
H: HABS/HAERS Record
N: NATional Historic Landmark
S: State Historic Landmark
C: CA Pt. of Hist. Interest
P: State or Local Park
L: Locally designated
O: Other type of Registration

CODE	DESCRIPTION.	#OCC.
4M3	May become elig.forNR as contrib.ifrestored & context is expanded.	
4M4	May become elig.NR as contrib.if rstrd&approp.prop.type is defnd.	
4M5	May become elig.NR as contrib.if rstrd & prop.types are clarified.	
4M6	May become elig.NRas contrib.if rstrd&Dist.eval.in diff.context.	
4M7	May become elig.NR as contrib.if rstrd & integ.of Dist. is rstrd.	3
4M8	May become elig.NR as contrib.if rstrd & oth like Dist.are lost.	
4R	May become a contributor to a listed/elig./appears.elig.dist.	181
4S	May become elig.for NR as a separate property.	6266
4S1	May become elig.for NR as separate when it becomes old enough.	80
4S2	May become elig.for NR as separate with more research.	132
4S3	May become elig.for NR as separate if context info. is expanded.	45
4S4	May become elig.for NR as sep. if more approp.prop.type is def.	
4S5	May become elig.for NR as sep. when regis.requirements clarified.	6
4S6	May become elig.for NR as separate when eval. in another context.	1
4S7	May become elig.for NR as sep. when its integrity is restored.	81
4S8	May become elig.for NR as sep. when other like prop. are lost.	11
4X	May become elig.forNRas contrib.toDistrict that has not been doc.	307
5	Ineligible for the NRegister but still of local interest.	62
5B	Elig.for LocList only - Both as separate property and as contrib.	669
5B1	Eligible for Local Listing only - Both 5S1 and 5D1.	3
5B2	Eligible for Local Listing only - Both 5S2 and 5D2.	
5B3	Not Elig.LocList but for spec.consid. LocPlan - Both 5S3 and 5D3.	
5B4	Elig.for LocList only - Both 5S1 and 5D2.	8
5B5	Elig.for LocList only - Both 5S1 and 5D3.	
5B6	Elig.for LocList only - Both 5S2 and 5D1.	
5B7	Elig.for LocList only - Both 5S2 and 5D2.	
5B8	Elig.for LocList only - Both 5S3 and 5D1.	
5B9	Elig.for LocList only - Both 5S3 and 5D2.	
5D	Eligible for Local Listing as contributor only.	10176
5D1	Elig.LocList only - contrib.to Dist.list or elig.under LocOrd.	303
5D2	Elig.LocList only - contrib.to Dist.etc. elig.under poss. LocOrd.	1
5D3	Not Elig.LocList - contrib.to Dist.etc; elig.spec.consid.LocPlan.	156
5N	Not Elig for anything but Needs special consid.for other reasons.	333
5S	Eligible for Local Listing only.	13084
5S1	Elig.for LocList only - listed or elig.sep.under exist LocOrd.	269
5S2	Elig.LocList only - likely to become elig.sep.under poss.LocOrd.	7
5S3	Not Elig.LocList - is elig. for spec.consid. in Local Planning.	323
5X	*Unknown*	1
6	Det.inelig.for National Register listing.	5354
6U	Determined inelig.for NR by MOA Participant without review by SHPO	
6W	Removed from Nat.Reg. by Keeper.	18
6W1	Removed from Nat.Reg. by Keeper - Listed Property destroyed.	26
6W2	Removed from NR by Keeper - Property still extant - not re-evaluated.	1
6W3	Dist. Rmvd from NR by Kpr - Prop. extant - Appears individually elig.	25
6X	Determined inelig.for NR by Keeper.	25
6X1	Det.inelig.for NR by Keeper with no potential for any listing.	504
6X2	Det.inelig.NR by Keeper, no potential for NR, n/eval for LocList.	84

Appendix 2. National Register Status Codes (continued)
October 1997

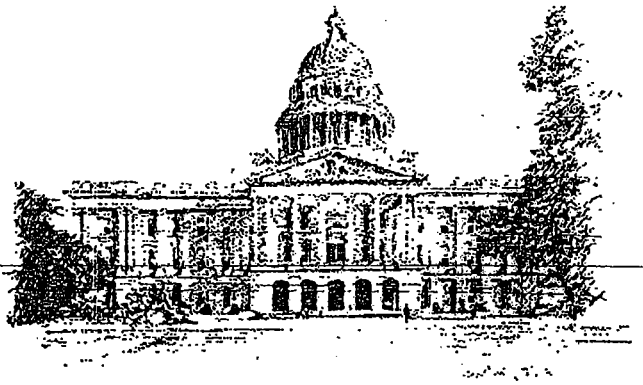
CODE	DESCRIPTION.	#OCC.
6X3	Det.inelig.NR by Kpr, n/eval potential NR, n/eval LocList.	1202
6Y	Det.inelig.for NR by consensus.	2944
6Y1	Det.inelig.for NR by consensus with no potential for any listing.	2499
6Y2	Det.inelig.NR by consensus, no potential NR, n/eval for LocList.	12387
6Y3	Det.inelig.NR by consen., n/eval potential NR, n/eval LocList.	221
6Y4	Det.inelig.NR/consensus, app.elig Loc.List or may become elig. for NR	76
6Z	Found inelig.for NR.	419
6Z1	Found inelig.for NR with no potential for any listing.	482
6Z2	Found inelig.for NR, no potential for NR, n/eval for LocList.	77
6Z3	Found.inelig. NR, n/eval for potential for NR, n/eval for LocLst.	341
7	Not evaluated.	5269
7J	Received by OHP for evaluation or action but not yet evaluated.	2541
7K	Resubmitted to OHP for action but not reevaluated.	847
7L	Evaluated for a Register other than the National Register.	2227
7M	Submitted to OHP for eval. but not evaluated - referred to NPS.	1154
7R	Submitted as Part of a Reconnaissance Level Survey: NOT EVALUATED!	3228
None	*Property without evaluation status (Mistakes)*	305

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
021180	19-167230	RINALDI ST	SAN FERNANDO MISSION DAM	LOS ANGELES	C	1808	HIST.SURV.	0053-0284-0000		4S	
021179	19-167229	15751 RINALDI ST	LOPEZ STATION SITE	LOS ANGELES	M	1860	HIST.SURV.	0053-0283-0000		7	
098161	19-175538	15751 RINALDI ST	VAN NORMAN COMPLEX-UPPER SAN FERNA	LOS ANGELES	M		HIST.RES.	DOE-19-94-0638-0000	09/30/94	5S1	
							PROJ.REVW.	HRG940202Z	09/30/94	5S1	
098160	19-175537	15751 RINALDI ST	VAN NORMAN COMPLEX-LOWER SAN FERNA	LOS ANGELES	M		HIST.RES.	DOE-19-94-0637-0000	09/30/94	5S1	
							PROJ.REVW.	HRG940202Z	09/30/94	5S1	
127554		17019 RINALDI ST		LOS ANGELES		1937	HIST.RES.	DOE-19-01-0103-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
098162	19-175539	17120 RINALDI ST		LOS ANGELES	P	1948	HIST.RES.	DOE-19-94-0625-0000	09/30/94	6Y2	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y2	
065164	19-173465	7101 RITA AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD870422J	04/27/87	6Y	
097813	19-175297	RIVERSIDE DR	GRIFFITH PARK	LOS ANGELES	M	1896	HIST.RES.	DOE-19-94-0442-9999	04/11/94	2S2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2S2	A
100873	19-176299	RIVERSIDE DR	GRIFFITH PARK-HARDING GOLF COURSE	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0008	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100859	19-176293	RIVERSIDE DR	GRIFFITH PARK-FERNDELL	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0001	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100872	19-176298	RIVERSIDE DR	GRIFFITH PARK-MERRY-GO-ROUND	LOS ANGELES	M	1926	HIST.RES.	DOE-19-94-0442-0007	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100878	19-176304	RIVERSIDE DR	GRIFFITH PARK-GREEK THEATER	LOS ANGELES	M	1930	HIST.RES.	DOE-19-94-0442-0013	04/11/94	6Y2	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y2	
100876	19-176302	RIVERSIDE DR	GRIFFITH PARK-MULHOLLAND FOUNTAIN	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0011	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100875	19-176301	RIVERSIDE DR	GRIFFITH PARK-BOYS' CAMP	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0010	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100874	19-176300	RIVERSIDE DR	GRIFFITH PARK-SWIMMING POOL AND BL	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0009	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100881	19-176307	RIVERSIDE DR	GRIFFITH PARK-GENE AUTRY WESTERN H	LOS ANGELES	M	1980	HIST.RES.	DOE-19-94-0442-0016	04/11/94	6Y2	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y2	
100880	19-176306	RIVERSIDE DR	GRIFFITH PARK-TRAVEL TOWN	LOS ANGELES	M	1952	HIST.RES.	DOE-19-94-0442-0015	04/11/94	6Y2	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y2	
100861	19-176295	RIVERSIDE DR	GRIFFITH PARK-BIRD SANCTUARY	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0003	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100877	19-176303	RIVERSIDE DR	GRIFFITH PARK-LOS ANGELES ZOO	LOS ANGELES	M	1885	HIST.RES.	DOE-19-94-0442-0012	04/11/94	6Y2	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y2	
100860	19-176294	RIVERSIDE DR	GRIFFITH PARK-MT. HOLLYWOOD	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0002	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100870	19-176296	RIVERSIDE DR	GRIFFITH PARK-ASTRONOMERS' MONUMEN	LOS ANGELES	M	1934	HIST.RES.	DOE-19-94-0442-0005	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100871	19-176297	RIVERSIDE DR	GRIFFITH PARK-LOS FELIZ ADOBE	LOS ANGELES	M	1853	HIST.RES.	DOE-19-94-0442-0006	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100879	19-176305	RIVERSIDE DR	GRIFFITH PARK-GIRLS' CAMP	LOS ANGELES	M	1949	HIST.RES.	DOE-19-94-0442-0014	04/11/94	6Y2	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y2	
027097	19-173065	1901 RIVERSIDE DR	DURANS SHOWBOAT BAR-BLOODY XMAS 19	LOS ANGELES	P		HIST.SURV.	0053-4419-0000		7	
127864		13401 RIVERSIDE DR	CHASE KNOLL APARTMENTS	LOS ANGELES		1949	TAX.CERT.	537.9-19-0253	05/15/01	7J	
125107		6537 RIVERTON AVE		LOS ANGELES	Y	1941	HIST.RES.	DOE-19-98-0299-0000	02/02/98	6Y2	
							PROJ.REVW.	HUD980202K	02/02/98	6Y2	
064953	19-173439	3125 ROBERTS AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860814R	09/11/86	6Y	
097815	19-175298	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL	LOS ANGELES	D	1931	HIST.RES.	DOE-19-94-0406-9999	08/15/94	2S2	
							PROJ.REVW.	HRG940202Z	08/15/94	2S2	
100851	19-176289	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL-ASSEMBLY HALL	LOS ANGELES	D	1936	HIST.RES.	DOE-19-94-0406-0002	08/15/94	2D2	
							PROJ.REVW.	HRG940202Z	08/15/94	2D2	
100850	19-176288	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL-MAIN BLDG	LOS ANGELES	D	1931	HIST.RES.	DOE-19-94-0406-0001	08/15/94	2D2	
							PROJ.REVW.	HRG940202Z	08/15/94	2D2	
083301	19-174531	11659 ROBIN ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD891231U	08/05/93	6Y2	
098163	19-175540	5118 ROCKLAND AVE		LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0593-0000	09/30/94	6Y2	

Appendix E

United States Department of the Interior National Park Service: State Historic Preservation Office Review & Recommendation Sheet, Part 2/Part 3

California State
OFFICE OF HISTORIC PRESERVATION
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
(916) 653-6624 fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



Fax

Date: 12 March 2003

To: Ms Stacy St. James Cover + 23 pp.

Organization: SCCIC	
FAX: (714) 278-5542	Phone:
>>From: TONY NEWMAN/OHP	
Re: Chase Knoll Apts.	

☐ URGENT ☐ For Review ☐ Please Comment ☐ Please Reply ☑ Information

• Comments:

CALIFORNIA STATE PARKS SINCE 1864 ™

HISTORIC PROPERTY FILE SINGLE PROPERTY PRINTOUT 03/12/03

Prop.#: 127864 CHASE KNOLL APARTMENTS
Prim.#:
Address: County: LAN
13401 RIVERSIDE DR X-Street:
LOS ANGELES 91423 Vicinity:
Parcel #:

Category: NOT ENTERED
Owner Type:

Present Use:

Other Recognition:

CHL #:

Dates of Construction: 1949 -

Architect: WHARTON, HETH Builder:

Historic Attributes:

Ethr:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval	Crit	Eval-date	Evaluator
TAX.CERT.	537.9-19-0253	7J		05/15/01	CYNTHIA HOWSE

Key to EVAL:

7J : Received by OHP for evaluation or action but not yet evaluated.

Notes: P1

CALIFORNIA
11/08/01

O.H.P. TAX CERTIFICATION LOG / CHECKLIST

OHP Serial Number: 537.9-19-0253 Property Number: 127864 Certification Number:

Name : CHASE KNOLLS APARTMENTS
Street: 13401 RIVERSIDE DR.
City: LOS ANGELES LAN 91423

Contact: CHRISTY JOHNSON MCAVOY
Street: 1728 WHITLEY AVENUE
City: LOS ANGELES CA 90028-4809
Phone: (321) 469-2349

Owner: JAMES L ANDERSON/EOR/ LEGACY PTNRS
30 EXECUTIVE PARK, STE 10
IRVINE CA 92614-6741
(949) 261-9871

	PART 1	PART 2	AMEND	PART 3
Date Received:	05/14/01	05/14/01		
Date Appl.Compl.:	07/05/01	05/08/01	-- - --	
OHP Review (Y/N):				
Reviewer:	CH	RM	-- - --	
OHP Action:	AE	A		
Date Forwarded:	07/16/01	05/30/01		
N.P.S. Action:	AE	A		
Date of Action:	09/24/01	07/25/01		

Square footage: 280,192 Ft2 Estimated Cost: $24,031,778

Part 1 Comments:

Part 2 Comments:

Amend Comments:

Part 3 Comments:

Action Codes, Part-1: "AE" = Approved Eligible, "AI" = Approved Ineligible, "DE" = Denied Eligibility, "DI" = Denied Ineligibility, "C" = Contributor, "NC" = Non-Contributor, "IN" = Inactive, "W(I)" = Withdrawn

Action codes, Parts 2&3: "A" = Approved, "D" = Denied, "CA" = Conditionally Approved, "H" = On Hold, "IN" = Inactive, "W(I)" = Withdrawn, "NC" = No Comment

CALIFORNIA
07/16/01

*** O.H.P. TAX CERTIFICATION LOG / CHECKLIST ***

OHP Serial Number: 537.9-19-0253 Property Number: 127864 Certification Number:

Name : CHASE KNOLLS APARTMENTS
Street: 13401 RIVERSIDE DR
City: LOS ANGELES LAN 91423

Contact: CHRISTY JOHNSON MCAVOY
Street: 1728 WHITLEY AVENUE
City: LOS ANGELES CA 90028-4809
Phone: (323) 469-2349

Owner: JAMES L ANDERSON/EQR/ LEGACY PTNRS
30 EXECUTIVE PARK, STE 10
IRVINE CA 92614-6741
(949) 261-9821

	* PART 1	* PART 2	* AMMEND	* PART 3
Date Received:	05/14/01	05/14/01		
Date Appt.Compl.:	07/05/01		-- - --	
OHP Review (Y/N):				
Reviewer:	CW	RM	-- - --	
OHP Action:	AE	A		
Date Forwarded:	07/16/01	05/30/01		

N.P.S. Action:
Date of Action:

Square footage: 280,192 Ft2 Estimated Cost: $24,031,778

Part 1 Comments:

Part 2 Comments:

Ammend Comments:

Part 3 Comments:

Action Codes, Part-1: "AE" = Approved Eligible, "AI" = Approved Ineligible, "DE" = Denied Eligibility, "DI" = Denied Ineligibility, "C" = Contributor, "NC" = Non-Contributor, "IN" = Inactive, "W(I)" = Withdrawn
Action codes, Parts 2&3: "A" = Approved, "D" = Denied, "CA" = Conditionally Approved, "H" = On Hold, "IN" = Inactive, "W(I)" = Withdrawn, "NC" = No Comment

CALIFORNIA
05/21/01

O.H.P. TAX CERTIFICATION LOG / CHECKLIST *

OHP Serial Number: 537.9-19-0253 Property Number: 127864 Certification Number:

Name : CHASE KNOLLS APARTMENTS
Street: 13401 RIVERSIDE DR
City: LOS ANGELES LAN 91423

Contact: CHRISTY JOHNSON MCAVOY
Street: 1728 WHITLEY AVENUE
City: LOS ANGELES CA 90028-4809
Phone: (323) 469-2349

Owner: JAMES L ANDERSON/EQR/ LEGACY PTNRS
30 EXECUTIVE PARK, STE 10
IRVINE CA 92614-6741
(949) 261-9871

	* PART 1	* PART 2	* AMMEND	* PART 3
Date Received:	05/14/01	05/14/01		
Date Appl.Compl.:			-- - --	
OHP Review (Y/N):				
Reviewer:	CH	RM	-- - --	
OHP Action:				
Date forwarded:				
N.P.S. Action:				
Date of Action:				

Square footage: 280,192 Ft2 Estimated Cost: $24,031,778

Part 1 Comments:

Part 2 Comments:

Ammend Comments:

Part 3 Comments:

Action Codes, Part-1: "AE" = Approved Eligible, "AI" = Approved Ineligible, "DE" = Denied Eligibility, "DI" = Denied Ineligibility, "C" = Contributor, "NC" = Non-Contributor, "IN" = Inactive, "W(I)" = Withdrawn

Action codes, Parts 2&3: "A" = Approved, "D" = Denied, "CA" = Conditionally Approved, "H" = On Hold, "IN" = Inactive, "W(I)" = Withdrawn, "NC" = No Comment

Form 10-168c
Rev. 1/2000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OFFICE COPY

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

Significance - - Part 2/Part 3

Project Number: (537.9-18-0253)

NUMBER 1

Chase Knolls Apartments

13401 Riverside Drive, Los Angeles 91423
(Property)

Certified Historic Structure? ___ yes _x_ pending

Type of Request: _x_ Part 2
___ Part 3 (Part 2 previously reviewed)
___ Amendment

Date application received by State 05/14/2001

Date(s) additional information requested by State ___, ___, ___, ___, ___, ___, ___, ___, ___, ___, ___, ___

Completed information received by State ___, ___

Date transmitted to NPS 05/25/2001

Property visited by State staff? ___ (before) ___ (during) ___ (after) rehab.

___ Preliminary done
___ Non-standard billing

SHPO REVIEW SUMMARY

_x_ Fully reviewed by SHPO
_x_ No outstanding concerns
_x_ Owner informed of SHPO recommendation
___ In depth NPS review recommendation

NUMBER 2

STATE RECOMMENDATION:

Robert E. Mackensen, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

The Project

_x_ meets the standards.

___ meets the Standards *only* if the attached conditions are met.

___ does not meet Standard number(s) ___ for the reasons listed on reverse.

___ warrants denial for lack of information.

___ This application is being forwarded without recommendation.

For completed work previously reviewed, check as appropriate:

___ completed rehabilitation conforms to work previously approved.

___ completed rehabilitation differs substantively from work previously approved (describe divergences from Part 2 application on reverse)

5/31/01
Date

State Official Signature

This is a review sheet only and does not constitute an official certification of rehabilitation.

NUMBER 3 ISSUES:

____ Additions, including rooftop	____ Alteration of significant exterior features or surfaces
____ Alteration, removal, or covering of significant interior finishes or features	XX Adjacent new construction, extensive site work, or demolition of adjacent structures
____ Changes to significant interior spaces or plan features (including circulation patterns).	____ Window replacements on any major elevation that do not match historic configuration, material, and profiles
____ Damaging or inadequately specified masonry treatments	____ Other

NUMBER 4 Basis for Recommendation. Focus on how the issues checked in NUMBER 3 are being addressed. Where denial is recommended, explain fully. Comment on noteworthy aspects of the project, including any technical or design innovations, or creative solutions.

STATE EVALUATION OF PROJECT & CONCERNS:

This is a phased project affecting a large vintage 1949 garden apartment complex which is noteworthy for its abundance of mature landscaping. This rehabilitation project will increase the number of units from 260 to 307 by means of the addition of a number of grouped townhouses. The townhouses will be in essentially the same location as a number of original carports which are being replaced with new carports relocated along a traffic spine. On the sides and rears of a number of existing units, bathroom additions will be constructed; however, the historic entry courtyards of the various building complexes will not show these additions, nor will they be seen from the surrounding streets. All units are to be upgraded, utilizing original features, windows, floors and cabinetwork wherever reparable. The smaller of the three principal interior courtyards will contain a new pool and cabana.

One major concern: The most significant character-defining feature of the complex is the park-like setting engendered by the abundance of trees. The plans for this project propose the removal of over half these trees. Wherever trees comprise a genuine hazard, corrective action should of course be taken; however the fact that limbs touch facias or roots raise sidewalks are situations which can usually be remedied by means other than tree removal. The proposal to remove so many trees should be revisited. Like architectural features, the loss of these character-defining landscape features should only occur if reasonable alternatives are non-existent.

INNOVATIVE SOLUTIONS/NOTEWORTHY ASPECTS:

____ new technical process ____ creative design solution ____ noteworthy project

X	See attachments:	X plans	____ specifications	X photographs	X other:
____	Items sent separately:	____ plans	____ specifications	____ photographs	____ other:
____	Other documentation on file in State:				

NPS COMMENTS:

Date National Park Service Reviewer

19-0253

RECEIVED
MAY 14 2001

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 - DESCRIPTION OF REHABILITATION

OHP

RECEIVED JUN 11 2001
HISTORIC PRESERVATION TAX INCENTIVES PROGRAM

AUG 2001

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project ID: 7769

Instructions: Read the instructions carefully before completing the applications. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets. A copy of this form may be provided to the Internal Revenue Service. The decision by the National Park Service with respect to certification is made on the basis of the descriptions in this application form. In the event of any discrepancy between the application form and other documentary material submitted with it (such as architectural plans, drawings, and specifications), the application form shall take precedence.

1. Name of Property: Chase Knolls Apartments

Address of Property: Street 13401 Riverside Drive

City Los Angeles County Los Angeles State California Zip 91423

Listed individually in the National Register of Historic Places; give date of listing: No

Located in a Registered Historic District; specify: No

Has a Part 1 Application (Evaluation of Significance) been submitted for this project? X yes no

If yes, date Part 1 submitted: concurrent w/ Part 2 Date of certification: NPS Project Number:

2. Data on building and rehabilitation project:

Date building constructed: 1949 Total number of housing units before rehabilitation: 260

Type of construction: Wood frame with stucco Number that are low-moderate income: 0

Use(s) before rehabilitation: Apartments Total number of housing units after rehabilitation: 307

Proposed use(s) after rehabilitation: Apartments Number that are low-moderate income: 20

Estimated cost of rehabilitation: $24,031,778 Floor area before rehabilitation: 216,026

This application covers phase number 4 of 4 phases Floor area after rehabilitation: 280,192

Project/phase start date (est.): January 2000 Completion date (est.): January 2004

3. Project contact:

Name CHRISTY JOHNSON MCAVOY, HISTORIC RESOURCES GROUP

Street 1728 WHITLEY AVENUE City HOLLYWOOD

State CALIFORNIA Zip 90028-4809 Daytime Telephone Number (323) 469-2349

4. Owner:

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. Falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to 18 U.S.C. 1001.

Name JAMES LANDRETH Signature [signature] Date 5/8/01

Organization EQR/Legacy Partners (1999) Chase Knolls L.L.C.

Social Security or Taxpayer Identification Number 94-3147726

Street 30 Executive Park, Suite 100 City Irvine

State California Zip 92614-6741 Daytime Telephone Number (949) 930-7706

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 2" for the above-named property and has determined:

X that the rehabilitation described herein is consistent with the historic character of the property or the district in which it is located and the Secretary of the Interior's "Standards for Rehabilitation." This letter is a preliminary determination only, since a formal certification of rehabilitation can be issued only to the owner of a "certified historic structure" after rehabilitation work is completed.

___ that the rehabilitation or proposed rehabilitation will meet the Secretary of the Interior's "Standards for Rehabilitation" if the attached conditions are met.

___ that the rehabilitation described herein is not consistent with the historic character of the property or the district in which it is located and that the project does not meet the Secretary of the Interior's "Standards for Rehabilitation." A copy of this form will be provided to the Internal Revenue Service.

7/23/01
Date

[signature]
National Park Service Authorized Signature

HPS/TPS
National Park Service Office/Telephone No.
202-343-9595

See Attachments

Tax Certification Application Information

LIST OF MATERIALS RECEIVED

DATE: 5/21/01

PROJECT # Chase Knolls Apts

NAME: _____

PART: (1) (2) A___ 3 A___

		ONE (1) SET	TWO (2) SETS	# OF
1.	APPLICATIONS	_____	X	
2.	AMENDMENTS	_____	_____	
3.	PHOTO'S	_____	P2 X (1-15, 76-149)	149
4.	PLANS (P2) - Proposed Site Plan, Ext Unit Flr Plans	_____	P1 (61 photos) X	61
5.	DRAWINGS	_____	_____	_____
6.	SPECIFICATIONS	_____	_____	_____
7.	ADDITIONAL INFORMATION (2 Copies of all) Arborist Report, Fee by Credit Card, Lead-Based paint survey, Asbestos-Containing Flr Mat Survey, Specs for Asbestos Abatement Work, Asbestos Bldg Mat. Survey	_____	X	

8.	OWNER'S SIGNATURE	YES	NO
		X	_____

Notes: _____

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

RECEIVED
OMB Approved
No. 1024-0009
MAY 14 2001

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION

OHP

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No:

Instructions: Read the instructions carefully before completing the applications. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets. A copy of this form may be provided to the Internal Revenue Service. The decision by the National Park Service with respect to certification is made on the basis of the descriptions in this application form. In the event of any discrepancy between the application form and other, supplementary material submitted with it (such as architectural plans, drawings, and specifications), the application form shall take precedence.

1. Name of Property: Chase Knolls Apartments

Address of Property: Street 13401 Riverside Drive

City Los Angeles County Los Angeles State California Zip 91423

Listed individually in the National Register of Historic Places; give date of listing: No

Located in a Registered Historic District, specify: No

Has a Part 1 Application (Evaluation of Significance) been submitted for this project? X yes no

If yes, date Part 1 submitted: concurrent w/ Part 2 Date of certification: NPS Project Number:

2. Data on building and rehabilitation project:

Date building constructed: 1949
Type of construction: Wood frame with stucco
Use(s) before rehabilitation: Apartments
Proposed use(s) after rehabilitation: Apartments
Estimated cost of rehabilitation: $24,031,778
This application covers phase number 4 of 4 phases
Project/phase start date (est.): January 2000

Total number of housing units before rehabilitation: 260
Number that are low-moderate income: 0
Total number of housing units after rehabilitation: 307
Number that are low-moderate income: 20
Floor area before rehabilitation: 218,028
Floor area after rehabilitation: 280,192
Completion date (est.): January 2004

3. Project contact:

Name CHRISTY JOHNSON MCAVOY, HISTORIC RESOURCES GROUP
Street 1728 WHITLEY AVENUE City HOLLYWOOD
State CALIFORNIA Zip 90028-4809 Daytime Telephone Number (323) 469-2349

4. Owner:

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name JAMES LANDEGGEN Dennis Gavatian Signature Date 5/8/01
Organization EQR/ Legacy Partners (1999) Chase Knolls LLC
Social Security or Taxpayer Identification Number 94-3347728
Street 30 Executive Park, Suite 100 City Irvine
State California Zip 92614-8741 Daytime Telephone Number (949) 930-7705

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 2" for the above-named property and has determined:

- ☐ that the rehabilitation described herein is consistent with the historic character of the property or the district in which it is located and that the project meets the Secretary of the Interior's "Standards for Rehabilitation." This letter is a preliminary determination only, since a formal certification of rehabilitation can be issued only to the owner of a "certified historic structure" after rehabilitation work is completed.
- ☐ that the rehabilitation or proposed rehabilitation will meet the Secretary of the Interior's "Standards for Rehabilitation" if the attached conditions are met.
- ☐ that the rehabilitation described herein is not consistent with the historic character of the property or the district in which it is located and that the project does not meet the Secretary of the Interior's "Standards for Rehabilitation." A copy of this form will be provided to the Internal Revenue Service.

Date
See Attachments

National Park Service Authorized Signature

National Park Service Office/Telephone No.

CHASE KNOLLS APARTMENTS
PHASING PLAN

PHASE I (2000- 2001)	PREDEVELOPMENT; DEMOLITION AND HAZARDOUS MATERIAL ABATEMENT *(Please see item 10 of Part 2 application.)*
PHASE II (2001- 2002)	REHABILITATION *(Please see items 2 through 12 of Part 2 application.)*
PHASE III (2001- 2003)	NEW CONSTRUCTION *(Please see item 13 of Part 2 application.)*
PHASE IV (2003- 2004)	SETTING/LANDSCAPING *(Please see item 1 of Part 2 application.)*

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 2

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

S Office Use Only

Project Number:

PART 2

NUMBER 1

Architectural feature Setting

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

Chase Knolls Apartments is a modern garden apartment complex on the north side of Riverside Drive in the Sherman Oaks area of the City of Los Angeles. The fourteen-acre property is bounded by Riverside Drive on the south, Sunnyslope Avenue on the west, Huston Street on the north, and Fulton Avenue on the east. Two private drives divide the block into three parts. One cuts through the entire length of the site in an east-west direction. It is met in the center by a drive running in a north-south direction from Riverside Drive. The drives provide access to 31 of the carports structures. Additional carport structures are located in small courts that are accessible from Huston Street. The area to the southeast was a part of the original Chase property, but was developed as a separate parcel as a shopping center and is not a part of Chase Knolls.

Twenty-one one- and two-story apartment buildings with 260 units, 46 carport buildings, 14 laundry buildings, and a leasing office are located on the site. Rectangular in shape, the apartment buildings are organized into a series of courtyards linked by pedestrian pathways. Sometimes the buildings are free standing, but generally, two or more are linked to form a larger U-shape. Positioned on the periphery are flat roofed garages one story in height. Laundry rooms are attached to the garages and drying yards with laundry lines are located next to them.

Three large courtyards and five smaller courtyards are located around the complex. In the large parcel of land between the private drive and Huston Street, the three large courtyards are situated on axis with the north-south streets terminating at Huston, i.e., Green Bush, Varna, and Negle. The smaller courtyards are located along Riverside Drive and Sunnyslope Avenue. Sidewalks run between the buildings. Decorative brick paving covers the area in front of many of the courtyard entrances. Concrete or brick landscape planters are located throughout the complex. In areas where the grade changes, concrete or brick retaining walls and steps can also be found. Landscaping consists of several hundred trees, grass-covered lawns, bushes, and flowers. Of particular note among the trees are the deodar cypress, the Italian stone pine, and the eucalyptus. Variegated pittisporum, hawthorne, and oleander are the most common foundation planting.

Flat, metal, rectangular-shaped railings are located at the entrances to the buildings. In some areas the original railings have been replaced by metal pipe or wrought iron railings.

Condition: Fair

Some trees are diseased and/or impact the foundation of buildings. Hardscape features including steps, curbs, retaining walls, and planters are damaged. Sidewalks and driveways are cracked.

Photo no.: 1-53, 63-65, 143-147

Drawing no.: A47A, A47, 3, 4, 5, 6, 31, 32, 35, 36

Other attachments: Arborist Report

Describe work and impact on existing feature:

Work:

Remove 31 carport structures, 10 laundry buildings, drying yards and vegetation adjacent to the east-west and north-south service road. Grade site and construct retaining walls to provide pads for new construction.

Construct 7 buildings with 47, 3 bedroom, 2 bath townhouse units in clusters of 4, 5, 5, 7, 7, 9 and 10 units, generally located in the area previously occupied by the demolished carports. The total number of units on the site are increased to 307 including 260 rehabilitated existing units. The new structures are 2 stories over parking and have stucco exteriors with wood trim and metal windows. Window groupings, architectural detail, and garages will distinguish the new construction from the existing buildings. Installation of retaining walls allow the garage portion of the buildings to be partially located below grade. The overall height of the new construction will vary from approximately one foot lower to 6 feet higher than the nearest existing 2 story structure with the tallest structure being located on the interior of the site.

Construct a 7 'x 7' addition on secondary elevation of 54 buildings; 5 one story and 49 two story structures to create 103 additional bathrooms. Finish the exterior of the additions in stucco with wood trim. Differentiate from the existing building with a vertical expansion joint at the junction of the existing and new surface.

Convert the large northwest court yard south of the intersection of Greenbush Avenue and Huston Street to a recreation area. Install a swimming pool, spa, and related mechanical building with restrooms and showers.

Remove a portion of the landscape area along the both service drives to create 377 total (covered and surface) parking spaces to replace parking previously located in demolished carports and provide parking for new construction. New carport structures will be constructed along the service drives.

Remove a total of 232 diseased, unstable trees, 125 of which are causing or may cause damage to buildings or hardscape. Remove approximately an additional 25 trees which conflict with construction of townhouses, pool and replacement parking. Replace as many trees as possible with new trees located away from building eaves and foundations.

Retain current landscape and hardscape except where it conflicts with new construction. Replace deteriorated vegetation and removed trees with compatible species at more appropriate locations throughout the site.

Repair asphalt drives; resurface where necessary to match existing materials.

Repair existing character-defining steps, concrete curbs, paving, retaining walls, and planters where necessary throughout the site using materials which match the existing.

Repair uplifted sidewalks.

Install trash cans and trash enclosures.

Install gang mailbox structures near entrance to new townhouses. Retain existing mailboxes for historic buildings.

Install two entry monuments signs near the intersections of (1) Riverside Drive and Sunnyslope Avenue and (2) Fulton Avenue and Huston Street.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 3

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

S Office Use Only
Project Number:

PART 2

NUMBER	Architectural feature	Describe work and impact on existing feature:
1	Approximate date of feature: 1949	Setting, cont. Impact: Demolishing 31 carports in the interior of the property, located along the service drives, does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant. This area of the property will still be used for parking. The new construction is distinctive in design yet compatible with the historic buildings. The placement of the new construction in the area of the service drives is compatible with the original plan for the site which concentrates the two-story buildings in the center of the site. Many of the existing two story buildings in this area are set on the knolls, the tallest reaching a maximum height of 31 feet. The one-story bungalow units are located at the perimeter. The placement of the new 47 townhouses units follows the historic pattern of lower heights at the perimeter and taller heights in the interior. Using retaining walls, new buildings will be set at grade and will not negatively impact the historic buildings. The new buildings will not exceed a height of 30 feet. Views of the new buildings from the public right-of-way will be minimized by the placement of the buildings behind existing structures. The new bathroom additions increase the viability of the rehabilitation. The exterior finishes will be compatible, but differentiated from the historic building. The bathroom additions are located on either secondary or tertiary elevations to minimize impacts to character-defining spaces. The landscaping that will be removed from these areas is not significant. All of the character-defining courtyard spaces will be retained. The plan preserves 15 of the original carport structures. Retaining the carports on the north end of the site provides an example of the relationship between parking, buildings, and courtyards. The new carport structures along the service drives will be distinct from the original carport structures and compatible in design. The trees to be removed from the site are diseased and/or conflict with the eaves and foundations of the historic buildings. Trees will be replanted on the site to maintain the character of the landscape. The rehabilitation of hardscape features and replanting of some bushes and hedges will benefit the site. The pool, equipment/restrooms building, and recreation area will alter one of three main courtyards. This courtyard is the smallest and the most physically accessible of the three. The design will be compatible yet distinct from the surrounding buildings and hardscape. The trash enclosures, mailbox additions, and entry monuments are reversible. They will be distinct from historic site features and compatible with the historic character of the complex.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

S Office Use Only

Project Number:

PART 2

NUMBER .2

Architectural feature Primary Elevations

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

All of the buildings are constructed of wood and finished in stucco. The apartment buildings are two-stories in height with one-story bungalows along the perimeter.

Non-original wall-mounted air-conditioning units have been installed in windows and wall openings cut into the exterior stucco walls of the apartment buildings.

The primary elevation is defined by the main entrances to the apartments which face the courtyards. The buildings are subtly distinguished from one another in detail, usually around the main entrances on the primary facades of the two-story buildings. Brick, panels of widely proportioned wood shiplapped siding, porticos, and wood boards organized in geometric patterns are the most common devices used to differentiate the buildings. The primary facades of the one-story bungalow units feature small porches with vertical wood slats. Front doors to the one-story bungalows are solid wood slabs. The original door hardware is generally intact with brass mail slots, peep holes, and letters indicating the address of the unit.

Windows are steel casements disposed in groups of two, threes, and fours. Center windows are fixed in groups of three and four. Windows are occasionally located at the corners of the buildings.

The low-pitched, hipped roofs covering the apartment buildings are fit with roll composite roofing with gravel. Rafters are exposed in the overhanging eaves. Portions of the eaves, typically at entryways, are left open to the sky. These open portions of the eaves have been covered, usually with corrugated fiberglass panels, in many areas of the complex. Television antennas have been mounted on the roof.

Flat, metal, rectangular-shaped railings are located at the entrances to the buildings. In some areas, the original railings have been replaced by metal pipe or wrought iron railings.

Decorative, lighted address signs are located at the side of the front entrance of the buildings. At most of the building entrances, these fixtures have been replaced by contemporary industrial security lighting and the address sign has been affixed to the building.

Large plastic address signs have also been affixed to the buildings in some areas.

Condition: Good to Poor

Stucco is generally in good condition, but requires minor repairs, cleaning, and re-painting. Rafters, fascia boards, and the underside of eaves show evidence of dry rot and termite damage in some areas. Roofs and gutters are in poor condition.

Photo no.: 54-63; 66-72; 91-93

Drawing no: A47A

Other attachments: none

Describe work and impact on existing feature:

Work:

Clean all surfaces with non-abrasive methods. Remove any deteriorated paint. Wash with pressurized water in order to remove chalked paint layers; pressure should not exceed 200 psi at a distance of one foot from surface.

Repair stucco finish by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color and texture. Coat with a material which has a permeability rating of at least 12 perms.

Remove wall mounted air-conditioning units. Repair openings left in wall by patching with new stucco that duplicates the old in strength, composition, color and texture.

Retain and repair all exterior character-defining wood features including fascia boards and decorative elements by patching, piecing in or consolidating. Replace only those areas that are too deteriorated to repair matching existing material dimensions, profile and architectural detail in kind. Coat with a material such as paint to protect the wood from moisture and ultraviolet light.

Retain and repair masonry. Repoint joints where necessary using a mortar which matches the existing mortar in texture, color, composition and strength.

Retain and repair existing steel casement windows, including re-soldering of decayed hinges and replacement of harden putty. Make weather tight by replacing or installing weather stripping.

Retain existing flat metal railings. Clean in a non-abrasive manner, remove loose paint and rust and reapply protective coating.

Remove non-original pipe and wrought iron railings and replace with railings matching the original flat metal railings.

Remove and replaced deteriorated roof with new material to match existing in kind. Repair framing adding structural support where necessary. Repair exposed rafters and eaves; replace only those areas that are too deteriorated to repair, matching existing material, dimensions, profile, and architectural detail.

Clean and repair gutters and downspouts. Replace in kind only those portions that are too severely deteriorated to repair. Remove all roof-mounted television antennas.

Retain and repair lighted address signs and replace missing features where necessary. Replace industrial security lighting with a compatible wall-mounted exterior light.

Retain character-defining metal fixtures including mail boxes and door hardware. Clean in a non-abrasive manner, remove loose paint and rust.

Impact:

Significant features and finishes are being retained. Proposed work is beneficial in that it results in maintenance and rehabilitation beneficial to character-defining materials and finishes.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

For Office Use Only

Project Number:

PART 2

NUMBER 3

Architectural feature: Secondary Elevations

Approximate date of feature: 1949

Describe existing feature and its condition:

Feature:

All of the buildings are constructed of wood and finished in stucco. The apartment buildings are two-stories in height with one-story bungalows along the perimeter..

Non-original wall-mounted air-conditioning units have been installed in windows and wall openings cut into the exterior stucco walls of the apartment buildings.

The secondary elevation is defined by the rear entrances to the apartments via the kitchen. Three main variations of the secondary facade are evident. One type provides access to the second story units from a central, narrow staircase. Access to the first floor units is provided via three small steps to a recessed porch located on either side of the central staircase. Above these recessed porches are small private recessed balconies.

The exterior wall of the balcony is typically covered with horizontal, wood shiplapped siding. A second type features a large recessed porch allowing access to two first-floor apartments with an equally wide recessed balcony above. In this variation, the staircase to the second-story apartments is accessed from the first floor recessed porch. The stairwell is recessed beyond the porch and the balcony. Horizontal wood shiplapped siding covers the exterior wall between the recessed porch and balcony. A third type has a recessed entryway on the first level with a recessed landing above, but is much narrower. Throughout the complex porches and balconies have been screened in and, on the first floor, screen doors added. Secondary elevations of the one-story units are of two types. Many feature recessed porches, similar to the first floor of the two-story units. A few simply have an exterior door which opens to the kitchen. Kitchen doors are solid wood and glazed in the upper half.

Windows are steel casements, usually in groups of two or three. Windows are occasionally located at the corners of the buildings.

The low-pitched, hipped roofs covering the apartment buildings are fit with roll composite roofing withy gravel. Rafters are exposed in the overhanging eaves. Portions of the eaves, typically at entryways, are left open to the sky.

Flat, metal, rectangular-shaped railings are located at the entrances to the buildings. In some areas the original railings have been replaced by metal pipe or wrought iron railings.

A few original decorative, rounded, engraved, Mason-jar style, glass light fixtures remain on the exterior of the buildings to one side of the entrances. At most of the building entrances, these fixtures have been replaced by contemporary industrial security lighting. Large plastic address signs have also been affixed to the buildings in some areas.

Condition: Good to Poor

Stucco is generally in good condition, but requires minor repairs, cleaning, and re-painting. Rafters, fascia boards, and the underside of eaves show evidence of dry rot and termite damage in some areas. Roofs and gutters are in poor condition.

Photo no.: 66-70, 76-88, 91-94
Drawing no: A47A, 32
Other attachments: none

Describe work and impact on existing feature:

Work:

Clean all surfaces with non-abrasive methods. Remove any deteriorated paint. Wash with pressurized water in order to remove chalked paint layers; pressure should not exceed 200 psi at a distance of one foot from surface.

Repair stucco finish by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color and texture. Coat with a material which has a permeability rating of at least 12 perms.

Retain and repair all exterior character-defining wood features including fascia boards and decorative elements by patching, piecing in or consolidating. Replace only those areas that are too deteriorated to repair matching existing material ,dimensions, profile and architectural detail in kind.Coat with a material which has a permeability rating of at least 12 perms.

Retain and repair existing steel casement windows, including re-soldering of decayed hinges and replacement of harden putty. Make weather tight by replacing or installing weather stripping.

Retain existing flat metal railings. Clean in a non-abrasive manner, remove loose paint and rust and reapply protective coating.

Remove non-original pipe and wrought iron railings and replace with railings matching the original flat metal railings.

Remove wall mounted air-conditioning units. Repair openings left in wall by patching with new stucco that duplicates the old in strength, composition, color and texture.

Remove and replaced deteriorated roof with new material to match existing in kind. Repair framing adding structural support where necessary. Repair exposed rafters and eaves; replace only those areas that are too deteriorated to repair, matching existing material, dimensions, profile, and architectural detail.

Clean and repair gutters and downspouts. Replace in kind only those portions that are too severely deteriorated to repair. Remove all roof-mounted television antennas.

Replace security lighting with a compatible wall-mounted exterior light.

Retain character-defining metal fixtures and door hardware. Clean in a non-abrasive manner, remove loose paint and rust and reapply protective coating.

Construct a 7 'x 7' addition on secondary or tertiary elevation of 54 buildings; 5 one story and 49 two story structures to create 103 additional bathrooms. Approximately two-thirds of these structures will be constructed on the secondary elevations. Construct the one-story and two-story structures with a hipped roof with overhanging eaves and exposed rafters. Finish the exterior of the additions in stucco with wood trim. Differentiate from the existing building with a vertical metal screed at the junction of the existing and new surface.

Impact:

Significant spaces and features will be retained and repaired. The new bathroom additions add value to the complex and increase the viability of the rehabilitation. The exterior finishes will be compatible, but differentiated from the historic building. The bathroom additions are located on either secondary or tertiary elevations to minimize impacts to character-defining spaces.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

NPS Office Use Only

Project Number:

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

PART 2

NUMBER 4

Architectural feature Tertiary Elevations

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

All of the buildings are constructed of wood and finished in stucco. The apartment buildings are two-stories in height with one-story bungalows along the perimeter.

Non-original wall-mounted air-conditioning units have been installed in windows and wall openings cut into the exterior stucco walls of the apartment buildings.

The orientation of the buildings and the arrangement of front and rear building entrances leaves only a few exposed tertiary facades. These facades, on both the one-story and two-story buildings, do not include doors, but often have windows. They typically do not include decorative finishes or elements and are finished in stucco.

Windows are steel casements in groups of two. Windows are occasionally located at the corners of the buildings.

The low-pitched, hipped roofs covering the apartment buildings are fit with roll composite roofing withy gravel. Rafters are exposed in the overhanging eaves. Portions of the eaves, typically at entryways, are left open to the sky.

Large plastic address signs have also been affixed to the buildings in some areas.

Condition: Good to Poor

Stucco is generally in good condition, but requires minor repairs, cleaning, and re-painting. Rafters, fascia boards, and the underside of eaves show evidence of dry rot and termite damage in some areas. Roofs and gutters are in poor condition.

Photo no.: 88-93

Drawing no.: A47A, 32

Other attachments: none

Describe work and impact on existing feature:

Work:

Clean all surfaces with non-abrasive methods. Remove any deteriorated paint. Wash with pressurized water in order to remove chalked paint layers; pressure should not exceed 200 psi at a distance of one foot from surface.

Repair stucco finish by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color and texture. Coat with a material which has a permeability rating of at least 12 perms.

Retain and repair all exterior character-defining wood features including fascia boards and decorative elements by patching, piecing in or consolidating. Replace only those areas that are too deteriorated to repair will matching existing material dimensions, profile and architectural detail in kind. Coat with a material such as paint to protect the wood from moisture and ultraviolet light.

Retain and repair existing steel casement windows, including re-soldering of decayed hinges and replacement of harden putty. Make weather tight by replacing or installing weather stripping.

Remove wall mounted air-conditioning units. Repair openings left in wall by patching with new stucco that duplicates the old in strength, composition, color and texture.

Remove and replaced deteriorated roof with new material to match existing in kind. Repair framing adding structural support where necessary.

Clean and repair gutters and downspouts. Replace in kind only those portions that are too severely deteriorated to repair. Remove all roof-mounted television antennas.

Replace security lighting with a compatible wall-mounted exterior light.

Construct a 7 'x 7' addition on the primary or tertiary elevation of 54 buildings to create 103 additional bathrooms. Approximately one third of these structures will be located on tertiary elevations. Finish the exterior of the additions in stucco with wood trim. Differentiate from the existing building with a vertical expansion joint at the junction of the existing and new surface.

Impact:

Significant spaces and features will be retained and repaired The new bathroom additions add value to the complex and increase the viability of the rehabilitation. The exterior finishes will be compatible, but differentiated from the historic building. The bathroom additions are located on either secondary or tertiary elevations to minimize impacts to character-defining spaces.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 7

.S Office Use Only

Project Number:

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

PART 2

NUMBER 5

Architectural feature Apt. Building Stairwells

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

The two-story open stairwells are screened by a wall which is punctured by varying combinations of rectangular and square openings. Two pairs of apartments, two upstairs and two downstairs, are joined by central stairwells. The stairwells are divided by a common wall, creating front and rear staircases. The front staircase allows access to the front door of each apartment via the main, courtyard entrance. The rear staircase allows access to the kitchen door. In a variation, the rear stairs are narrower allowing access only to the upper level units with three stairs leading to a recessed porch on either side. The stairs and landings are stamped concrete.

Front doors are solid wood slabs. The original door hardware is generally intact with peep holes and letters indicating the address of the unit. Brass mailboxes are located in the front entryway. Back doors are solid wood and glazed in the upper half.

Flat, metal, rectangular-shaped railings are located in the stairwells. In some areas, the original railings have been replaced by metal pipe or wrought iron railings.

In the stairwells are flush-mounted light fixtures with a ribbed glass plate and metal frame.

Condition: Good

The stairwells are in good condition. Only minor repairs, cleaning, and painting will be necessary.

Photo no.: 58-65, 73-75, 77-79, 85

Drawing no.: A47A, 33

Other attachments: none

Describe work and impact on existing feature:

Work:

Clean all elevations with non-abrasive methods. Remove any deteriorated paint. Wash with pressurized water in order to remove chalked paint layers; pressure should not exceed 200 psi at a distance of one foot from surface. Repair stucco finish by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color and texture. Coat with a material which has a permeability rating of at least 12 perms..

Clean concrete stairs with non-abrasive methods. Remove any deteriorated paint. Wash with pressurized water in order to remove chalked paint layers; pressure should not exceed 200 psi at a distance of one foot from surface. Repair stucco finish by removing the damaged material and patching with new concrete that duplicates the old in strength, composition, color and texture. Coat with a material which has a permeability rating of at least 12 perms..

Retain, clean and repair all exterior character-defining decorative wood elements by patching, piecing in or consolidating. Replace only those areas that are too deteriorated to repair matching existing material dimensions, profile and architectural detail in kind. Coat with a material such as paint to protect the wood from moisture and ultraviolet light.

Retain, clean and repair all character-defining exterior wood entry doors by patching, piecing in or consolidating. Replace only those areas that are too deteriorated to repair matching existing material in kind. Coat with a material such as paint to protect the wood from moisture and ultraviolet light.

Install louvered doors with vent slots to enclose water heater alcoves.

Retain character-defining metal fixtures and door hardware. Clean in a non-abrasive manner, remove loose paint and rust and reapply protective coating.

Replace or retrofit original flush-mounted light fixtures with upgraded light.

Impact::

Proposed work will have a beneficial effect by rehabilitating deteriorated finishes. Installing doors over the water heater alcoves will protect the equipment from exposure to the elements.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 8.

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

NPS Office Use Only

Project Number:

PART 2

NUMBER	Architectural feature	Describe work and impact on existing feature:
6	Approximate date of feature: 1949	

Describe existing feature and its condition:

Feature:

General

Apartments have either one or two bedrooms, an open living/dining area, a hallway with built-in cabinets, a bathroom, and a kitchen. Interiors are fit with lath and plaster walls with door case and base moldings.

(A) Living and Bedroom Areas

Original hardwood floors, covered with carpeting in some areas, are found in various conditions throughout the complex.

Original three-panel interior doors and hardware are intact in most units. Bedroom closet doors have been replaced with sliding mirrored doors in many units. Original cabinetry remains in hallways.

A few original entryway and hallway decorative, rounded, Mason-jar style glass light fixtures are intact. Bedroom light fixtures do not appear to be original. Living room light fixtures have been replaced with lighted ceiling fans in most units.

(B) Kitchens

All stainless steel countertops and most wood cabinetry are original and intact. Ranges and refrigerators are all non-original.

Most kitchen flooring has been replaced. Original linoleum flooring is in poor condition in a few units. Asbestos containing material has been found in the kitchen flooring in several units.

Kitchen light fixtures are non-original fluorescent.

Kitchen cabinets are in fair condition. Most cabinets have multiple layers of paint and difficult-to-open drawers.

Work:

General

Repair plaster finish by removing the damaged material and patching with new plaster that duplicates the old in strength, composition, and texture. Repair plaster damaged as the result of the installation of new mechanical, plumbing and electric service to match adjacent surfaces in kind. Larger damaged areas may be replaced with gypsum board and veneer plaster finish matching the adjacent finish surface.

Install washers and dryers in either the shower stall or the hallway closet of all units.

Repair and refinish all wood door trim. Install 4" base moldings.

Washers and dryers will be added to each unit. They will be installed in shower stalls, existing cabinets, or new partition wall enclosures. Tile and configuration of showers stalls will remain intact where washers and dryers are installed and fixtures will be removed.

(A) Living and Bedroom Areas

Repair and refinish hardwood floors. Replace in kind portions of floor too severely damaged to repair. If substantial portion of floor is severely damaged, cover with carpet *(berber)*.

Repair and refinish interior doors by removing layers of paint, patching where necessary and repainting.

Original door hardware will be evaluated for condition, repaired where necessary, and reinstalled in place. Non-original door hardware will be removed. New door hardware will be compatible with the original hardware.

Remove, catalogue, and reinstall original entryway and hallway light fixtures. Remove non-original light fixtures and replace with compatible light fixtures.

Install ceiling fans in the bedrooms and living rooms. Install compatible period-style light fixture in dining room.

(B) Kitchens

Retain and repair stainless steel countertops. Retain and repair upper kitchen cabinets including original doors and door pulls. Replace lower kitchen cabinets to accommodate dishwashers. Replace non-original microwaves, ranges and refrigerators with new appliances.

Replace fluorescent lighting with a more compatible light fixture. Install new fluorescent lighting under kitchen cabinets.

Remove original linoleum flooring which contains asbestos and replace with compatible substitute.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

OHS Office Use Only

Project Number:

PART 2

NUMBER	Architectural feature	(C) Bathroom
6	Apt. Interior (cont.)	Clean and repair all tile flooring and wall covering. Replace broken tile with tile matching the original in kind. If matching tile is not available, tiles will be replaced in some areas with compatible tile substitute. Re-grouted where necessary, with a material that duplicates the old in strength, composition, color and texture. Repair and reglaze original bathtubs. Retain and repair original bathtub and shower fixtures. Remove glass and aluminum bathtub enclosures and replace with curtain rods. Retain, repair, and reglaze original sinks. Replace deteriorated and non-original sink fixtures with compatible fixtures. Remove non-original sinks and replace with compatible substitute. Retain non-original large mirrors that are above sinks and overhead Hollywood-style, wall-mounted, strip-lighting. Remove non-original shelving and cabinetry. Install compatible shelving where space allows. Impact: The proposed work maintains historic finishes and character-defining spaces. The proposed alterations upgrade the building interiors necessary for contemporary standards and re-occupancy and will have an overall beneficial impact.

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

(C) Bathrooms

Bathroom floors are ceramic tile in a variety of color combinations. Two types of shower arrangements are found. One type has a glass and aluminum enclosure over the bathtub. A second type has a separate shower stall and tub. Most tub and shower fixtures are intact.

Most original wall-mounted sinks appear to have been replaced. A few original wall-mounted, mirrored medicine cabinets are intact, but most have been replaced by large, flat mirrors and track lighting.

Original and non-original toilets are found throughout the units.

New shelving and cabinetry has been added in some bathrooms.

Condition: Good

Photo no.: 95-135

Drawing no.: none

Other attachments: none

NUMBER	Architectural feature	Describe work and impact on existing feature:
7	Apt. Interior Plan	Work: Modify the floor plan of 30 of the existing two-bedroom apartments converting one of the bedrooms into a den. A 6 foot opening will be cut in the wall between the living room and bedroom in these units. French doors will be installed in these openings. 103 two-bedroom apartments will be expanded to include an additional bathroom. The increase in the size of these units will be accomplished by constructing 50 two-story and 5 one-story additions to the buildings. (See #3 and #4.) An opening will be cut in an exterior wall of the bedroom. A two-panel door with a simple profile, similar-sized trim will be installed to provide access the new bathroom and differentiate the new from the historic. The interior features of these bathrooms will be compatible with the historic. Impact Significant spaces and features will be retained and repaired. The new bathroom additions add value to the complex and increase the viability of the rehabilitation. The interior finishes will be compatible, but differentiated from the historic building. The bathroom additions are located off of bedrooms to minimize impacts to character-defining spaces.

Approximate date of feature 1949

Describe existing feature and its condition:

Feature:

Apartment units are of two basic types: one bedroom and two bedrooms. Both types include one bathroom.

There are seventeen different unit configurations with variations in the placement of kitchens, bedrooms, living areas, and bathrooms and in total square footage.

Condition: Good

Photo no.: 95-102, 104, 121, 122, 125

Drawing no.: A47A, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30

Other attachments: none

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 10

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

For Office Use Only

Project Number:

PART 2

NUMBER	Describe existing feature and its condition:	Describe work and impact on existing feature:
8	Architectural feature: Electrical, mechanical, HVAC, plumbing Approximate date of feature: 1949 **Feature:** Units include original wall-mounted gas and electric heaters located in the living room and the bathroom. Original galvanized water pipes are in place. **Condition:** Poor Pipes and waste disposal lines are deteriorated. Electrical wiring requires upgrading. Photo no.: 75, 84, 96-98, 130 Drawing no. none Other attachments: none	**Work:** Remove original wall-mounted gas and electric heaters and install heat condenser units in each unit. Remove deteriorated galvanized hot and cold domestic water pipes and replace with copper pipes. Replace 45 gas-fired water heaters with electrical in some areas. 28 additional gas-fired water heaters to be replaced as they reach the end of their serviceable life. Locking, hinged restraint bars will be installed on water heaters in stair cases Install new 60 amp panels, 120/240 volt electrical service to each apartment including new wiring, new outlets, panel switches, and GFIs in kitchen and bathrooms. Installed new 200 amp house panels and individual meters Repair and/or replace waste disposal lines. Install television cable from meter to units. Electrical transformers will be added and/or existing transformers will be upgraded. Install fire extinguishers in all units. Repair plaster if damaged as the result of the installation of new mechanical, plumbing and electric service to match adjacent surfaces in kind. Larger damaged areas may be replaced with gypsum board and veneer plaster finish matching the adjacent finish surface. **Impact:** New services will result in an upgrading of the mechanical systems and extend the life of the buildings.
9	Architectural feature: Seismic Approximate date of feature: 1949 **Feature:** The buildings are not bolted to the foundation. **Condition:** Poor Photo no.: none Drawing no.: none Other attachments: none	**Work:** Bolt buildings to their foundations. **Impact:** The proposed work does not affect the historic character of the buildings and will improve seismic safety.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 11

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

'S Office Use Only

Project Number:

PART 2

NUMBER	Architectural feature Hazardous Material	Describe work and impact on existing feature:
10	Approximate date of feature _____	Work:

Describe existing feature and its condition:

Feature:

Surveys were conducted to determine the extent of hazardous and toxic materials within the complex. Lead-based paint has been found in a limited number of areas including interior and exterior door casings, exterior window stool, doors and columns. Asbestos containing materials (ACM) were identified in "Transite" flue pipes, some vinyl flooring and mastic in kitchens, window putty and roofing penetration mastic.

Condition: Good

Should not cause a health risk if left undisturbed.

Photo no.: 70, 91-94, 115, 119

Drawing no.: none

Other attachments: Asbestos Building Material Survey
Lead-Based Paint Survey
Specifications for Asbestos Abatement Work
Asbestos-Containing Floor Material

Remove and replace asbestos containing original vinyl flooring with a compatible substitute material.

If impacted during demolition and rehabilitation activities the hazardous and toxic materials identified in the surveys shall be removed by a licenced contractor under the guidelines defined by local, state, and federal regulations prior to the start of demolition activities.

The abatement plan shall be prepared which conforms with the Secretary of the Interior's Standards for Rehabilitation. The abatement contractor shall submit for review and approval by the Architect and Historic Preservation Consultant procedures for the abatement of lead, asbestos or other contaminants with respect to both non-historic and historically-significant elements whether occurring within the building or atop the roof.

Impact:

Proposed work will abate hazardous and toxic material though their removal or encapsulation. The work will be preformed under an abatement plan which conforms with the Secretary of the Interior's Standards for Rehabilitation and monitored by the Historic Preservation Consultant to minimize impacts on character-defining features.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

PART 2

For Office Use Only
Project Number:

NUMBER	Architectural feature	Describe work and impact on existing feature:
11	Approximate date of feature 1949	

Describe existing feature and its condition:

Feature:

57 carport buildings, 14 laundry buildings, and a leasing office are located on the site. 40 of the carports are accessible from the two service drives. The remaining 17 carports are grouped into 4 courts which are accessible from Huston Street. The laundry buildings are adjacent to the carports. The leasing office is adjacent to a set of garages near the Riverside Drive entrance to the north-south service drive.

The carport buildings are constructed of wood and finished in stucco. The stalls appear to have been open originally with garage doors added to many of the structures over time. The carport buildings house between 4 and 10 cars each.

The laundry buildings are constructed of wood and finished in stucco. They are approximately 15 feet by 10 feet in size with steel casement double windows and wood slab doors.

The leasing office faces Riverside Drive. It is rectangular in plan, constructed of wood, and finished in stucco and vertical wood panels. The building features large plate glass windows at the corner of the south and west elevations. A metal canopy shades the west elevation. The building is attached to a carport on the north and east elevations.

Condition: Good to Poor

The leasing office is in good condition, but has been altered. Some of the carports are in disrepair.

Photo no.: 29-53; 136-138, 143, 145-147

Drawing no.: A47A

Other attachments: none

Work:

Demolish a total of 31 of 46 carport structures. Install garage doors on the remaining 15.

Demolish 10 of the 14 laundry buildings. Reconfigure the remaining 4 laundry buildings for use as storage.

Reuse the leasing office and attached carport structure.

Impact:

The plan preserves 15 of the original carport structures. Carport doors are necessary for security purposes.

Retaining the carports on the north end of the site provides an example of the relationship between parking, buildings, and courtyards. Demolishing the carports in the interior of the property, located along the service drives, does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and are not architecturally significant.

Reusing the four laundry structures on the north end of the property maintains the appearance of the garage structures in this area and an example of how and where the original laundry structures were located. Laundry facilities will be installed in each apartment, eliminating the need for group laundry rooms. Demolishing the 10 laundry buildings attached to the carports along the service drives does not result in a significant adverse impact.

Reusing the leasing office benefits the historic character of the site.

HISTORIC PRESERVATION CERTIFICATION APPLICATION

Continuation: Page 13

Chase Knolls Apartments
Property Name

13401 Riverside Drive
Property Address

OHP Office Use Only
Project Number:

PART 2

NUMBER 12

Architectural feature: Ancillary Structures, Int.

Approximate date of feature: 1949

Describe existing feature and its condition:

Feature:

The carports have few interior finishes. Wood shelving on the rear wall is a common feature. It is not known whether the shelving is original.

The laundry buildings include sinks, washing machines, and dryers. The floor is concrete.

The leasing office includes a main reception area, a small kitchen, a bathroom, storage space, a key closet, and offices. Alterations to the office have been made, but some features which appear to be original remain including casement windows on the north elevation, wood trim and paneling in the reception area and offices, some light fixtures and door hardware, and a wall-mounted bathroom sink.

Condition: Varies (Good to Fair)

The leasing office is in good condition. Some of the carports are in disrepair.

Photo no.: 28, 139-142, 148, 149

Drawing no.: 34

Other attachments: none

Describe work and impact on existing feature:

Work:

Demolish 40 carports. Repair and clean the interior of 17 carports.

Repair and clean the interior of 4 laundry buildings. Remove all laundry equipment. Construct storage spaces.

Repair and clean the interior of the leasing office. Install new compatible finishes in areas that have been altered and retain the windows and the arrangement of the spaces.

Impact:

The interiors of the carports and laundry buildings have been repeatedly altered and are not significant.

The interior of the leasing office will be changed only in areas that have already been altered. The proposed changes will not result in a significant impact to the historic character of the space.

South Central Coastal Information Center
Orange, Los Angeles, Ventura Counties
California Historical Resources Inventory System

California State University, Fullerton, Department of Anthropology, 800 North State College, Fullerton, CA 92834

Fax Information Request Cover Sheet

Date: 3/17 Information Requested By: Brian Weilbacher

Firm: _____

Fax Number: 310 - 203 7199 Fax Charges (if applicable): _____

Invoice #: _____ Cover Sheet & _____ pages

From (information supplied by): Stacy St. James

Message: O.H.P. sends regrets for not including these pages the first time... Regards, Stacy

If any document is illegible or incomplete please contact our office.
Please deliver these sheets as soon as possible to the person for whose attention they are marked.

Confirmation requested: Yes____ No_X_

Telephone: (714) 278-5395 - FAX: (714) 278-5542

Form 10-168e
Rev. 12/86

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OFFICE COPY

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

Significance -- Part 1

Project Number: 537.9-19-0253

NUMBER 1

Chase Knolls Apartments
(Property)

(Historic District)

____ NR District ____ Certified State or Local district

Date application received by State: 05/15/01
Date(s) additional information requested by State: 7/2/01 #s
Date completed information received by State: 07/05/01
Date of transmittal to NPS: July 10, 2001
Property visited by State staff? _X_ yes, ____ no

____ Preliminary done

SHPO REVIEW SUMMARY

X Fully reviewed by SHPO
__ No outstanding concerns
__ Owner informed of SHPO recommendation
X In-depth NPS review requested
__ Recommendation different from applicant's request

NUMBER 2

STATE RECOMMENDATION:

Marylin Bourne Lortie, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

____ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

____ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Internal Revenue Code.

____ The property does not contribute to the significance of the above-named district.

____ Insufficient documentation has been provided to evaluate the structure.

____ This application is being forwarded without recommendation.

Preliminary determinations:

X The property appears to meet National Register Criteria for Evaluation and will be nominated individually.

____ The property does not appear to meet National Register Criteria for Evaluation and will not be nominated.

____ The property appears to contribute to the significance of a:
____ potential historic district that appears to meet the National Register Criteria for Evaluation and will likely be nominated.
____ registered historic district but it outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS and nomination will be amended.

____ The property is located in a proposed historic district and:
____ The property does not appear to contribute to the significance of the proposed historic district.
____ The proposed historic district does not appear to meet the NR criteria for Evaluation and will not be nominated.

7/16/01 Stephen D. Mikesell Deputy SHPO
Date State Official Signature

NUMBER 3 ISSUES:

____	Extensive loss or deterioration of historic fabric	____	Moved property
____	Substantial alterations over time	____	State recommendation inconsistent with NR documentation
____	Significance less than 50 years old	x	Functionally related complex or multiple buildings within an individual nomination
____	Obscured or covered elevation(s)	____	Other

NUMBER 4 Completed items below as appropriate:

(1) _____ is the period(s) of significance of the district.

(2) The property is mentioned in the NR or state or local district documentation, Section _____ Page _____.

(3) For preliminary determinations, the status of the nomination for the property/historic district:
_____ Nomination has already been submitted to Stated Review Board, and will be forwarded to NPS within _____ months. Draft nomination is enclosed.
_____ Nomination was submitted to NPS on _____.
__x__ Nomination process will likely be completed within thirty months.
_____ Other, explain:

(4) _____ The property is located in a registered district but its current condition is inconsistent with the determination of its contribution to the distict as stated in the nomination. Supplemental Listing Record requeted.

NUMBER 5 Describe problematic issues or other concerns:

The Chase Knolls Apartments is a good example of the property type, the "garden apartment." Gail Baker (CRM No. 5, 1999), defines the type as "low density, low-scale, multi-family residential developments that have their roots in the English garden city and the German superblock concepts. General characteristics include low-density superblock development, buildings clustered around landscaped courtyards, separation of pedestrian and vehicular traffic, and the use of shallow building plans and staggered setbacks to increase ventilation and light." When the nomination is submitted, comparative information regarding other garden apartments should be clarified. All examples of pre-1956 garden apartments, whether publicly or privately owned, should be the collective pool for comparison. Some additional details on why the Chase Knolls complex compares favorably would strengthen the argument for eligibility. Also, the applicants may wish to consider exploring the importance of this complex within the Sherman Oaks area, either under criterion A or C.

_____ See attachments _____ photographs _____ maps _____ other:

NPS COMMENTS:

Date National Park Service Reviewer

Appendix F

Population and Housing

Appendix F: Population and Housing

INTRODUCTION

This Appendix provides further information on the anticipated population for the proposed project and the relationship of that population to the Sherman Oaks and Los Angeles area. This section relies primarily on population and housing numbers provided by both the Southern California Association of Governments (SCAG) and Census 2000, conducted by the U.S. Census Bureau.

POPULATION AND HOUSING IN THE REGION

Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties are located within the SCAG boundaries and cover a 38,000 square-mile area of California, occupied by over 16,516,000 persons. From 1990 to 2000, population growth was uneven throughout the six-county area, averaging a 12.81 percent increase in population. The largest percentage increase in population occurred in Riverside County (32 percent), closely followed by Imperial County (30 percent). The lowest percentage increase occurred in Los Angeles County (7 percent). However, numerically, between 1990 and 2000, the population of Los Angeles County increased by over 656,170 persons. The next largest numerical gain was in Orange County, where the population increased by over 435,700 people. Table 1 below, describes population growth in the six-county region between 1990 and 2000.

TABLE 1: POPULATION GROWTH IN IMPERIAL, LOS ANGELES, ORANGE, RIVERSIDE, AND VENTURA COUNTIES, 1990 AND 2000

County	1990 Population	2000 Population	Numerical Increase	Percentage Increase
Imperial	109,303	142,361	33,058	30%
Los Angeles	**8,863,164**	**9,519,338**	**656,174**	**7%**
Orange	2,410,556	2,846,289	435,733	18%
Riverside	1,170,413	1,545,387	374,974	32%
San Bernardino	1,418,380	1,709,434	291,054	21%
Ventura	669,016	753,197	84,181	13%
Six Counties	14,640,832	16,516,006	1,875,174	13%

SOURCE: Southern California Association of Governments (2003).

Population density measures the number of persons per sq. mi., and is a general indicator of how many people live in a certain area.1 In the six-county area, the average density in 2000 was 423 persons per sq. mi. Orange County is the most densely populated county in the six-county area, with over 3,500 persons per sq. mi. Los Angeles is second, with an approximate density of 2,330 persons per sq. mi. Since 1990, the number of persons per sq. mi. has increased in every county. In Riverside County, the population density increased from 24 persons per sq. mi. in 1990 to 31 persons per sq. mi. in 2000, an increase of 30 percent. Although only a 7 percent increase, population density in Los Angeles County increased from 2,170 persons per sq. mi. in 1990 to 2,331 persons per sq. mi. in 2000. At approximately 546 persons per sq. mi., Orange County is the most densely populated county in the six-county area. Table 2, below, describes population density in the six-county area in 1990 and 2000.

TABLE 2: POPULATION DENSITY IN IMPERIAL, LOS ANGELES, ORANGE, RIVERSIDE, AND VENTURA COUNTIES, 1990 AND 2000

County	Area (Sq. Mi.)	1990 Population Density (Persons Per Sq. Mi.)	2000 Population Density (Persons Per Sq. Mi.)	Increase in Population Density (Persons Per Sq. Mi.)	Percentage Increase in Population Density
Imperial	4,597 sq. mi.	24/sq. mi.	31/sq. mi.	7/sq. mi.	31%
Los Angeles	**4,084 sq. mi.**	**2,170/sq. mi.**	**2,331/sq. mi.**	**161/sq. mi.**	**7%**
Orange	798 sq. mi.	3,021/sq. mi.	3,567/sq. mi.	546/sq. mi.	18%
Riverside	7,200 sq. mi.	163/sq. mi.	197/sq. mi.	34/sq. mi.	21%
San Bernardino	20,160 sq. mi.	70/sq. mi.	85/sq. mi.	14/sq. mi.	21%
Ventura	1,873 sq. mi.	357/sq. mi.	402/sq. mi.	45/sq. mi.	13%
Six Counties	38,712 sq. mi.	378/sq. mi.	423/sq. mi.	45/sq. mi.	12%

SOURCE: Southern California Association of Governments (2003), ESA (2003).

Throughout the six-county area, the number of dwelling units increased between 1990 and 2000. Between 1990 and 2000, Los Angeles County saw the smallest percentage increase in the housing stock (3 percent), while Riverside County's percentage increase in its housing stock (21 percent) was the largest. Los Angeles County saw the largest numerical increase in housing units (107,566) and Riverside County saw the second largest numerical increase in housing units (100,827). Imperial County saw the smallest numerical increase in housing units (7,332). Table 3 below, describes percentage increases in the number of housing units in the six-county area, between 1990 and 2000.

[1] In general, density usually does not consider the amount of buildable land.

TABLE 3: DWELLING UNITS IN IMPERIAL, LOS ANGELES, ORANGE, RIVERSIDE, AND VENTURA COUNTIES, 1990 AND 2000

County	1990 Number of Residential Units	2000 Number of Residential Units	1990-2000 Percentage Increase in Number of Residential Units	1990-2000 Numerical Increase in Number of Residential Units
Imperial	36,559	43,891	20%	7,332
Los Angeles	**3,163,343**	**3,270,909**	**3%**	**107,566**
Orange	875,072	969,484	11%	94,412
Riverside	483,847	584,674	21%	100,827
San Bernardino	542,332	601,369	11%	59,037
Ventura	228,478	251,712	10%	23,234
Six Counties	5,329,631	5,722,039	7%	392,408

SOURCE: Southern California Association of Governments (2003), ESA (2003).

POPULATION AND HOUSING IN SELECTED PORTIONS OF LOS ANGELES COUNTY

Los Angeles County consists of both unincorporated areas and 88 cities, which include cities such as Alhambra, Burbank, Culver City, El Segundo, Glendale, Huntington Park, Inglewood, Los Angeles, Pasadena, Santa Clarita, Santa Monica, South Pasadena, and Vernon. These 13 cities are occupied by an approximate total of 4,500,000 persons living in a 620 square mile area, and together account for nearly 47 percent of the population of Los Angeles County. From 1990 to 2000, population growth was uneven throughout these selected cities, averaging a 6.0 percent increase in population overall. The largest percentage increase in population occurred in Santa Clarita (37 percent), and the lowest percentage increase occurred in small city of Vernon (-40 percent). However, numerically, between 1990 and 2000, the population of Los Angeles increased by approximately 209,420 persons. The next largest numerical gain was in Santa Clarita, which increased by over 40,445 persons. Table 4 below, describes population growth in Los Angeles and selected adjacent cities between 1990 and 2000.

TABLE 4: POPULATION GROWTH IN LOS ANGELES AND SELECTED ADJACENT CITIES, 1990 AND 2000

City	1990 Population	2000 Population	Numerical Increase	Percentage Increase*
Alhambra	82,106	85,804	3,698	5%
Burbank	93,643	100,316	6,673	7%
Culver City	38,793	38,816	810	5%
El Segundo	15,223	16,033	23	0%
Glendale	180,038	194,973	14,935	8%
Huntington Park	56,065	61,348	5,283	9%
Inglewood	109,602	112,580	2,978	3%
Los Angeles	**3,485,398**	**3,694,820**	**209,422**	**6%**
Pasadena	131,591	133,936	2,345	2%
Santa Clarita	110,642	151,088	40,446	37%
Santa Monica	86,905	84,084	-2,821	-3%
South Pasadena	23,926	24,292	366	2%
Vernon	152	91	-61	-40%
Los Angeles and Selected Cities	4,414,084	4,698,181	284,097	6%

*Rounded to the nearest whole number.

SOURCE: Southern California Association of Governments (2003); ESA (2003).

In Los Angeles and selected adjacent cities, between 1990 and 2000, the density increased an average of 458 persons per sq. mi. Of these cities, in 2000 Huntington Park was the most densely populated city with approximately 20,430 persons per square mile. Alhambra was second, with an approximate density of 11,290 persons per sq. mi. Since 1990, the number of persons per sq. mi. has increased in most of these cities, with the exception of the cities of Santa Monica and Vernon. Although only a 6 percent increase, population density in Los Angeles increased from 7,416 persons per sq. mi. in 1990 to 7,861 persons per sq. mi. in 2000. Table 5, below, describes population density in Los Angeles and selected adjacent cities in 1990 and 2000.

TABLE 5: POPULATION DENSITY IN LOS ANGELES AND SELECTED CITIES, 1990 AND 2000

City	Approximate Area (Sq. Mi.)	1990 Population Density (Persons Per Sq. Mi.)	2000 Population Density (Persons Per Sq. Mi.)	Increase in Population Density (Persons Per Sq. Mi.)	Percentage Increase in Population Density
Alhambra	8 sq. mi.	10,803/sq. mi.	11,290/sq. mi.	487/sq. mi.	5%
Burbank	17 sq. mi.	5,459/sq. mi.	5,848/sq. mi.	389/sq. mi.	7%
Culver City	5 sq. mi.	7,779/sq. mi.	7,783/sq. mi.	5/sq. mi.	0%
El Segundo	5 sq. mi.	3,045/sq. mi.	3,207/sq. mi.	162/sq. mi.	5%
Glendale	31 sq. mi.	5,884/sq. mi.	6,372/sq. mi.	488/sq. mi.	8%
Huntington Park	3 sq. mi.	18,670/sq. mi.	20,429/sq. mi.	1,759/sq. mi.	9%
Los Angeles	**469 sq. mi.**	**7,432/sq. mi.**	**7,878/sq. mi.**	**447/sq. mi.**	**6%**
Pasadena	23 sq. mi.	5,721/sq. mi.	5,823/sq. mi.	102/sq. mi.	2%
Santa Clarita	48 sq. mi.	2,315/sq. mi.	3,161/sq. mi.	846/sq. mi.	37%
Santa Monica	8 sq. mi.	10,470/sq. mi.	10,131/sq. mi.	-340/sq. mi.	-3%
South Pasadena	3 sq. mi.	6,955/sq. mi.	7,062/sq. mi.	106/sq. mi.	2%
Vernon	5 sq. mi.	29/sq. mi.	18/sq. mi.	-12/sq. mi.	-40%
Total	625 sq. mi.	6,886/sq. mi.	7,336/sq. mi.	450/sq. mi.	7%

SOURCE: Southern California Association of Governments (2003), ESA (2003).

Throughout the selected cities, the total number of dwelling units increased approximately 3 percent between 1990 and 2000. The City of Vernon saw a percentage and numerical decrease in housing stock (-51 percent and the loss of 26 units), while Santa Clarita's percentage increase in its housing stock (27 percent) was the largest percentage increase. The City of Los Angeles saw the largest numerical increase in housing units (37,743) and Santa Clarita saw the second largest numerical increase in housing units (11,309). Table 6 below, describes percentage increases in the number of housing units in the six-county area, between 1990 and 2000.

POPULATION AND HOUSING IN SHERMAN OAKS AND THE IMMEDIATE VICINITY

Sherman Oaks, a community within the City of Los Angeles, covers an estimated 8.1 square miles and in 2000, was occupied by an estimated range of 52,700 to 53,500 persons. At an approximate density of 6,500 to 6,600 persons per sq. mi., Sherman Oaks has a density that is less dense than the City of Los Angeles as a whole, and more closely approximates densities found in cities such as South Pasadena. As a community, it is close to Huntington Beach in population size.

TABLE 6: DWELLING UNITS IN SELECTED CITIES, 1990 AND 2000

City	1990 Number of Residential Units	2000 Number of Residential Units	1990-2000 Percentage Increase in Number of Residential Units	1990-2000 Numerical Increase in Number of Residential Units
Alhambra	29,604	30,069	2%	465
Burbank	41,216	42,847	4%	1,631
Culver City	7,190	7,261	1%	71
El Segundo	16,943	17,130	1%	187
Glendale	72,114	73,713	2%	1,599
Huntington Park	14,516	15,335	6%	819
Inglewood	38,713	38,648	-0.2%	-65
Los Angeles	**1,299,963**	**1,337,706**	**3%**	**37,743**
Pasadena	53,032	54,132	2%	1,100
Santa Clarita	41,133	52,442	27%	11,309
Santa Monica	47,753	47,863	0.2%	110
South Pasadena	10,719	10,850	1%	131
Vernon	52	26	-50%	-26
Total	1,672,948	1,728,022	3%	55,074

*Rounded to the nearest whole number.

SOURCE: U.S. Census (2000); ESA (2003).

The proposed project site is located in Sherman Oaks, within U.S. Census tract 1246, which is located north of I-101 (Ventura Freeway). Table 7, below, compares population growth in census tract 1246 and both adjacent and contiguous census tracts north of the Ventura Freeway (US 101) and south of Burbank Boulevard, between I-405 and Coldwater Canyon. (Some of these census tracts include areas that are partially in adjacent communities.)

Between 1990 and 2000, the areas that include the project site and the vicinity gained an estimated 3,775 persons and increased the population by approximately 10 percent. The census tract that includes the project site saw a decline in population by approximately 44 persons or approximately -1 percent. Other areas in the vicinity also lost population, but the largest population gains were seen in census tract 1285, which straddles the northern Sherman Oaks/Van Nuys border, roughly between Van Nuys Boulevard and Hazeltine Avenue.

Between 1990 and 2000, the area that includes the project site and the vicinity gained an estimated 856 persons per square mile (sq. mi.). The census tract that includes the project site is the second least dense census tract in the area; this census tract saw a decline in population density by approximately -1 percent. The most dense area is census tract 1286, approximately one-half of which is located south of Burbank Avenue, between

TABLE 7: POPULATION GROWTH IN SELECTED CENSUS TRACTS IN SHERMAN OAKS AND ADJACENT AREAS, 1990 AND 2000

Census Tract	Includes Project Site	1990 Population	2000 Population	Numerical Increase	Percentage Increase*
1245		2,697	2,882	185	6%
1246	√	**4,314**	**4,270**	**-44**	**-1%**
1284		3,880	4,101	221	5%
1285		3,512	5,166	1,654	32%
1286		5,223	6,168	945	15%
1287.02		5,407	5,330	-77	-1%
1288		6,467	6,889	422	6%
1289.10**		3,306	3,775	469	12%
Totals		34,806	38,581	3,775	10%

*Rounded to the nearest whole number.
** Boundaries not exactly the same; census tract has been subdivided.

SOURCE: US Census (2003); ESA (2003).

Hazeltine Avenue and Woodman Avenue. The area that increased in density the most between 1990 and 2000 is census tract 1285, which also straddles Burbank Avenue, at the northern Sherman Oaks/Van Nuys border, roughly between Van Nuys Boulevard and Hazeltine Avenue. Table 8, below, compares population density in census tract 1246 and both adjacent and contiguous census tracts north of the Ventura Freeway (US 101) and south of Burbank Boulevard, between I-405 and Coldwater Canyon. (Some of these census tracts include areas that are partially in adjacent communities.)

Between 1990 and 2000, the areas that include the project site and the vicinity gained an estimated 949 housing units and increased the housing stock by approximately 5 percent. The census tract that includes the project site saw a decline in the number of housing units by approximately 14 housing units persons or approximately -1%. Other areas in the vicinity also lost housing units, none lost as many as the area in which the project site is located. The largest increase in the number of housing units was seen in census tract 1285, which straddles the northern Sherman Oaks/Van Nuys border, roughly between Van Nuys Boulevard and Hazeltine Avenue. See Table 9, below, for a comparison of growth in the number of housing units between 1990 and 2000 in census tracts north of the Ventura Freeway (US 101) and south of Burbank Boulevard, and between I-405 and Coldwater Canyon. (Some of these census tracts include areas that are partially in adjacent communities.)

TABLE 8: POPULATION DENSITY IN SELECTED CENSUS TRACTS IN SHERMAN OAKS AND ADJACENT AREAS, 1990 AND 2000

Census Tract	Approximate Area (Sq. Mi.)	Approximate 1990 Population Density (Persons Per Sq. Mi.)	Approximate 2000 Population Density (Persons Per Sq. Mi.)	Increase in Population Density (Persons Per Sq. Mi.)	Percentage Increase in Population Density
1245	0.3 sq. mi.	8,700/sq. mi.	9,297/sq. mi.	597/sq. mi.	7%
1246	**0.6 sq. mi.**	**7,190/sq. mi.**	**7,117/sq. mi.**	**-73/sq. mi.**	**-1%**
1284	0.7 sq. mi.	5,543/sq. mi.	5,859/sq. mi.	316/sq. mi.	6%
1285	0.5 sq. mi.	5,853/sq. mi.	8,610/sq. mi.	2,757/sq. mi.	47%
1286	0.5 sq. mi.	10,446/sq. mi.	12,336/sq. mi.	1,890/sq. mi.	18%
1287.02	0.6 sq. mi.	9,012/sq. mi.	8,883/sq. mi.	-123/sq. mi.	-1%
1288	0.6 sq. mi.	10,778/sq. mi.	11,482/ sq. mi.	703/sq. mi.	7%
1289.10	0.5 sq. mi.	6,612/sq. mi.	7,550/sq. mi.	938/sq. mi.	14%
Total	4.41 sq. mi.	7,893 sq. mi.	8,749/sq. mi.	856/sq. mi.	11%

SOURCE: U.S. Census (2000); Southern California Association of Governments (2003); ESA (2003).

TABLE 9: DWELLING UNITS IN SHERMAN OAKS AND ADJACENT AREAS, 1990 AND 2000

Census Tract	Includes Project Site	1990 Number of Residential Units	2000 Number of Residential Units	1990-2000 Percentage Increase in Number of Residential Units	1990-2000 Numerical Increase in Number of Residential Units
1245		1,183	1,188	0%	5
1246	√	**2,104**	**2,090**	**-1%**	**-14**
1284		1,681	1,709	2%	28
1285		1,890	2,525	25%	635
1286		2,347	2,510	6%	163
1287.02		2,798	2,792	0%	-6
1288		3,628	3,651	1%	25
1289.10		1,769	1,882	6%	113
Totals		17,398	18,347	5%	949

*Rounded to the nearest whole number.

SOURCE: U.S. Census (2000); ESA (2003).

CONCLUSION

The average household size in census tract 1246 (the census tract in which the project would be located) is approximately 2.04 persons per household. The average household size at the project site is likely even lower, because the number of bedrooms is relatively low. However, using an average of 2.04 persons per household, the project could generate an additional 288 residents at the project site and in census tract 1246. This population increase would raise the overall population of census tract 1246 from its 2000 level from 4, 270 to approximately 4,558 (an increase of 7 percent), and the density for this census tract would increase from approximately 7,117 persons per sq. mi. to approximately 7,597 persons per sq. mi. (an increase of 7 percent). The density for the contiguous census tracts that includes the census tract in which the project is located would increase from approximately 8,749 persons per sq. mi. to approximately 8,834 persons per sq. mi. (an increase of 1 percent). This new population density for census tract 1246 would be consistent with census tracts north of US 101, and slightly lower than most. It would also be lower than the overall density for the City of Los Angeles as well as many nearby cities. Of the contiguous census tracts north of US 101 (Ventura Freeway), census tract 1246 (in which the project site is located) would be the third lowest in population density among the contiguous census tracts studied herein. The increase in density both in the census tract and in the contiguous census tracts would not be considered significant.

The project would add 141 housing units to census tract 1246, which would increase the number of housing units by approximately 7 percent. (This census tract lost 14 housing units between 1990 and 2000.) Percentage increases in the contiguous census tracts above US 101 ranged from below 1 percent (census tracts 1245 and 1287.02) to 25 percent (census tract 1285) and numeric increases ranged from the loss of 14 housing units (census tract 1246) to an addition of 635 housing units (census tract 1285) over a ten-year period. The proposed Project would increase the number of housing units in the contiguous census tracts located above US 101 by approximately 0.8 percent. The numeric increase in housing units would be 0.4 percent of all new housing units in the City of Los Angeles in 2000. The increase in housing units in census tract 1246 would therefore not be considered significant.

Appendix G

Trees Identified for Removal

Chase Knolls Apartments
Landscape Description
September 24, 2003

Katherine Spitz Associates
Landscape Architecture

Landscaping at Chase Knolls appears to have been implemented in two major phases. Trees planted during the first phase, when the buildings were constructed, are listed as 55-65 years old. In the second phase of landscaping, presumed to be 10 – 20 years after the first, additional trees were added. In addition to the two major planting phases, a number of other trees have been planted over time. Although subject to poor pruning practices, the majority of the trees at Chase Knolls are in reasonably good health, and are not in decline.

This study examines the trees located in areas that will be affected by new on-site building development, as listed on the tree plan dated September 22, 2003. Tree locations and comments are preliminary, based on visual observation of site only. A full arboricultural report and survey will follow and may affect the information contained herein.

1 – 4

Species:	Pittosporum undulatum, Liquidambar styraciflua, Apricot
Age:	30 - 45 years
Location:	Adjacent to garages/impacted by new parking lot surfacing
Replacement Options:	See note #4 below

5

Species:	Pinus Halepensis
Age:	55 – 65 years/Phase I planting
Location:	Adjacent to residence/impacted by new parking lot surfacing
Replacement Options:	See note #1 below

6

Species:	Apricot
Age:	30 - 40 years
Location:	In laundry area/center of new parking area
Replacement Options:	See note #4 below

7,8

Species:	Ficus nitida, Morus alba
Age:	less than 20 years
Location:	Adjacent to residence/poss. impacted by new parking area
Replacement Options:	No recommended replacement

9 – 11

Species:	Arbutus unedo (3),
Age:	30 - 45 years
Location:	Adjacent to garages/mitigating grade change
Replacement Options:	See note #4 below

12

Species:	Apricot
Age:	30 - 45 years
Location:	Adjacent to garages/mitigating grade change
Replacement Options:	See note #4 below

13

Species:	Ficus elastica
Age:	less than 20 years
Location:	Adjacent to garages/impacted by new parking
Replacement Options:	No recommended replacement

14

Species:	Apricot
Age:	30 - 40 years
Location:	Adjacent to garages/impacted by new parking
Replacement Options:	See note #4 below

15, 16

Species:	Eucalyptus erythrocorys(2), Cupressus sempervirens(1)
Age:	30 - 45 years
Location:	Between garages and residences/impacted by new parking
Replacement Options:	See note #4 below

17

Species:	Eucalyptus polyanthemos (13)
Age:	35 – 45 years/Phase II planting
Location:	Screening between alley and adjacent retail/impacted by new parking location
Replacement Options:	See note #3 below

18

Species:	Pittosporum undulatum
Age:	35 - 45 years
Location:	Adjacent to garages/impacted by new parking area
Replacement Options:	See note #4 below

19

Species:	Ficus elastica
Age:	less than 20 years
Location:	Adjacent to garages/impacted by new parking area
Replacement Options:	No recommended replacement

20

Species:	Eucalyptus ficifolia
Age:	35 - 45 years
Location:	Adjacent to garages/impacted by new parking area
Replacement Options:	See note #4 below

21,22

Species:	Eucalyptus citriodora (4)
Age:	55 – 65 years/Phase I planting
Location:	Landscaped "entry" to complex (N. of alley)/impacted by new parking location
Replacement Options:	See note #2 below

23

Species:	Washingtonia robusta (2)
Age:	35 - 45 years

Location:	Landscaped "entry" to complex (N. of alley)/impacted by new parking location
Replacement Options:	See note #4 below

24
NOT USED

25

Species:	Eucalyptus sideroxylon
Age:	35 – 45 years
Location:	North side of alley/new parking location
Replacement Options:	See note #4 below

26

Species:	Eucalyptus citriodora (2)
Age:	55 – 65 years/Phase I planting
Location:	North side of alley/impacted by new building
Replacement Options:	See note #2 below

27

Species:	Washingtonia robusta
Age:	35 - 45 years
Location:	North side of alley/impacted by new building
Replacement Options:	See note #4 below

28
NOT USED

29

Species:	Pinus Halepensis (5)
Age:	55 – 65 years/Phase I planting
Location:	Landscaped courtyard/impacted by new building
Replacement Options:	See note #1 below

30

Species:	Eucalyptus sideroxylon
Age:	35 - 45 years
Location:	North side of alley/impacted by new building
Replacement Options:	See note #4 below

31

Species:	Ficus nitida
Age:	less than 20 years
Location:	South side of alley/impacted by new parking
Replacement Options:	No recommended replacement

32

Species:	Grevillea robusta
Age:	30 - 40 years
Location:	North side of alley/impacted by new parking
Replacement Options:	See note #4 below

33

Species:	Grevillea robusta
Age:	30 - 40 years
Location:	North side of alley/impacted by new parking

Replacement Options:	See note #4 below

34

Species:	Washingtonia robusta
Age:	35 - 45 years
Location:	North side of alley/impacted by new parking
Replacement Options:	See note #4 below

35

Species:	Liquidambar styraciflua (3)
Age:	35 - 45 years
Location:	Landscaped "entry" to complex (N. of alley)/impacted by new building
Replacement Options:	See note #4 below

36

Species:	Pinus radiata
Age:	less than 20 years
Location:	Landscaped "entry" to complex (N. of alley)/impacted by new building
Replacement Options:	No recommended replacement

37

Species:	Schinus terebinthefolius
Age:	20 – 30 years
Location:	Landscaped "entry" to complex (N. of alley)/impacted by new building
Replacement Options:	See note #4 below

38

Species:	Pinus Halepensis
Age:	55 – 65 years/Phase I planting
Location:	Landscaped courtyard/impacted by new building
Replacement Options:	See note #1 below

39 - 41

Species:	Washingtonia robusta (1), Liquidambar styraciflua (1), Arbutus unedo (4)
Age:	35 - 45 years
Location:	Adjacent to garages, residence/impacted by new building
Replacement Options:	See note #4 below

42

Species:	Schinus terebinthefolius
Age:	20 – 30 years
Location:	Adjacent to garage/impacted by new building
Replacement Options:	See note #4 below

43

Species:	Eucalyptus citriodora (6 trees)
Age:	55 – 65 years/Phase I planting
Location:	Landscaped "entry" to complex (N. of alley)/impacted by new parking ramp
Replacement Options:	See note #2 below

44 - 47

Species:	Arbutus unedo (3), Avocado (1), Cupressus sempervirens (2)
Age:	30 – 45 years
Location:	Adjacent to garages/impacted by new building
Replacement Options:	See note #4 below

48

Species:	Magnolia grandiflora
Age:	20 – 30 years
Location:	Landscaped courtyard/impacted by new building
Replacement Options:	See note #4 below

49

Species:	Pinus Halepensis (3)
Age:	55 – 65 years/Phase I planting
Location:	Landscaped courtyard south of alley/impacted by new parking ramp
Replacement Options:	See note #1 below

50

Species:	Eucalyptus citriodora (4)
Age:	55 – 65 years/Phase I planting
Location:	Landscaped courtyard south of alley/ impacted by new parking ramp
Replacement Options:	See note #2 below

51

Species:	Eucalyptus polyanthemos (6)
Age:	35 – 45 years/Phase II planting
Location:	Screening between complex and adjacent retail/Impacted by new building
Replacement Options:	See note #3 below

52
NOT USED

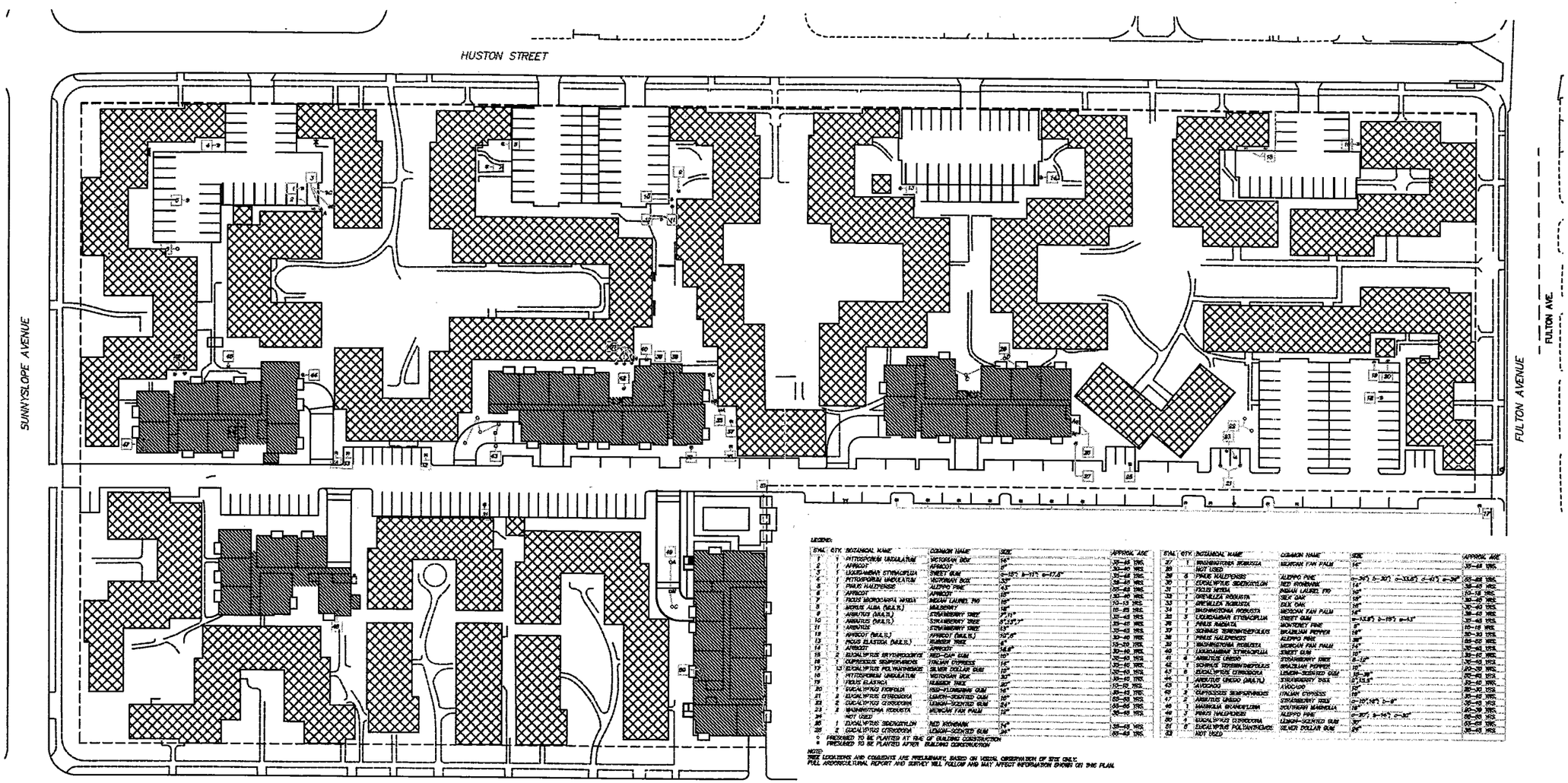
RECOMMENDED COURSE OF ACTION:

1. Replace each tree removed with 8' box tree (same species as existing tree) in vicinity of existing tree.

2. Replace each tree removed with 3 – 15 g.c. trees (same species as existing tree) in vicinity of existing tree.

3. Replace each tree removed with 48" box tree in vicinity of existing tree. Tree type to be specified per recommendation of landscape architect and arborist as part of overall site design.

4. Replace each tree removed with 36" box tree in vicinity of existing tree. Tree type to be specified per recommendation of landscape architect and arborist as part of overall site design.



LEGEND:

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	APPROX. AGE
1	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	14"	35'-45' 1965
2	1	APRICOT	APRICOT	6"	30'-40' 1965
3	1	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	0'-10½" 5'-7½" 6'-11½"	30'-40' 1965
4	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	24"	35'-45' 1965
5	1	PINUS HALEPENSIS	ALEPPO PINE	42"	60'-65' 1965
6	1	APRICOT	APRICOT	10"	30'-40' 1965
7	1	FICUS MICROCARPA NITIDA	INDIAN LAUREL FIG	18"	50'-60' 1965
8	1	GREVILLEA ALBA (MULTI.)	MULGRAVY	18"	10'-15' 1965
9	1	ARBUTUS (MULTI.)	STRAWBERRY TREE	7"/11"	10'-15' 1965
10	1	ARBUTUS (MULTI.)	STRAWBERRY TREE	9"/13"/7"	10'-15' 1965
11	1	ARBUTUS	STRAWBERRY TREE	18"	10'-15' 1965
12	1	APRICOT (MULTI.)	APRICOT (MULTI.)	10"/8"	30'-40' 1965
13	1	FICUS ELASTICA (MULTI.)	RUBBER TREE	6"	60'-65' 1965
14	1	APRICOT	APRICOT	14.8"	30'-40' 1965
15	2	EUCALYPTUS BRYTHROCORYS	RED-CAP GUM	10"	30'-40' 1965
16	1	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	14"	35'-45' 1965
17	12	EUCALYPTUS POLYANTHEMOS	SILVER DOLLAR GUM	12"	35'-45' 1965
18	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	24"	35'-45' 1965
19	1	FICUS ELASTICA	RUBBER TREE	30"	70'-75' 1965
20	1	EUCALYPTUS FICIFOLIA	RED-FLOWERING GUM	16"	60'-65' 1965
21	2	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	16"	60'-65' 1965
22	2	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	22"	60'-65' 1965
23	2	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	28"	60'-65' 1965
24		NOT USED			
25	1	EUCALYPTUS SIDEROXYLON	RED IRONBARK	14"	
26	2	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	24"	35'-45' 1965
C	PROPOSED TO BE PLANTED AT TIME OF BUILDING CONSTRUCTION				
R	PROPOSED TO BE PLANTED AFTER BUILDING CONSTRUCTION				

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	APPROX. AGE
27	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	14"	35'-45' 1965
28		NOT USED			
29	8	PINUS HALEPENSIS	ALEPPO PINE	0'-20½" 5'-30½" 6'-33½" 7'-43½" 8'-39"	60'-65' 1965
30	1	EUCALYPTUS SIDEROXYLON	RED IRONBARK	14"	35'-45' 1965
31	1	FICUS NITIDA	INDIAN LAUREL FIG	36"	70'-75' 1965
32	1	GREVILLEA ROBUSTA	SILK OAK	36"	35'-45' 1965
33	1	GREVILLEA ROBUSTA	SILK OAK	36"	35'-45' 1965
34	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	14"	35'-45' 1965
35	1	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	36"	60'-65' 1965
36	1	PINUS RADIATA	MONTEREY PINE	6"	10'-15' 1965
37	1	SCHINUS TEREBINTHIFOLIUS	BRAZILIAN PEPPER	18"	30'-35' 1965
38	1	PINUS HALEPENSIS	ALEPPO PINE	38"	60'-65' 1965
39	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	14"	35'-45' 1965
40	1	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	16"	30'-40' 1965
41	6	ARBUTUS UNEDO	STRAWBERRY TREE	8"-12"	8'-10' 1952
42	1	SCHINUS TEREBINTHIFOLIUS	BRAZILIAN PEPPER	18"	30'-35' 1965
43	8	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	18"-28"	60'-65' 1952
44	1	ARBUTUS UNEDO (MULTI.)	STRAWBERRY TREE	8"/12.5"	30'-40' 1965
45	1	AVOCADO	AVOCADO	12"	30'-40' 1952
46	9	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	16"	35'-45' 1965
47	2	ARBUTUS UNEDO	STRAWBERRY TREE	0'-10"/6" 2'-8"	30'-40' 1952
48	1	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	18"	30'-35' 1965
49	7	PINUS HALEPENSIS	ALEPPO PINE	0'-20½" 5'-16½" 6'-30"	60'-65' 1952
50	9	EUCALYPTUS CITRIODORA	LEMON-SCENTED GUM	30"	60'-65' 1965
51	8	EUCALYPTUS POLYANTHEMOS	SILVER DOLLAR GUM	40"	35'-45' 1952
52		NOT USED			

NOTED:
TREE LOCATIONS AND QUANTITIES ARE PRELIMINARY, BASED ON VISUAL OBSERVATION OF SITE ONLY.
FULL ARBORICULTURAL REPORT AND SURVEY WILL FOLLOW AND MAY AFFECT INFORMATION SHOWN ON THIS PLAN.

NORTH

0' 15' 30' 60' 90'
SCALE: 1"=30'-0"

Katherine Spitz Associates Inc.
LANDSCAPE ARCHITECTURE
4212 1/2 ELENOOR AVENUE
MARINA DEL REY, CA 90292
310.574.4980

CHASE KNOLLS APARTMENTS

POTENTIALLY IMPACTED TREES

SEPTEMBER 22, 2003

LEGEND:

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	APPROX. AGE
1	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	14"	35 45 YRS.
2	1	APRICOT	APRICOT	8"	30 40 YRS.
3	1	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	a 15"; b 11"; c 17.5"	35 45 YRS.
4	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	33"	35 45 YRS.
5	1	PINUS HALEPENSIS	ALEPPO PINE	43"	55 65 YRS.
6	1	APRICOT	APRICOT	15"	30 40 YRS.
7	1	FICUS MICROCARPA NITIDA	INDIAN LAUREL FIG	10"	10 15 YRS.
8	1	MORUS ALBA (MULTI.)	MULBERRY	18"	15 25 YRS.
9	1	ARBUTUS (MULTI.)	STRAWBERRY TREE	7",11"	35 45 YRS.
10	1	ARBUTUS (MULTI.)	STRAWBERRY TREE	8",13",7"	35 45 YRS.
11	1	ARBUTUS	STRAWBERRY TREE	13"	35 45 YRS.
12	1	APRICOT (MULTI.)	APRICOT (MULTI.)	10",8"	30 40 YRS.
13	1	FICUS ELASTICA (MULTI.)	RUBBER TREE	6"	15 20 YRS.
14	1	APRICOT	APRICOT	18.5"	30 40 YRS.
15	2	EUCALYPTUS ERYTHROCORYS	RED CAP GUM	10"	35 45 YRS.
16	1	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	14"	35 45 YRS.
17	13	EUCALYPTUS POLYANTHEMOS	SILVER DOLLAR GUM	18"	35 45 YRS.
18	1	PITTOSPORUM UNDULATUM	VICTORIAN BOX	30"	35 45 YRS.
19	1	FICUS ELASTICA	RUBBER TREE	20"	10 15 YRS.
20	1	EUCALYPTUS FICIFOLIA	RED FLOWERING GUM	16"	35 45 YRS.
21	2	EUCALYPTUS CITRIODORA	LEMON SCENTED GUM	18"	55 65 YRS.
22	2	EUCALYPTUS CITRIODORA	LEMON SCENTED GUM	24"	55 65 YRS.
23	2	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	12"	35 45 YRS.
24		NOT USED			
25	1	EUCALYPTUS SIDEROXYLON	RED IRONBARK	14"	35 45 YRS.
26	2	EUCALYPTUS CITRIODORA	LEMON SCENTED GUM	24"	55 65 YRS.

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	APPROX. AGE
27	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	14"	35 45 YRS.
28		NOT USED			
29	5	PINUS HALEPENSIS	ALEPPO PINE	a 34"; b 30"; c 33.5"; d 41"; e 34"	55 65 YRS.
30	1	EUCALYPTUS SIDEROXYLON	RED IRONBARK	14"	35 45 YRS.
31	1	FICUS NITIDA	INDIAN LAUREL FIG	10"	10 15 YRS.
32	1	GREVILLEA ROBUSTA	SILK OAK	18"	30 40 YRS.
33	1	GREVILLEA ROBUSTA	SILK OAK	18"	30 40 YRS.
34	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	16"	35 45 YRS.
35	3	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	a 13.5"; b 16"; c 13"	35 45 YRS.
36	1	PINUS RADIATA	MONTEREY PINE	8"	10 15 YRS.
37	1	SCHINUS TEREBINTHEFOLIUS	BRAZILIAN PEPPER	16"	20 30 YRS.
38	1	PINUS HALEPENSIS	ALEPPO PINE	36"	55 65 YRS.
39	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	14"	35 45 YRS.
40	1	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	16"	35 45 YRS.
41	4	ARBUTUS UNEDO	STRAWBERRY TREE	8 12"	35 45 YRS.
42	1	SCHINUS TEREBINTHEFOLIUS	BRAZILIAN PEPPER	16"	20 30 YRS.
43	6	EUCALYPTUS CITRIODORA	LEMON SCENTED GUM	18 36"	55 65 YRS.
44	1	ARBUTUS UNEDO (MULTI.)	STRAWBERRY TREE	9",15.5"	35 45 YRS.
45	1	AVOCADO	AVOCADO	18"	20 30 YRS.
46	2	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	10"	35 45 YRS.
47	2	ARBUTUS UNEDO	STRAWBERRY TREE	a 10",16"; b 9"	35 45 YRS.
48	1	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	16"	20 30 YRS.
49	3	PINUS HALEPENSIS	ALEPPO PINE	a 20"; b 14"; c 30"	55 65 YRS.
50	4	EUCALYPTUS CITRIODORA	LEMON SCENTED GUM	30"	55 65 YRS.
51	6	EUCALYPTUS POLYANTHEMOS	SILVER DOLLAR GUM	24"	35 45 YRS.
52		NOT USED			

○ PRESUMED TO BE PLANTED AT TIME OF BUILDING CONSTRUCTION
○ PRESUMED TO BE PLANTED AFTER BUILDING CONSTRUCTION

NOTE:
TREE LOCATIONS AND COMMENTS ARE PRELIMINARY, BASED ON VISUAL OBSERVATION OF SITE ONLY.
FULL ARBORICULTURAL REPORT AND SURVEY WILL FOLLOW AND MAY AFFECT INFORMATION SHOWN ON THIS PLAN.

Appendix H

Historic Resource Impact Analysis

Introduction

Kaplan Chen Kaplan conducted an historical resources impact analysis of a proposal to add new apartments and to modify existing buildings at the Chase Knolls Apartment complex located at 13401 Riverside Drive in the City of Los Angeles. Chase Knolls Apartments has been designated a City of Los Angeles Historic-Cultural Monument (#683 in 2000). A former owner of the property, Legacy Partners, submitted "Historic Preservation Certification Application—Part 1 Evaluation of Significance" to the National Park Service in 2001 seeking designation as a "certified historic structure" in order to pursue federal historic tax credits for a proposed project. The complex was determined eligible for the National Register of Historic Places. A "Part 2—Description of Rehabilitation" was also submitted by Legacy Partners. The proposed project to rehabilitate, expand some existing units, add approximately 47 new units (on the site of existing carports), and add new tenant amenities was approved by the National Park Service as meeting the Secretary of the Interior's "Standards for Rehabilitation" in 2001.

This report has been prepared for use in an Environmental Impact Report (EIR). According to the California Environmental Quality Act (CEQA) historical resources include any resource listed in, or determined to be eligible for listing in the California Register of Historical Resources. As eligible for listing in the National Register the Chase Knolls Apartments is eligible for listing in the California Register.

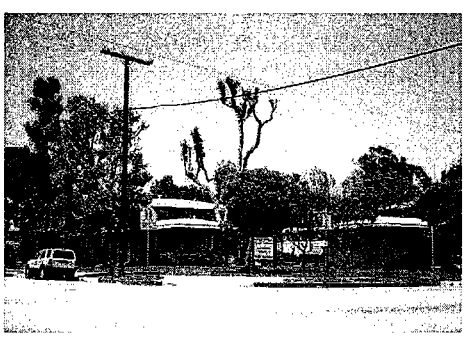
This report assesses the environmental consequences of the proposed project on the historic apartment complex. This report includes: analysis of the basis for designation of this historic resource, its features and significance; review of existing conditions; assessment of potential impacts to significant features of the historic resource resulting from the proposed project; and presentation of project-specific mitigation measures for significant resources following guidelines set forth in CEQA and state preservation law.

Neighborhood Description

Chase Knolls is located in the Sherman Oaks area of the San Fernando Valley in the City of Los Angeles. The Ventura Freeway (U.S. 101), one block South, runs parallel to Riverside Drive. Between Riverside Drive and the freeway is a neighborhood of single-family houses. The intersection of Riverside and Fulton Avenue contains commercial structures. East of Fulton, Riverside Drive is lined with multi-family residential buildings. On Riverside Drive, west of Chase Knolls is the Notre Dame High School campus. The school's athletic fields and bleachers are located directly across from the western side of Chase Knolls. To the north of Chase Knolls, across Huston Street, is a neighborhood of single-family houses.

Description of Chase Knolls Apartments and Grounds

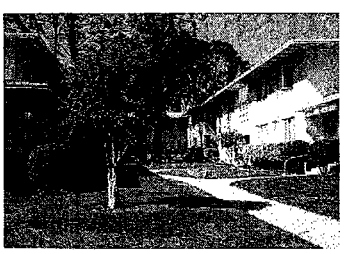
The garden style apartment complex is located at 13401 Riverside Drive. The complex is bounded by Riverside on the South, Fulton Avenue on the East, Huston Street on the North and Sunnyslope Avenue on the West. The approximately 14-acre residential development features 19 one and two-story multi-family residential buildings containing 260 units (110 one-bedroom units and 150 two-bedroom units). Two private drives run through the complex. One spans the entire length of the site in an east-west direction. It is met in the center by a road running in a north-south direction from Riverside Drive.

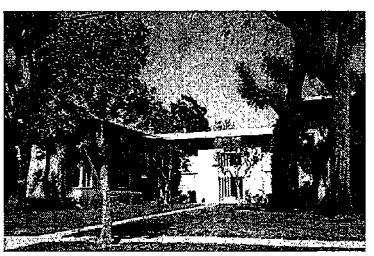


The area to the southeast was developed as a separate parcel with commercial buildings and is not a part of the Chase Knolls Apartment complex.

Throughout the complex, buildings are grouped to create a series of courtyards. There are three major courtyards open on the north along Huston Street and to the east on Fulton Avenue and five other courtyards that face Riverside Drive on the south and Sunnyslope Avenue to the west. Each courtyard has its own character and is a space unto itself. The courtyards are not connected directly to each other. They are discontinuous, separated by barriers such as buildings, walls, and landscaping such as shrubs. Thus, it is circuitous to move from one courtyard to another within this superblock. Each of the major courtyards is traversed with pedestrian paths.

Historic Resources Group, an historic preservation consulting firm that meets the professional requirements of the National Park Service for Historic Architect and Architectural Historian, prepared Historic Preservation Certification Applications for the former owners, Legacy Partners. Both Parts were approved by the National Park Service in 2001. The Part 1 Evaluation of Significance ("Part 1") divides the property into areas. There are three major courtyards on the North side along Huston Street. Each of the courtyards is aligned with one of the neighborhood's North/South Streets. Courtyard 1 is cross-shaped with entry from Greenbush Avenue. Courtyard 2 is aligned with Varna Avenue. Although as deep as Courtyard 1, Courtyard 2 does not have a cross axis; but rather has a stub to the East. The grade rises by Courtyard 2 and a retaining wall obscures visual access to the courtyard from the street. Courtyard 3 is oriented around one of the knolls for which the complex is named. This area was also the site of the Chase dairy farm. Courtyard 3 is aligned with Nagle Avenue on the Huston Street side. There is also access from Courtyard 3 to Fulton Street on the East. This courtyard is the only area of the complex where two buildings come together to create a V (all other buildings are placed at 90 degree angles to each other). The siting choices in this courtyard were sensitive to the existing topography of the knoll and possibly landscape, although no report to date has confirmed that plantings, such as a stand of deodar cedars mentioned in the Part I application, predate the complex.



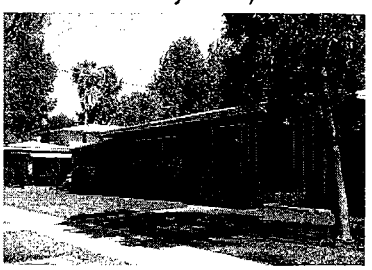


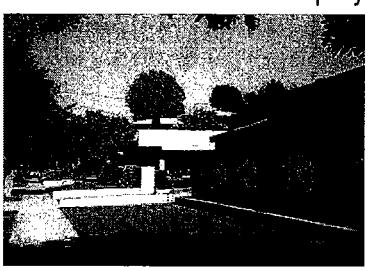
On the Riverside Drive side of the complex courtyards are linear and shallower. The "Part 1" places the courtyards at the lower Southwest section of the complex into two groups. The first is called the "Double Horseshoe" with two narrow deeper courtyards, each with buildings grouped in a U shape (with the open end at the sidewalk/street). Although the area between the "Double Horseshoes" and adjacent buildings are narrow, they feature landscaping (trees and shrubs) and pedestrian paths.

Another area includes the set of buildings sited at 90 degrees to each other at the corner of Riverside Drive and Sunnyslope Avenue, dubbed the "Southwest Corner". The courtyards at this corner, also defined by buildings grouped in a U shape, are shallower than the "Double Horseshoe" courtyards. The one-story wings of each building come towards each other at the corner. Although there is an open space between these buildings, it is not as fully defined as the courtyards are.

The remaining area is known as the "Northwest Corner" at the intersection of Sunnyslope Avenue and Huston Street. Most of the frontage of this area is on Sunnyslope. Just north of the alley, a grouping of buildings, similar to the configuration on the "Southwest Corner", are arranged in a U shape around a shallow courtyard. The building at the corner lies closer to the street and does not have a street-facing courtyard.

The Huston Street façade is more closed in than that of Riverside, Sunnyslope or Fulton. Along this length, except for the major courtyard entrances that align with the cross streets, buildings and carports (attached to one-story units) create sections of street wall broken up by driveways and by entrances to major courtyards. All structures are set back from the street and feature a lawn strip. Between Greenbush and Varna the site rises and steps are required from the sidewalk to reach the buildings and Courtyard 2. At the Fulton Avenue end, the site is at grade with the street. Along Huston Street, in addition to trees on the Chase Knolls property, many mature trees are located in the planting strip between the sidewalk and street.





Pedestrian paths, rectilinear and curved, depending on topography, create access and connections throughout the site. Open space and landscaped areas are park-like lawns covered with grass, emphasizing passive recreation activities (there are no built-in BBQs, no picnic tables, no active recreation areas). Small areas of lawn that service residences are located off the back of some buildings. Except for building footprints, paved garage courts, and drying yards, the grounds are landscaped.

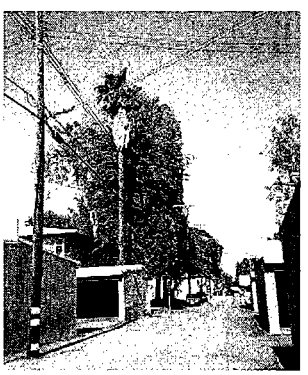
The Chase Knolls site slopes up from the perimeter creating a series of knolls through the middle of the site. No landscape relics remain from the site's Rancho Ex Mission de San Fernando period. The Chase Dairy's farmhouse was thought to be located in the vicinity of Courtyard 3 and it is possible that some of the mature trees in Courtyard 3 may have been part of the dairy homestead, although the analysis of remaining trees in

the major courtyards has not yet been completed. Most of the landscape of today's Chase Knolls began with the development of the site as multi-family housing between 1947 and 1949. The Chase Knolls landscape followed in the footsteps of contemporaneous developments such as the Mar Vista tract and Baldwin Hills Village where the relationship between building and landscape was exploited to enhance living spaces. Gardens incorporating fruit trees, shade trees, and communal open spaces were designed to make life easier for residential families.

Chase Knolls' landscape, designed by architect Margaret Schoch, is comprised of simple turf, ivy and trees. A preliminary landscape analysis (Katherine Spitz Associates' Preliminary Landscape and Tree Report) to address trees and landscaping located in areas potentially impacted by new construction. This Preliminary Report did not cover the landscape history, design and significance of the major courtyards.

Although no original landscape plan has been uncovered, the Spitz report indicates that there were two major planting periods at Chase Knolls. The first dates from the 55 to 65 years ago (1938-48) and the second from 35-45 years ago (1958-68). The first planting era featured fast growing eucalyptus trees chosen to rapidly create a park-like atmosphere throughout the complex and pines chosen because they would develop more slowly over decades. The Eucalyptus species were a significant part of the visual language of Southern California's landscape architecture in the decades of the 1940s and 50s both because of practical aspects (drought tolerance) as well as for their dramatic and lacey form that created picturesque shadow patterns against buildings. The Eucalyptus' thin, neutrally colored trunks vertically punctuated the simple planes of Chase Knolls modern architecture.

Trees from the second planting period include: more Eucalyptus, strawberry, liquid amber, Victorian Box, Apricot, Mexican Fan Palm and Italian Cypress trees. In general, trees are in reasonably good health and are not in decline. Trees were planted to contribute to the overall park-like setting of the complex and to provide a variety of functions: marking alley entrances, providing shade to parking lots, mitigating grade changes to support service areas, providing shade for south-facing apartments, shading and defining walkways, and creating an edge between adjacent commercial uses.



There are five vehicular entrances to parking areas along Huston Street. Major vehicular circulation also occurs along an east-west drive. This traffic spine is the service artery and predominantly lined with structures or pavement. Many carports are located along this drive as are laundry rooms, drying yards and areas for trash. In a few locations along the spine and discontinuous from the courtyards (i.e., to the southwest of Building 7, to the southeast of Building 12), there is open space with lawn and landscaping including a few small clusters of trees. Small strips or areas of lawn and landscaping are located throughout the complex between buildings and carports. At Riverside Drive, along the east end a series of carports runs the length of the north/south alley. Carports do not have doors, and many are in a dilapidated condition. At the Riverside Drive end of this drive, a small building contains the leasing offices.

Around the complex, one-story units are arranged on the perimeter (facing the city streets) providing transition from the surrounding neighborhood of single-family homes. These units are either the ends of or wings of two-story buildings. One-story carports are located on Huston Street but not on any other street frontage.

The buildings are predominantly Modern in style with rectangular volumes incorporating standardized elements designed as sets of interlocking parts. Placement of one-story structures around the perimeter and at the end of two-story apartment structures de-emphasized the mass of the larger buildings giving the complex a lower-scale appearance. Some buildings are free standing; others linked together. Often they are joined side-by-side or at right angles to enclose and create the common space of a courtyard. Buildings are often joined in a staggered manner, decreasing shared walls increasing light and air.

The Modern style buildings are of wood frame construction, clad in stucco. One deviation from the Modern style is the hipped roof of the buildings. The City of Los Angeles Cultural-Heritage Monument Nomination presents a theory behind this stylistic anomaly. It posits that the project was financed with federal housing funds under the Section 608 program and under the program guidelines flat roofs, a hallmark of the Modern style, were discouraged. Projects with pitched roofs would conform to the guidelines so the roof featured hipped roofs with a low pitch. The design of the hipped roof has it receding, thus appearing almost flat and mimicking a Modern style roof. Roofing consists of composition roll covered with gravel. Rafters are exposed in the deep overhanging eaves. Portions of the eaves, typically at entryways, are uncovered creating exterior skylights. Windows are steel casement typically disposed in groups of two and three. Front doors are solid wood slabs.

From a design standpoint, the sets of buildings have unity, yet each building is slightly different, subtly distinguished in detailing, usually around the main entrances. A variety of treatments are used and are differentiated by materials and design devices including: brick; panels of widely proportioned wood siding; porticos; and wood boards organized in geometric patterns. The complex is in good condition with minor exterior alterations including metal security doors and enclosure of open spaces in the roof over the entrances.

Development History and Significance

Development History

After the era of Ranchos and statehood, San Fernando Valley lands were divided into ranches, many producing wheat in the late 19th Century. By the early 20th Century the transition from agricultural to residential land use began but was slow to develop. Around 1909 J.W. Chase purchased two lots (Lots 182

and 189 of Tract 1000 of Rancho Ex Mission de San Fernando). Chase built a large house on a knoll at the south end and developed a dairy farm on the rest of the property. J.W. died in 1934 but his son, Joseph Chase continued dairy operations with a wholesale milk business.

The transition of the area from agriculture was evidenced by the construction of Notre Dame High School in 1938. After World War II single-family residential construction increased dramatically in the San Fernando Valley. In 1947 Joseph Chase began redevelopment of the dairy site to new residential and commercial uses. The large L shape portion of the land, today known as Chase Knolls Apartments, was built between 1947 and 1949. The southeastern most corner of the property, reserved for commercial development, was developed into a commercial shopping strip in 1955. Chase was involved in the Sherman Oaks community in both civic and business affairs. He died in 1980 at the age of 85.

Chase hired architect Heth Wharton to design the Chase Knolls Apartment complex. A journeyman architect, Wharton's largest projects were Lincoln Place Apartments in the Venice section of Los Angeles and Chase Knolls Apartments. Chase Knolls was designed in 1947. The 795-unit Lincoln Place garden apartment complex was designed in 1949. Others involved in the design of Chase Knolls included stylist Ralph Vaughn and Landscape Architect Margaret Schoch. Both the City of Los Angeles Cultural Heritage Monument Application and the "Part 1" contain limited information on the significance of the careers of Vaughn and Schoch. Ralph Vaughn, an African-American designer who later became an architect, was Wharton's business partner and worked with him on the design of the project. Vaughn had earlier worked for the renowned architect Paul Williams.

Significance of Relationship to Garden City Movement

In the late 19th and early 20th centuries, rapid urbanization created dense residential neighborhoods in American and European cities. Working class people moved from rural areas to cities as economies shifted from agrarian to industrial. The need to house burgeoning populations resulted in development of a form of housing that was expedient and efficient in terms of land use. Characteristics of this urban tenement housing included deep, multi-story buildings with poor air circulation and limited access to direct light. There was little or no greenspace or garden available to building residents.

In response to the impacts of this rapid urbanization progressive planners, housing reformers and architects looked to new ideas in planning and new architectural styles. The "Garden City" concept was popularized by Ebenezer Howard in England at the turn of the 20th Century. Howard's progressive ideas were rooted in economic and social reform but it was his ideas about the physical form of new cities that became influential. Followers Raymond Unwin and Barry Parker adapted Howard's ideas and promoted the Garden City movement. In 1902 near York, Unwin and Parker developed a village of cottages grouped together around communal greens and pedestrian paths.

By the 1920s progressive political reform movements and the emergence of city planning in the U.S. spawned efforts to reform housing and develop new planning and housing typologies. The new town of Radburn in suburban New Jersey, planned by the influential Regional Planning Association of America (RPAA), was built in 1928. An innovative element of the Radburn plan was the use of the "superblock". Rather than dividing the vacant land into a traditional neighborhood grid system of streets and blocks, the "superblock" segregated uses and divided the area into park-like commons with a series of drives and cul-de-sacs. Radburn gained critical acclaim and became a powerful model promoting new theories of land use, community and mobility in a "new town." Influential members of the RPAA promoted Radburn in the emerging field of urban planning.

Concurrently planners were developing an interest in housing reforms. European influences included master-planned residential neighborhoods based on new social forms and collective ways of living. These European prototypes incorporated emerging Modern architectural style that focused on spatial character incorporating geometric forms and using industrial materials. American housing reformers were especially interested in the emphasis on light and air circulation and elements that promoted healthier residential environments.

As the role of the U.S. federal government grew during the Great Depression of the 1930s, the ideas of the RPAA, influenced by the European Garden City and Modern architecture movements, were adopted by federal agencies such as the Federal Housing Administration (FHA) and promulgated through agencies' regulations. As a result the large garden apartment complex emerged as a property type with elements including: superblock development of site; segregation of automobile and pedestrian traffic; low to medium density and building coverage; maximum of three stories in height; standardization of building types; and emphasis on open space.

Significance of Relationship to Federal Housing Administration

The Federal Housing Administration (FHA) was created in 1934 under the National Housing Act (NHA) to ensure loans and mortgages for modernization and improvement for homes and rental housing projects. This New Deal program was enacted to stimulate the construction industry and relieve unemployment. Based on the program's strict financial criteria and adherence to prevailing discriminatory real estate practices, funding was skewed towards suburban projects. During the 1940s Los Angeles constructed its first public housing projects and their design was heavily influenced by the Garden City and Modern movements. Many projects developed by the Housing Authority of the City of Los Angeles (HACLA) were designed as superblocks and featured: one-, two-, and three-story buildings clustered around open space; segregated pedestrian and auto traffic; Modern architectural form; non-grid street patterns.

In 1942 Section 608 was added to the NHA to stimulate production of rental housing for war workers. After World War II the FHA continued to direct its mortgage assistance to new housing developments in suburban areas to stimulate construction of housing for veterans. During this era the FHA took a more active role in determining the physical form of projects and produced guidelines and established minimum standards and explicitly stating a preference for the garden style apartment complex in less developed areas with lower population density. Examples featured housing blocks facing landscaped courtyards, areas designated for garages and parking; and segregated pedestrian and auto traffic. Buildings were oriented to open spaces and setback from the street and the complex designed to accommodate automobiles with parking and service drives internal to the site. In terms of style, monotonous long row-structures were discouraged in favor of "harmonious" designs with "architectural unity." The Garden City and Modern movements' concepts of physical form of apartments communities were popularized in the U.S. through the influence of FHA programs and funding.

While no information was identified to confirm that Chase Knolls was developed with Section 608 loans, the project is very similar to Lincoln Place in Los Angeles, an even larger garden apartment complex that was financed by a Section 608 loan and designed by the same architect, Heth Wharton.

Regulatory Status and Significance

National Register of Historic Places

The Chase Knolls Apartments has been determined potentially eligible for the National Register of Historic Places through a "Historic Preservation Certification Application—Part 1 Evaluation of Significance" [National Park Service Project Number: 537.9-19-0253(7769)] ("Part 1") that was submitted in 2001 by Legacy Partners, former owners of the property. The National Park Service (NPS) of the United States Department of the Interior determined that Chase Knolls Apartments "appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Office (SHPO) according to the procedures set forth in 36 CFR Part 60." It further noted "all of the residential buildings and parking garage structures within the complex contribute to the significance of the property." (The State Historic Preservation Office forwarded the application to the NPS in July 2001; NPS correspondence and signed certification from National Park Service to Legacy Partners dated October 24, 2001). The resource was nominated under Criterion C in that it "embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." Characteristics of the property type included: superblock design; segregation of auto and pedestrian traffic; low to medium density and building coverage of the site; maximum of three stories in height; standardization of building types; and lus h and generally mature character of landscaping throughout the complex.

The NPS stated "Chase Knolls Apartments is a good example of the property type, the 'garden apartment.'" It goes onto note that this type is defined as "low density, low-scale, multi-family residential developments that have their roots in the English garden city and the German superblock concepts. General characteristics include low-density superblock development, buildings clustered around landscaped courtyards, separation of pedestrian and vehicular traffic, and the use of shallow building plans and staggered setbacks to increase ventilation and light." The NPS also noted "all of the structures residential and garages contribute to the significance of the property."

The "Part 1" observed "construction of Chase Knolls responded to the demand for more housing...while at the same avoiding the traditional building forms of the past." It stated "by placing the one-story units around the perimeter of the site and at the end of two-story apartment blocks, Wharton (project's architect) de-emphasized the mass of the larger buildings giving the complex a low-scale appearance."

It further noted "buildings are predominately Modern in style" and "geometric forms found at the building entrances and in many of the hardscape features provide an unusual vernacular-Modern touch. The standardization and repetition of building types is also characteristic of the type."

California Register of Historical Resources

According to CEQA historical resources include any resource listed in, or determined to be eligible for listing in the California Register of Historical Resources. As potentially eligible for listing in the National Register the Chase Knolls Apartments is eligible for listing in the California Register.

City of Los Angeles Historic-Cultural Monument

The Chase Knolls Apartments was designated a City of Los Angeles Historic-Cultural Monument #683 on July 14, 2000 as "an intact and representative example of an exemplary housing type (mid-twentieth century garden apartment) used in the development of affordable dwellings in Los Angeles." The City of Los

Angeles report to its Cultural Heritage Commission noted that "the complex of buildings is nominated as being of Modern style. Included features are generous gardens with mature trees and clustered siting of one- and two story wood frame and stucco residential units." Additionally the motion recommending designation stated that "this type of housing was important in the development of Los Angeles after World War II, as it provided a meaningful alternative to single family residential development and as affordable multi-family housing for the surging population."

Regulatory Status and Previously Reviewed Plans of Former Project

An "Historic Preservation Certification Application—Part 2 Description of Rehabilitation" was submitted in 2001 by Historic Resources Group (HRG) for former owners, Legacy Partners. HRG, an historic preservation consulting firm that meets the professional requirements of the National Park Service for Historic Architect and Architectural Historian, advised that the Legacy project appeared to comply with the Secretary of the Interior's Standards, and requested that the Legacy project be certified for the federal tax credit program. The "Part 2" application described a proposed project that included rehabilitation of buildings, additions to buildings, and new construction.

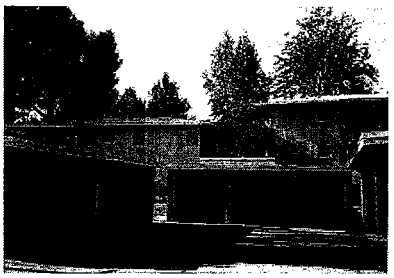
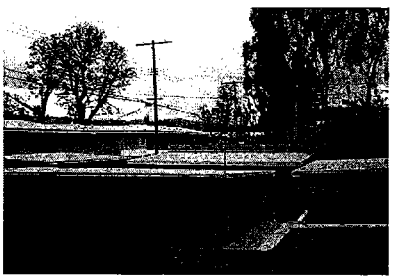
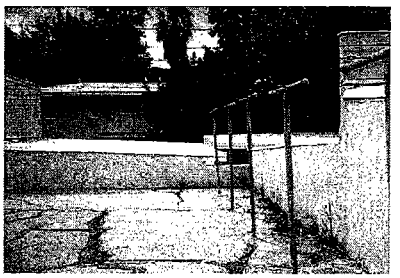
The "Part 2" was forwarded by SHPO to the NPS in May 2001 with the conclusion that the proposed project met the Secretary of the Interior's Standards for Rehabilitation. °The transmittal stated that the application had been fully reviewed by SHPO. The evaluation noted that the proposed townhouses and new parking "will be in essentially the same location as a number of original carports which are being replaced with new carports relocated along a traffic spine. On the sides and rears of a number of existing units, bathroom additions will be constructed; however, the historic entry courtyards of the various building complexes will not show these additions, nor will they be seen from the surrounding streets." It also acknowledged "the smaller (sic) of the three principal interior courtyards will contain a new pool and cabana." SHPO noted "one major concern." The 2001 project proposed removal of 232 trees (of which only 25 would conflict with replacement structures). The comment said: "the most significant character-defining feature of the complex is the park-like setting engendered by the abundance of trees. The plans for this project proposed the removal of over half these trees. Wherever trees comprise a genuine hazard, corrective action should of course be taken...the proposal to remove so many trees should be revisited. Like architectural features, the loss of these character-defining landscape features should only occur if reasonable alternatives are non-existent."

The "Part 2" was approved by the National Park Service on July 23, 2001. The certification notes that the NPS determined: "that the rehabilitation described herein is consistent with the historic character of the property or district in which it is located and that the project meets the Secretary of the Interior's 'Standards for Rehabilitation'".

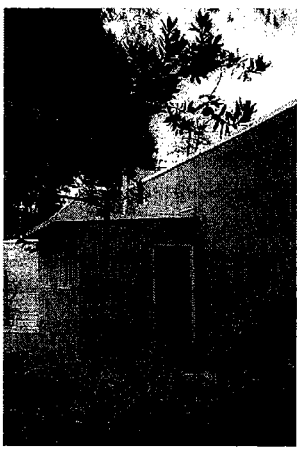
The proposals for the Legacy Project, listed in the "Part 2" application, that were approved as meeting the Secretary of the Interior's Standards for Rehabilitation included:

--"Remove a total of 232 diseased, unstable trees, 125 of which are causing or may cause damage to buildings or hardscape. Remove approximately an additional 25 trees which conflict with construction of townhouses, pool and replacement housing. Replace as many trees as possible with new trees located away from building eaves and foundations." "The trees to be removed from the site are diseased and or conflict with the eaves and foundations of the historic buildings. Trees will be replanted on the site to maintain the character of the landscape."

--"Removal of 31 carport structures (15 carports remain will have garage doors installed), 10 laundry rooms (4 to remain and be reconfigured for use as storage), drying yards and vegetation adjacent to the east-west and north-south service road. Grade site and construct retaining walls to provide pads for new construction. Demolishing 31 carports in the interior of the property, located along the service drives does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant. This area of the property will still be used for parking. Demolishing the 10 laundry buildings attached to the carports along the service drives does not result in a significant adverse impact." "Demolishing 31 carports in the interior of the property, located along the service drives, does not result in significant adverse impact to the site. These areas are not visible for the public right of way and they are not architecturally significant."

--"Construct 7 buildings with 47 townhouse units...generally located in the area previously occupied by the demolished carports. The new construction is distinctive in design yet compatible with historic buildings. The placement of the new construction in the area of the service drives is compatible with the original plan for the site which concentrates the two-story buildings in the center of the site. Many of the existing two story buildings in this area are set on the knolls, the tallest reaching a maximum height of 31 feet. The one-story bungalow units are located at the perimeter. The placement of the new 47 townhouses units follows the historic pattern of lower heights at the perimeter and taller heights in the interior. Using retaining walls, new buildings will be set at grade and will not negatively impact the historic buildings. The new buildings will not exceed a height of 30 feet. Views of the new buildings from the public right of way will be minimized by the placement of the buildings behind existing structures."



--"New structures are 2 stories over parking and have stucco exteriors with wood trim and metal windows. Window groupings, architectural detail, and garages will distinguish the new construction from the existing buildings...the overall height of the new construction will vary from approximately one foot lower to 6 feet higher than the nearest existing 2 story structure with the tallest structure being located on the interior of the site."

----"Remove a portion of the landscape area along both service drives to create 377 total (covered and surface) parking spaces to replace parking previously located in demolished carports and provide parking for new construction. New carport structures will be constructed along the service drives."

--"Convert the large northwest courtyard south of the intersection of Greenbush Avenue and Huston Street to a recreation area. Install a swimming pool, spa, and related mechanical building with restrooms and showers."

--"Retain current landscape and hardscape except where it conflicts with new construction. Replace deteriorated vegetation and removed trees with compatible species at more appropriate locations throughout the site."

--"Install two entry monument signs near the intersections of (1) Riverside Drive and Sunnyslope Avenue and (2) Fulton Avenue and Huston Street."

Although the project was approved by the National Park Service, Legacy Partners did not go forward with the rehabilitation and expansion plan for the property, and instead sold the property to the Project Applicant.

Current Project Description

The current project proposes construction of new residential buildings service drives. It also includes reconfiguration of parking and construction of a pool and recreation structure. Like Legacy's approved project, the proposed project entails construction of residential buildings over partially subterranean parking. The Project proposes construction of five three-story buildings (141 new apartments intended for rental; 93 one-bedroom and 48 two-bedroom). Two of the buildings will be at grade and three will have grade level parking. Legacy's approved project proposed construction of seven two-story buildings (containing 47 new "townhomes" with 3-bedroom, 2 bath units intended for sale). Legacy's buildings were proposed at a maximum of 30 feet high. Existing development is a maximum of 31 feet high. The applicant's proposed buildings will be a maximum of 33 feet high. Like Legacy's project, the Applicant's buildings along with some surface parking will be constructed along the service drive on the present site of the carport structures, laundry rooms and drying yards, all of which will be demolished.

The proposed project will reconfigure carport areas along Huston Street. Existing carports, laundry rooms and drying yards will be removed. The footprint of these service areas will be used for new carport and surface parking spaces. The only area where parking will be expanded beyond the footprint of the service areas is in the northwest corner by Carport Area A that will have 6 new carports (with 17 spaces) and 16 surface parking spaces. Carport Area B and C will have six new carports (18 spaces), 20 surface spaces and 10 tandem spaces. Carport Area D will have 5 new carports (12 spaces) and 12 surface spaces and 8 tandem spaces. Carport Area E will have 6 carports (14 spaces) and 4 surface spaces.

A recreation center with pool and clubhouse will be located adjacent to one of the new apartment buildings at the juncture of the major and minor service spines (on the site of existing carport Q). Legacy's project proposed a pool and clubhouse in one of the major common spaces, Courtyard 2.

The proposed Project removes fewer trees than Legacy's approved project. Legacy's approved project proposed removal of 232 trees; the Applicant's proposed project removes up to 93 trees (the "worst-case" scenario"). No construction is proposed for any of the major courtyard areas.

Impacts of Current Project

Locations of New Apartment Buildings

Five new three-story apartment buildings (3 with grade level and 2 below grade parking) are proposed along the service drives replacing existing carports, laundry rooms and drying yards.

Carport F and G Area. In the Applicant's project, surface parking (44 spaces) is to be located in the area where carport clusters F and G are located. In Legacy's approved project project, the structure of townhouses and partial subterranean parking were to be placed in this same area. The footprint of the Applicant's surface parking covers an area similar to that of Legacy's building and carports.

Carport H and I Area. In the Applicant's project, one building is to be placed on the area where carport clusters H and I are located. In Legacy's approved project, townhouses and carports were placed in this area. The Applicant's project shows an apartment building in the same location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved building and carports. In Legacy's approved project townhomes were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 33 feet.

Carport J and K Area. In the Applicant's project, one building is to be placed on the area where carport clusters J and K (consisting of five carports) are located. In Legacy's approved project, two townhouse structures with carport structure between the buildings were placed in this area. The Applicant's project shows an apartment building in that location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved project's building and carports. In Legacy's approved project townhomes were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 33 feet.

Carport L and M Area. In the Applicant's project, one building is to be placed on the area where carport clusters L and M (consisting of four carports) are located. In Legacy's approved project, one structure of townhomes was placed there. In the Applicant's project, an apartment building is placed there. The footprint of the building of the Applicant's project is larger and thus is closer to existing buildings 10 and 12. No significant common courtyard space is located in this area. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's proposed buildings are three stories over parking with a maximum height of 33 feet.

Carport N and O Area. In the Applicant's project, one building, with a single row of parking along the service drive, is to be placed on the area where carport clusters N and O (consisting of four carports) are located. In Legacy's approved project, one structure of townhomes and two carport structures were placed at this location. The Applicant's project shows an apartment building and a single row of parking. The footprint of the building and parking of the current project is similar to that of the Legacy's approved building and carports. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking and a maximum height of 33 feet.

Carport Q, R and S Area. In the Applicant's project, one building is to be placed on the area where carport clusters Q, R, and S are located. In Legacy's approved project, a townhome building, carport and surface parking were placed in this area. The Applicant's project shows an apartment building in that location. The footprint of the Applicant's building covers an area similar to that of Legacy's approved building and carports. In Legacy's approved project townhouses were two stories over parking with a maximum height of 30 feet. The Applicant's buildings are three stories over parking with a maximum height of 33 feet.

Analysis of Potential Impacts—Addition of Residential Buildings and Reconfiguration o f Parking

The Applicant's project proposes five new three-story apartment buildings. The buildings will contain a total of 141 new units. The maximum building height is 33 feet. Twenty-six carports will be demolished to serve as the site of new buildings. The original project design took care to preserve most of the perimeter of the superblock (along the public sidewalks) for lower-rise residential use. Only on Huston Street is there any

parking use along a public sidewalk (about one-third of the Huston Street frontage is devoted to carports/parking). Taller buildings are located towards the center of the property and along the service spine. In considering potential locations for any new construction under the Secretary of the Interior's Standards one should stay away from perimeter areas and more importantly, from encroaching on any of the major common courtyard areas. Redevelopment of service areas (laundry rooms, drying yards, carports) would be preferable to demolition of any major residential building on site. The service is the most appropriate location for new construction in that it does not impact any major courtyard or common space. It does not require demolition of any residential building. And it conforms to the superblock design that focused multi-story structures into the site's interior.

Legacy's approved project proposed seven structures containing 47 townhomes over partially subterranean parking. The maximum building height was 30 feet. Thirty-one carports were to be demolished for the townhome structures.

The footprints of the Applicant's five new buildings generally coincide with the footprints of the Legacy project. Legacy's proposed townhomes were substantially larger than those being proposed by the Applicant and were intended for the "for sale" market, rather than the rental market as the Applicant proposes. The massing of the legacy building was less compatible to the existing apartment buildings. One of the five new buildings, the one proposed for Carport Area M and L, is larger and located closer to Buildings 10 and 12. None of the major courtyard areas is impacted by this proposed structure.

The Applicant's project proposes a parking area (44 spaces) at the Carport F and G Area. Legacy's approved project proposed a townhouse and carport for this same area.

The Applicant's project proposes parking spaces along the major spine (the East-West service drive) in the same locations as those proposed in the Legacy project.

While all structures on the site contribute to the significance of the property, supporting structures such as carports are lower in the hierarchy of architecturally significant features. As such, SHPO and NPS determined in the Part 2 that demolition of 31 carports along the service drives did not result in a significant adverse impact to the site. The State Historic Preservation Office's review and recommendation and the National Park Service's certification of the "Part 2" application included placement of new buildings in Carport Area F,G, Carport Area H,I, Carport Area J,K, Carport Area L,M, and Carport Area Q,R,S, as well as placement of parking along the spine. The SHPO and NPS concurred that the Legacy project, including this lot coverage, was "consistent with the historic character of the property or district in which it is located and that the project meets the Secretary of the Interior's 'Standards for Rehabilitation'". It specifically noted that the proposed structures and carports "will be in essentially the same location as a number of original carports" and that "demolishing 31 carports in the interior of the property, located along the service drives does not result in a significant adverse impact to the site. These areas are not visible from the public right of way and they are not architecturally significant. This area of the property will still be used for parking. Demolishing the 10 laundry buildings attached to the carports along the service drives does not result in a significant adverse impact."

Overall, placement of buildings and parking and lot coverage proposed by the Applicant's project is similar to that proposed in Legacy's approved project. The new building locations proposed by both projects is based on analysis of the sites' existing historic features. The site is designed with lower structures located along the perimeter and higher structures recessed to the center of the site. Placement of new buildings adheres to this principle. In the hierarchy of spaces on the site, the major common courtyards are most significant. New construction sited in those courtyards would destroy significant character-defining features of the garden apartment complex. The only way to add onto existing buildings would be to add floors. This

would also be problematic. To retain the stepped relationship, a second floor would be added to the one-story buildings and a 3rd floor to the two-story buildings.

Use of the support spaces along the service spine provides the only choice for additional residential units. Most of the area contains garages, parking surfaces and laundry drying areas. Over the years parking requirements have changed (need to accommodate wider range of vehicles from compact to taller and larger vehicles as well as accommodating ADA parking requirements) as have laundry methods. Both uses are now more typically integrated within buildings.

The Applicant's buildings will be 33 feet, only two feet higher than those proposed by the Legacy project. The NPS concurred with the "Part 2" observation that the placement of the new 47 townhouses units follows "the historic pattern of lower heights at the perimeter and taller heights in the interior" and that "the placement of the new construction in the area of the service drives is compatible with the original plan for the site which concentrates the two-story buildings in the center of the site." The placement of new buildings behind existing structures minimizes views of new buildings from the public right of way.

The addition of new three-story residential buildings (at 33 feet in height) does not violate principles of garden apartment design. The approved Part 1 Application states: "The primary characteristics of the garden apartment complex as a property type are development of the site as a superblock, segregation of automobile and pedestrian traffic, low to medium density and building coverage, a maximum of three stories in height, standardization of building types and an emphasis on open space."

The Part 1 Application also references FHA Section 608 project guidelines and the FHA's 1947 monograph, Neighborhoods Built for Rental Housing" (Appendix E to the Application). This monograph includes the example of the Ordway Gardens (Washington, D.C.) complex that included three-story buildings. The project profile also notes that part of the Ordway Gardens site is adjacent to a neighborhood of single-family homes. In the National Park Service's comments to the Part 1 Eligibility Certification Application, the NPS referenced the article "Garden Apartments: Three Preservation Case Studies in Virginia" written by Gail Baker for the NPS's CRM publication (No. 5, 1999). This article features three garden apartment complexes that are listed on the National Register. Baker notes that the Colonial Village garden apartment was "widely featured in national publications and professional journals, leading to widespread emulation of their innovative plans." Baker goes on to note that a "phased development site plan that accomplished a range of objectives: conservation, affordable housing, and redevelopment" was approved for Colonial Village. She states "in all, the exteriors of 75 percent of the units were preserved through historic designation or conservation." The example features a photograph with of a five-story building behind original two-story buildings. Thus, original garden apartment projects included three-story buildings and the addition of reasonably sited taller buildings to National Register listed garden apartment complexes have been deemed appropriate.

One difference between the Legacy project and the Applicant's project is the proposed number of units. The Legacy project proposed 47 large for-sale three-bedroom townhomes, while the Applicant's project proposed a larger number of smaller two and one bedroom rental units. However, the type and size of the units proposed by the Applicant, as well as the fact that they would be rental rather than for sale units, are more consistent with the historic type and size of existing development than Legacy's proposed larger for-sale townhomes.

The approved Part 1 Application states "the garden apartment complex was developed as a way to provide medium-density, low-cost housing that allowed for both open space and automobiles." As built, Chase Knolls has a ratio of just under 20 units per acre (approximately 18.6 units per acre). The Part 1 Application includes Appendix D that lists potentially National Register eligible "Extant 1939-1959 Privately Owner Multi-

Family Garden Apartment Complexes in Los Angeles". Density ranges from a low of 8 units per acre to a high of 28.3 (Chesapeake Rodeo Apartments) units per acre in resources potentially eligible for the National Register. Village Green, a National Historic Landmark, is 9.22 units per acre and ranks towards the low end of the spectrum. Lincoln Place, Heth Wharton's other garden apartment complex, at 24.1 units per acre ranks towards the high end of the spectrum. The approved Legacy project, with its larger for-sale units (two and three-bedroom) increased density to 21.9 units per acre. The Applicant's project (with rental units similar in size to original units) raises the density to 28.6 units per acre. With the additional units, Chase Knolls is closer to the density of Lincoln Place, Wharton's other garden apartment complex, and falls within the range of acceptable density for a garden apartment complex. Thus, it is concluded that the Applicant's proposal for 141 one- and two-bedroom rental units on the same site as the 47 for-sale townhomes proposed by Legacy would not be considered adverse to the historic character of the site. The Applicant's project will preserve and rehabilitate significant historic features of the property, while providing additional housing opportunities, comparable to those offered by existing units, for the region's current expanding population and concomitant housing needs. The property continues to be used for its historic purpose as multi-family rental housing.

Based on the concurrence by the State Historic Preservation Office and the National Park Service the demolition of carports and placement of new buildings along the service drives should result in a less than significant impact.

Analysis of Potential Impacts to Landscaping and Trees

The Legacy project proposed removal of 232 trees from throughout the complex, including trees in the major courtyards. The "Part 2" historic consultant stated that "the landscaping that will be removed from these areas is not significant. All of the character-defining courtyard spaces will be retained." The Legacy project proposed to retain current landscape and hardscape "except where it conflicts with new construction." A proposed mitigation was to replace removed trees with compatible species at more appropriate locations throughout the site. The SOHP and NPS expressed concern about the high number of trees proposed for removal and requested that the applicant (Legacy) review the landscape proposal.

Although the NPS approved the removal of 232 trees (as proposed by Legacy) as consistent with the Secretary's Standards, the Applicant's project proposes the removal of far fewer trees than proposed by Legacy. The Applicant proposes to remove and/or relocate only those directly impacted by new construction. On a worst-case basis, approximately 92 trees will need to be removed and/or relocated to accommodate new surface parking/carport areas and construction of new buildings.

Of the other trees potentially impacted by new construction, 26 date from the first planting period (10 pines and 16 Eucalyptus). These 26 trees are discussed below:

The current plans would not remove any trees from the major courtyards or from the lawns along the perimeter of the complex. As discussed below, and in contrast to the Legacy Plan, the Applicant's Plan will relocate the proposed pool and recreation room from the major courtyard where it was to be developed. Thus, none of the trees in that would have been impacted by Legacy's proposal in such courtyard will be impacted.

Four of the 26 trees are Eucalyptus trees and are located in the area of Carport G. Two of these are located on the footprint of the parking area. Another two are adjacent to the parking surface area. The Legacy Plan proposed a new building containing 7 townhomes and a garage in this area, while the Applicant's proposal is to use this area for surface parking. The trees potentially impacted are generally the same under either

the Legacy proposal or the Applicant's current proposal. While the possibility of reconfiguring parking spaces to accommodate trees might be studied, the trees themselves are located in a parking area, are not a significant historic resource themselves, and are not associated with any significant character defining feature of the property (such as a courtyard).

The new residential building planned in the area of Carports H and I have the potential to impact of to five pines and two Eucalyptus trees from the first planting period. Three pines and the two Eucalyptus trees have to be removed to accommodate the footprint of the new residential building. The Legacy Plan proposed a new building containing 10 townhomes and a garage in this area. The Applicant's proposal is to use this area for an apartment building and garage. The trees potentially impacted are generally the same under either the Legacy proposal or the Applicant's current proposal. It may be possible to work around and retain the two adjacent pine trees. However, the trees themselves are located in a parking area, are not significant historic resources themselves, and are not associated with any character defining feature of the property (such as a courtyard).

The new building proposed for the area of Carports J and K will impact one pine and six Eucalyptus trees from the first planting period. The pine must be removed to accommodate the footprint of the new structure. Four of the six Eucalyptus trees are in the path of the new entrance driveway into subterranean parking. Two of the Eucalyptus trees are adjacent to the proposed drive. The Legacy Plan proposed two buildings and garages along with a surface parking lot in this area. The Applicant's proposal is to use this area for one apartment building and a garage. The trees potentially impacted are generally the same under either the Legacy proposal or the Applicant's current proposal. It may be possible to work around and retain the two adjacent pine trees. The trees themselves are located in a parking area, are not significant historic resources themselves, and are not associated with any character defining feature of the property (such as a courtyard).

New carports and parking are proposed between Building 12 and Carport A. One pine from the first planting period is located at the edge of the parking. Although the Legacy Plan proposed the removal of 232 trees from the complex, it did not propose any buildings or parking in this area. Therefore, it is difficult to determine whether this tree was impacted by the Legacy Plan. Nevertheless, the tree is not itself a cultural resource and is not associated with any character defining feature of the property.

The Preliminary Landscape Analysis and Tree Report identified approximately 60 trees from later planting periods that have the potential to be impacted by new construction of the proposed project. These more recent plantings are well removed from the original development and landscaping of the project (which are the defining elements of the historic cultural resource). None of these later trees are associated with character defining features of the property.

Like the Legacy project, 20 trees along the spine are identified for removal. These Silver Dollar Eucalyptus trees were planted between 1958-1968. these trees appear to have been planted to define the edge between the commercial and residential uses when the adjacent property (the southeast corner of the superblock) was finally developed for commercial uses. Thus, the series of trees does not run along the spine to the west of the intersection of the perpendicular (north-south) drive. The seven trees along this north-south drive would have to be removed to accommodate the footprint of the new residential, and are not significant.

The potential impacts of changes to existing landscaping could be reduced to less than significant with the following Mitigation Measures:

Mitigation Measure 1. Make every effort to retain trees from the first planting period that are not within the area to be impacted by new construction (i.e. evaluated as possibly impacted by the Spitz report) by protecting existing trees in place and working around during construction.

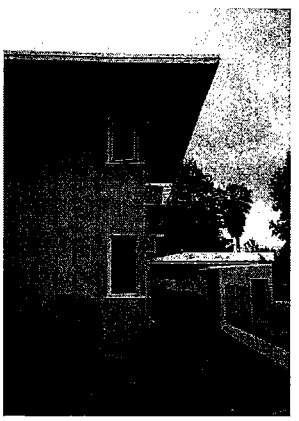
Mitigation Measure 2. In areas where trees must be removed for new project elements, add landscaping along building edge parallel to service spring to define edge of property from adjacent commercial.

Mitigation Measure 3. Develop tree replacement plan (with replacement ratio of at least 1:1) and prepare landscape plan for areas adjacent to new construction.

Analysis of Impacts of Architectural Design of New Buildings

The Applicant's project proposes five new apartment buildings. The plan of each building varies to conform to conditions at its specific location. The buildings are similar to the original buildings in that they are simply detailed. As the original buildings are "standardized", a characteristic of the Garden Apartment property type, the set of new buildings are "standardized." Like the original buildings the new buildings are stucco-clad with a shallow hipped roof with deep overhang. Windows groups of two and three are similar to the feel of the original buildings. Building entries are recessed, a technique used on some of the original buildings. The new buildings are differentiated from the original with the addition of projecting stacked balconies. These balconies are clad with wood siding. The use of wood for the balconies is harmonious with the original design in that wood is used to detail original buildings.

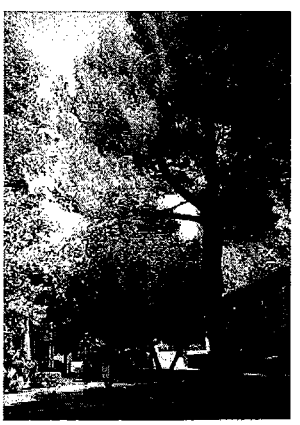
In a logical progression, the one-story buildings are along the perimeter; the two-story buildings are attached behind the one-story wings; and the new three-story buildings (with one story of subterranean parking) are located along the spines. The new buildings are compatible with the original buildings in massing and volume (rectangular in plan; shallow hipped roof with deep overhang) yet differentiated by the projecting stacked balconies.



The conceptual design of the new apartment buildings meets the Secretary of the Interior's Standards for Rehabilitation in that new construction is differentiated from the old and is compatible with the massing, size, scale and architectural features of the historic character-defining features of the original architecture. The architectural design of the new buildings will result in a less than significant impact.

Analysis of Addition of Pool and Spa

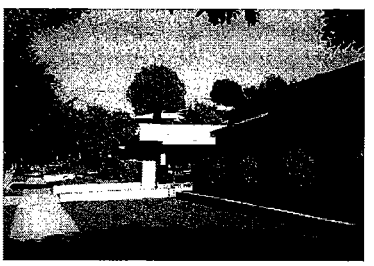
A pool and spa with equipment/restroom building and recreation area was proposed Legacy's approved project. These elements were to be located in Courtyard 1 (the westernmost courtyard on the north side) and would have displaced trees including some from the first planting period. The "Part 2" allowed placement of pool and clubhouse in that area stating that the pool area should be "compatible yet distinct from the surrounding buildings and hardscape."



The Applicant's project proposes a pool and clubhouse to be located on the site of existing carport Q. Under the Legacy project, this location was approved as a townhome building site. The Applicant's proposed location for the pool and clubhouse does not remove any trees or space from any major courtyards and is located in an area approved for a structure under Legacy's plan. The pool and clubhouse area would require removal of one pine from the first planting period (discussed earlier under Landscape Impacts). There are no adverse impacts to historic features and no mitigations are needed. While the Legacy Plan was approved by NPS as consistent with the Secretary of the Interior's Guidelines, the Applicant's proposed relocation of pool and clubhouse is a significant improvement and results in preservation of the only major courtyard area impacted by Legacy's proposal.

Analysis of Demolition of Carports along Huston Street

The Chase Knolls complex runs along three blocks of Huston Street from Sunnyslope Avenue to Fulton Avenue. Three neighborhood streets dead-end into Huston Street (Greenbush, Varna and Nagle). On the Chase Knolls (south) side, four areas of carports with five driveways are located along Huston Street. At each location carport walls are attached to one-story residential wings. Drying yards are attached to the side of or behind carport walls. Along Huston Street the sides of carports extend from the residential buildings to create streetwalls. These carport walls screen portions of parking uses (carports and cars) from public view. The carports are in a dilapidated condition. The surface of the carport parking area is paved. Over 40 percent of the Huston Street frontage is devoted to driveways, parking and carport walls and around 30 percent more accounts for residential building facades.



The entrances of the three major courtyards are located along Huston and accounts for less than 30 percent (approximately 8-9 percent per courtyard) of the street frontage. These courtyard entrances address the street in a different manner than do the courtyards along Riverside Drive and Sunnyslope Avenue. In contrast to Huston Street, on Riverside Drive about half of the street frontage is devoted to courtyard open space and over half of the Sunnyslope street frontage devoted to courtyard open space. The courtyards at the Southwest and Northwest corners are wider, shallower and visually open to the street. Even the Double Horseshoe courtyards on Riverside Drive, although narrower and deeper than those at the corners, are open to the street and provide clear visual access. The only vehicular access along Riverside Drive is the traffic spine at the eastern border. The only vehicular access along Sunnyslope Avenue is the east-west traffic spine that bisects the block.

In contrast, the three major private common area courtyards along Huston Street are relatively narrower and are less visually accessible from the street. While the amount of area and layout within each of the three major courtyards varies, they share some characteristics. Each courtyard's entrance is aligned with a neighborhood street and each entrance is relatively narrow. These entrances act like the stem of a funnel and lead inside to a much larger area. Visual access into the courtyards is limited. For example, a series of stairway retaining walls obscures the complete visual access into Courtyard 2.

The Legacy project retained the carports along Huston Street. The Applicant's project proposes to demolish Carport Areas A, B, C, D, and E and replace with surface parking, retaining the use while increasing the efficiency of each parking area. The adjacent drying yards and laundry buildings would also be demolished. In some carport areas (Areas A, B, and E) the parking will extend into an area of lawn.

The new parking area will not extend beyond the current carport walls on Huston Street. No trees would be impacted by new construction. Hedges adjacent to walls would be impacted.

The greatest expansion of parking will occur in the area west of Carport A. Most of this area will be replaced with parking. Up to eight trees could be impacted by the new parking as well as some lawn area. However, the project has been revised to relocate the proposed pool and recreation complex from the Major Courtyard1 (which had previously been approved by NPS as consistent with the Secretary's Guidelines). Thus, the loss of lawn and landscaped area in the Vicinity of Carport A would be more than offset by the preservation of Major Courtyard 1. None of the eight major courtyards will be impacted by the applicant's proposed buildings or parking.

Demolition of the carports along Huston Street will result in the loss of all original carports but these areas will continue to be used for parking. The principals of garden apartment design will not be violated in that vehicular use areas will continue in their historic use and will be segregated from pedestrian ways.

Demolition of carports is a potential significant impact. The carports have been noted as contributing structures although secondary to the residential buildings and the eight major courtyards. While the structures provide some screening of cars from residences to north and units to the south, the vehicles are still visible in the open carports. In addition, the carports were not considered architecturally significant in the Part 2, and the loss of all the carports along the service drives was not found to be a significant adverse impact by the State Historic Preservation Office or the National Park Service. Accordingly, demolition of the Huston Street carports could be reduced to less than significant with the following mitigation measures:

Mitigation Measure 4. Typical carports along Huston Street and the service drives should be photographed using Historic American Buildings Survey (HABS) photographic standards. The photographs should be keyed to a site plan.

Mitigation Measure 5. Photographs and keyed plan should be placed on file with the City of Los Angeles Cultural Affairs Department and at the Richard Riordan Central Library.

Mitigation Measure 6. Huston Street carports are connected to residential units. A historic preservation specialist should participate in reviewing selective demolition specifications as well as providing on-site monitoring during demolition and construction phases to insure existing residential units are protected from damage.

Mitigation Measure 7. Walls, similar in materials and form to that of existing carports, should be constructed to minimize the visual impacts of the parking from street.

Mitigation Measure 8. Walls, similar in materials and form to that of existing carports, should be constructed to separate parking from residential uses. Areas adjacent to new walls should be landscaped with species appropriate to historic character of garden apartment complex.

As a City of Los Angeles Historic-Cultural Monument, a National Register of Historic Places (NHRP), and California Register of Historic Places (CRHP) eligible resource, work throughout the design development and construction phases should use the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings. To ensure compliance the following mitigation measure is recommended:

Mitigation Measure 9. A historic preservation specialist will monitor the project throughout design and construction to ensure project conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitation of Historic Buildings.

Implementation of Mitigation Measures 1 through 9 would reduce potentially significant impacts to Chase Knolls to less than significant level and would ensure that the proposed project would not affect the NRHP, CRHP eligibility or the City of Los Angeles Historic-Cultural Monument status.

Rehabilitation Proposals for Chase Knolls' Existing Historic Buildings

The proposed project analyzed in this report consists of placement of new construction (new residential units) on the site. Independent of this project is the current and ongoing rehabilitation of and addition to existing units. These rehabilitation plans, spelled out in the Legacy approved Part 2 Application and in the Historical Property Contract with the City of Los Angeles, have been adopted by the current owners. Activities include cleaning and repairing existing buildings (exterior and interior), updating existing fixtures and appliances, updating electrical and plumbing systems, re-painting, as well adding bathrooms (7' x 7' bathrooms added to the secondary elevation of 54 buildings including 5 one-story additions and 49 two-story additions). Also included is maintenance and improvement of exterior landscaped areas. These maintenance, rehabilitation and addition proposals have been approved by SHPO and NPS under the Part 2 Application. The project owners are also considering adding a fence, with multiple gates, around the perimeter of the property. The proposal is in conceptual design stages and is planned to allow views into and out of the property, and would be landscaped with vines. The addition of a fence is a reversible (removable) feature that will not alter any significant building or feature of the site, or impact any of the courtyards or landscaping. As a City of Los Angeles Cultural-Heritage Monument, proposed rehabilitation and additions must conform to *Secretary of the interior's Standards and Guidelines for Rehabilitation of Historic Buildings* and be approved as such by the City. This historic resource is also subject to the terms of the Historical Property Contract between the property owner and the City of Los Angeles. The terms of this contract require that rehabilitation and additions be reviewed by the City and must conform to the *Secretary of the interior's Standards and Guidelines for Rehabilitation of Historic Buildings.*

References

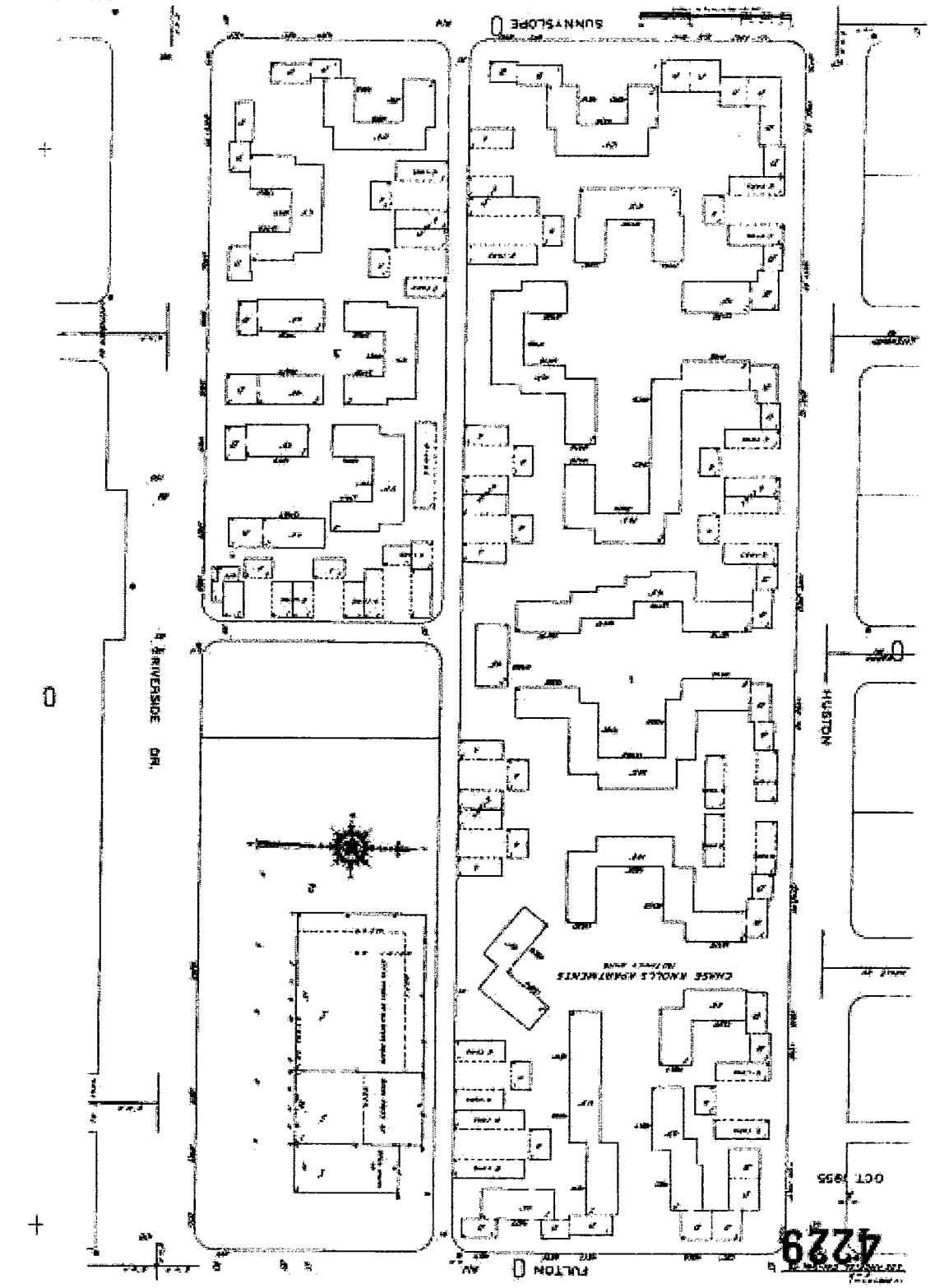
California Office of Historic Preservation, Technical Assistance Series #6. *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register).*

City of Los Angeles Cultural-Heritage Monument Nomination and associated records, 2000-2002.

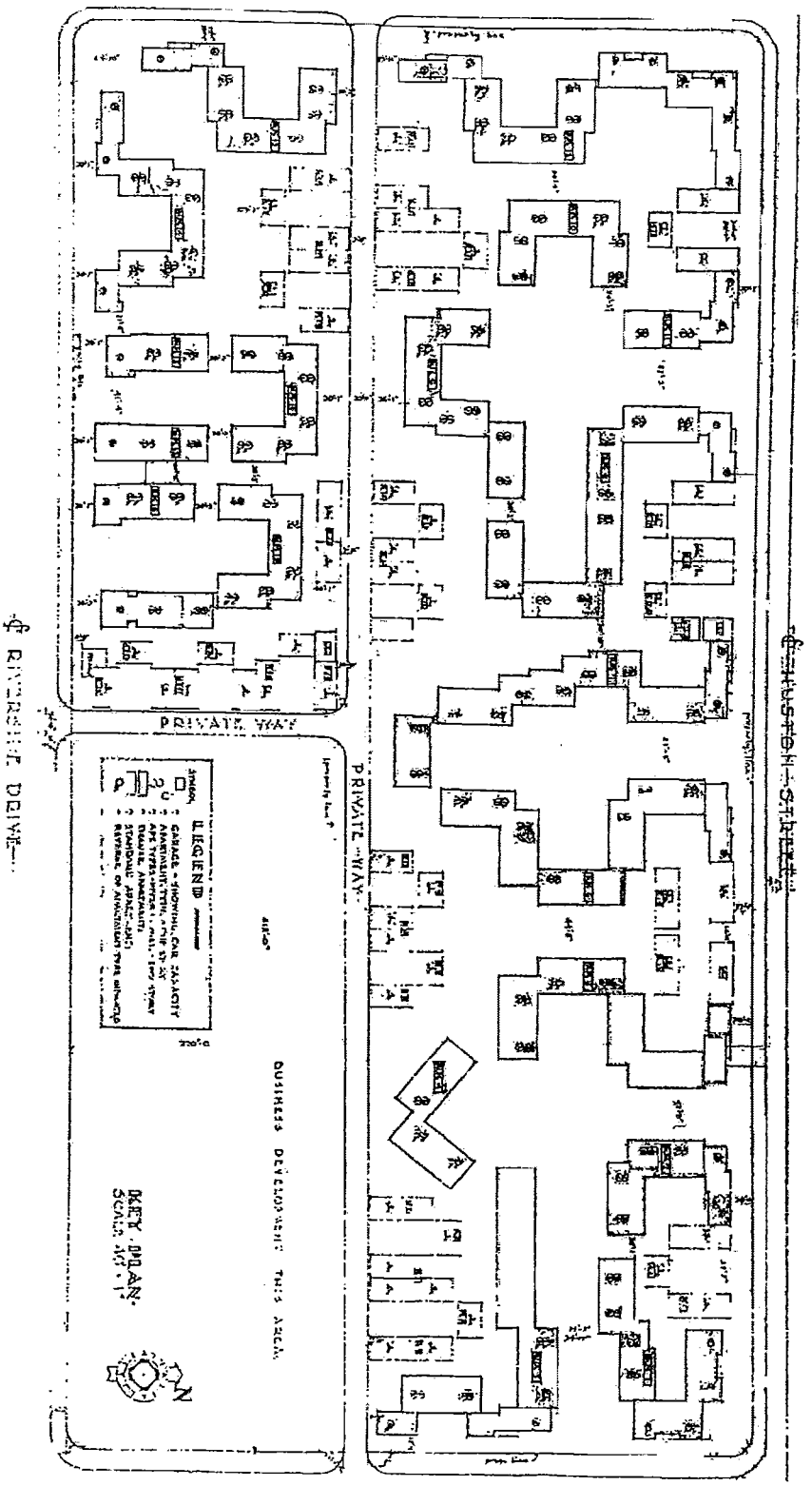
U.S. Department of the Interior, National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation.* Washington, D.C.

U.S. Department of the Interior, National Park Service, *Historic Preservation Certification Application – Part 1Evaluation of Significance* for Chase Knolls Apartments, October 2001.

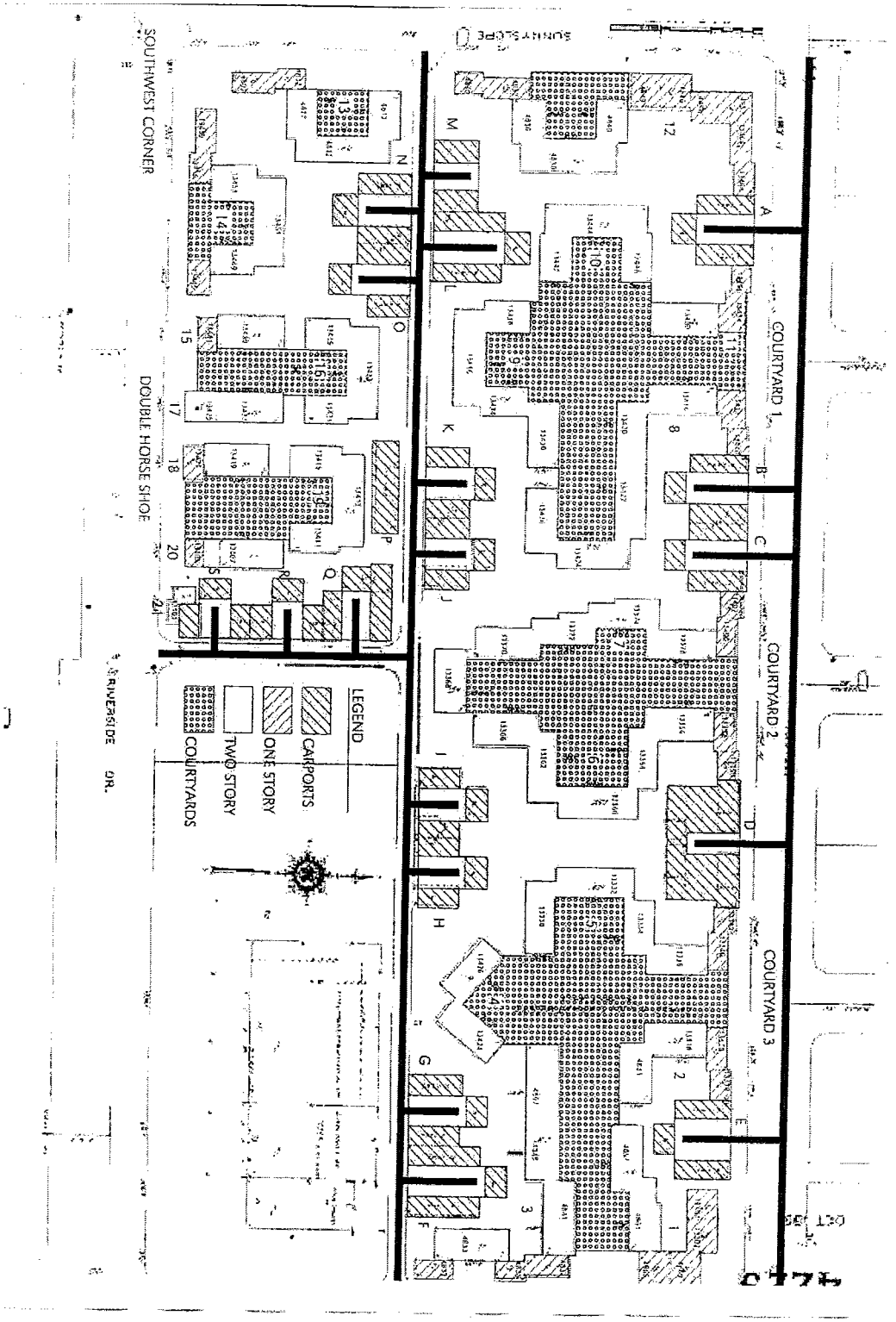
U.S. Department of the Interior, National Park Service, *Historic Preservation Certification Application – Part 2 Description of Rehabilitation* for Chase Knolls Apartments, July 2001.



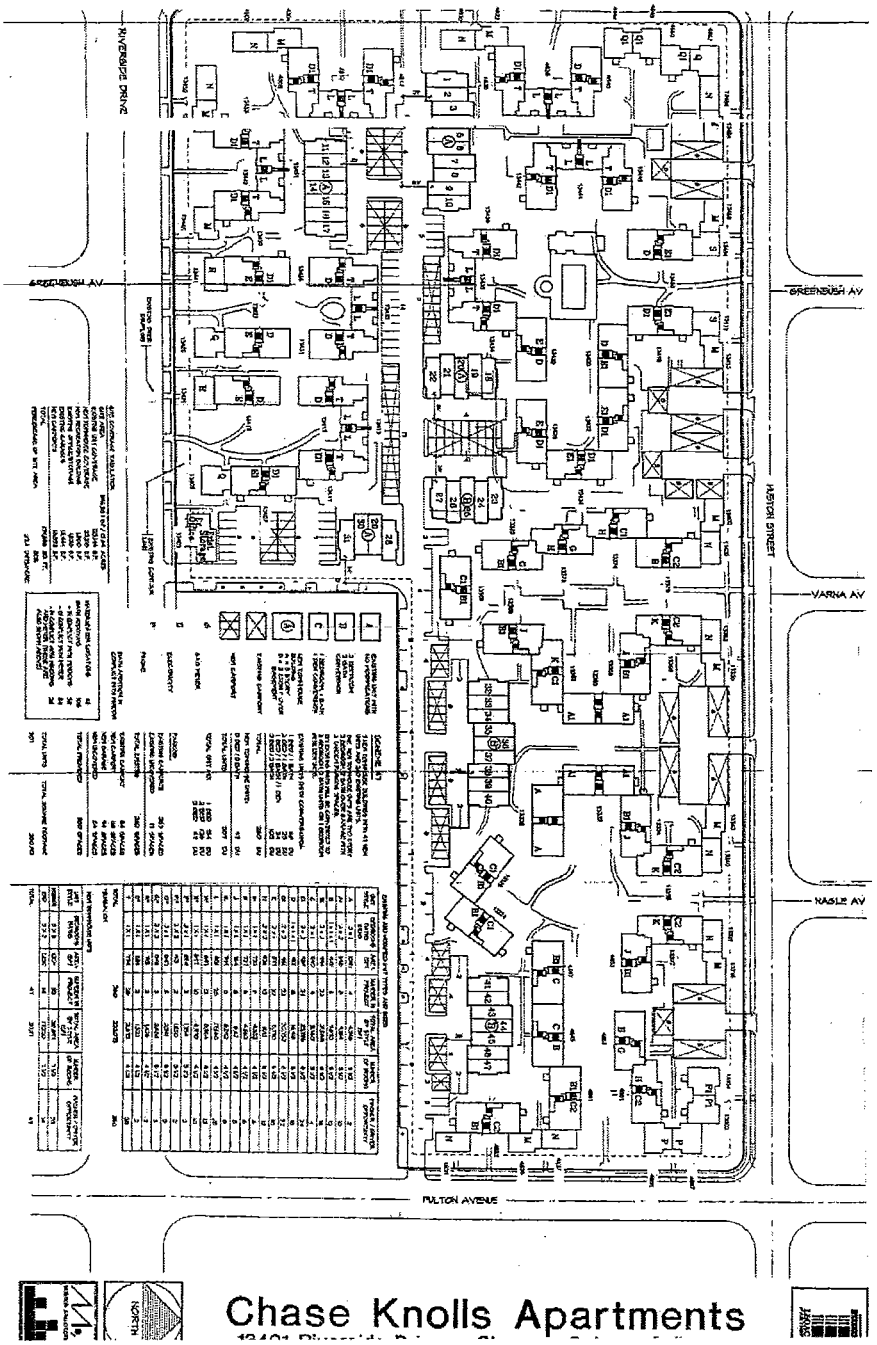
Base Map: Sanborn Map of 1955.
Building addresses and building and carport designations added.



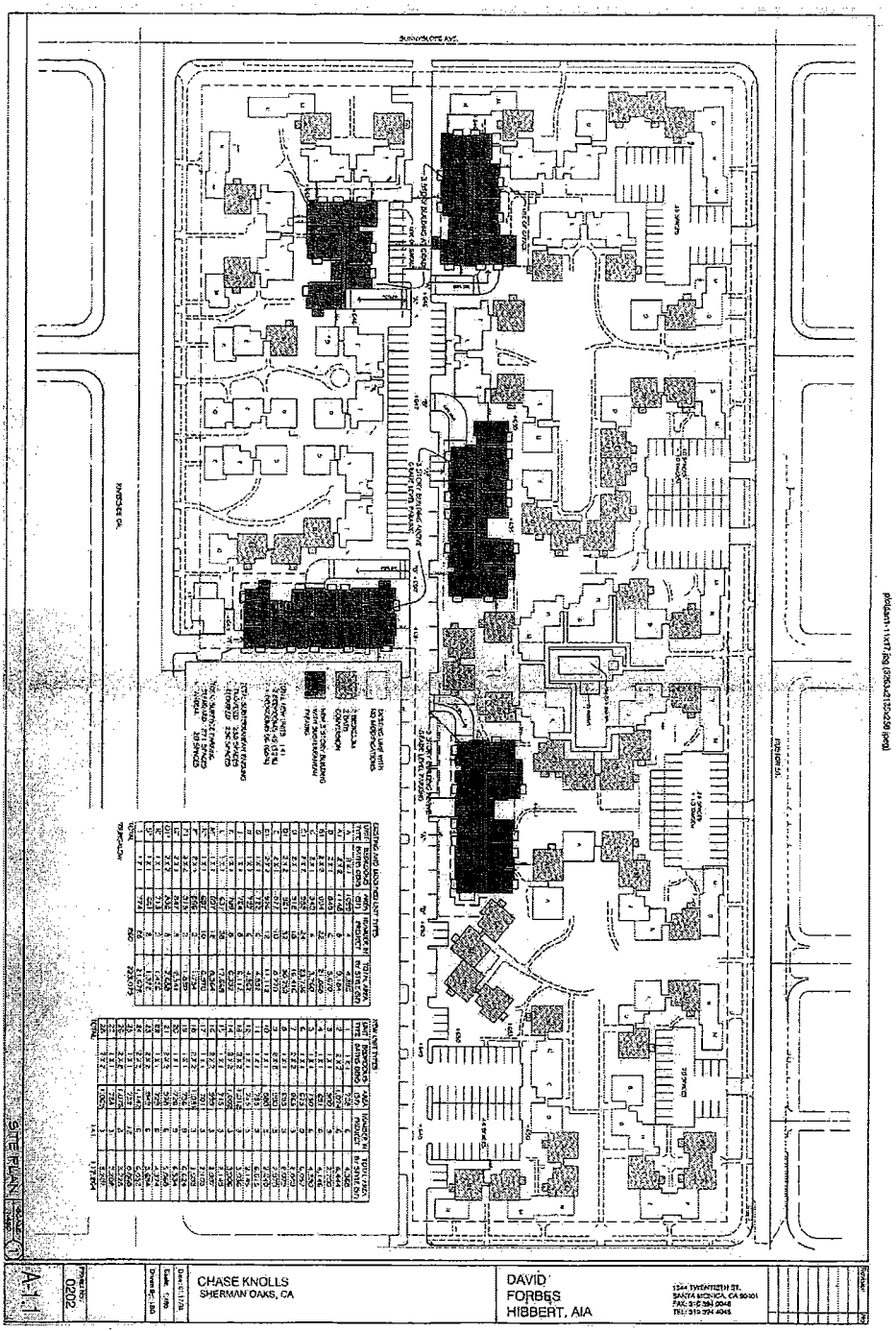
Original Site Plan



Analysis of Site



2001 Project Plan



Current Project Plan

Appendix I

Traffic Impact Analysis Report (Including Approval from LADOT Concerning Methodology)

Korve Engineering

Chase Knoll Apartments, Sherman Oaks

SCOPING FOR TRAFFIC STUDY (Revised 02-12-03)

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project.

DOT Case No. SEV 02-248 **EAF No.** _____ (to be obtained)
Project Name Chase Knoll Apartments
Project Address 13401 Riverside Drive, Sherman Oaks, CA 91423
Project Description 141 units new apartments complex with three stories (Medium-raise Apartments)
Geographic Distribution: SE, SW from previous study by Crain & Associates
Trip Generation Rate(s): (Source): Institute of Transportation Engineers Trip Generation Hand Book, 2000
Existing (260 Units) - Proposed Land Use (141) Units): 401 Medium-raise apartments ITE Code 223

	Total	Enter	Exit	
AM	120	37	83	Please see trip generation table
PM	186	80	66	attached for full details of trip
		Daily	0	generation by the project. Not Available in the handbook

Proposed Land Use (New): 141 Medium-raise apartments – ITE Code 223

	Total	Enter	Exit	
AM	42	13	29	Please see trip generation table
PM	55	32	23	attached for full details of trip
		Daily	0	generation by the project. Not Available in the handbook

Project Build out Year 2005 **Ambient CMP Growth Rate** 2% (per MTA for the area)

Related Projects: To be conducted by consultant

Post-it™ brand fax transmittal memo 7671 | 3 pages ▸ 3
To Dr. N. MURTHY | From LORRAINE AVILA
Co. | Co. LADOT
Dept. | Phone # 154-4924
Fax # 213-486-9533 | Fax # -9793

Study Intersections: (subject to revision after CMP requirement, related projects, trip generation and trip distribution are determined)
Considering the number of peak trips generated by the project

1. Riverside Dr. & Fulton Av
2. Riverside Dr. & Woodman Av.
3. Riverside Dr. & Coldwater Cyn.
4. Magnolia & Fulton Av.
5. Fulton Ave. and Moorpark St.

Turning movement counts will be taken at study intersections for LOS analysis for 3 hours during a.m. and p.m. peak periods (7-10 a.m. and 3-6 p.m.) per LADOT requirements.
ADT (24 hour counts) will be taken on Riverside Drive East of Fulton Avenue.
Trip Credits (Exact amount of credit subject to approval by LADOT) – **NO CREDIT TAKEN PER LADOT**

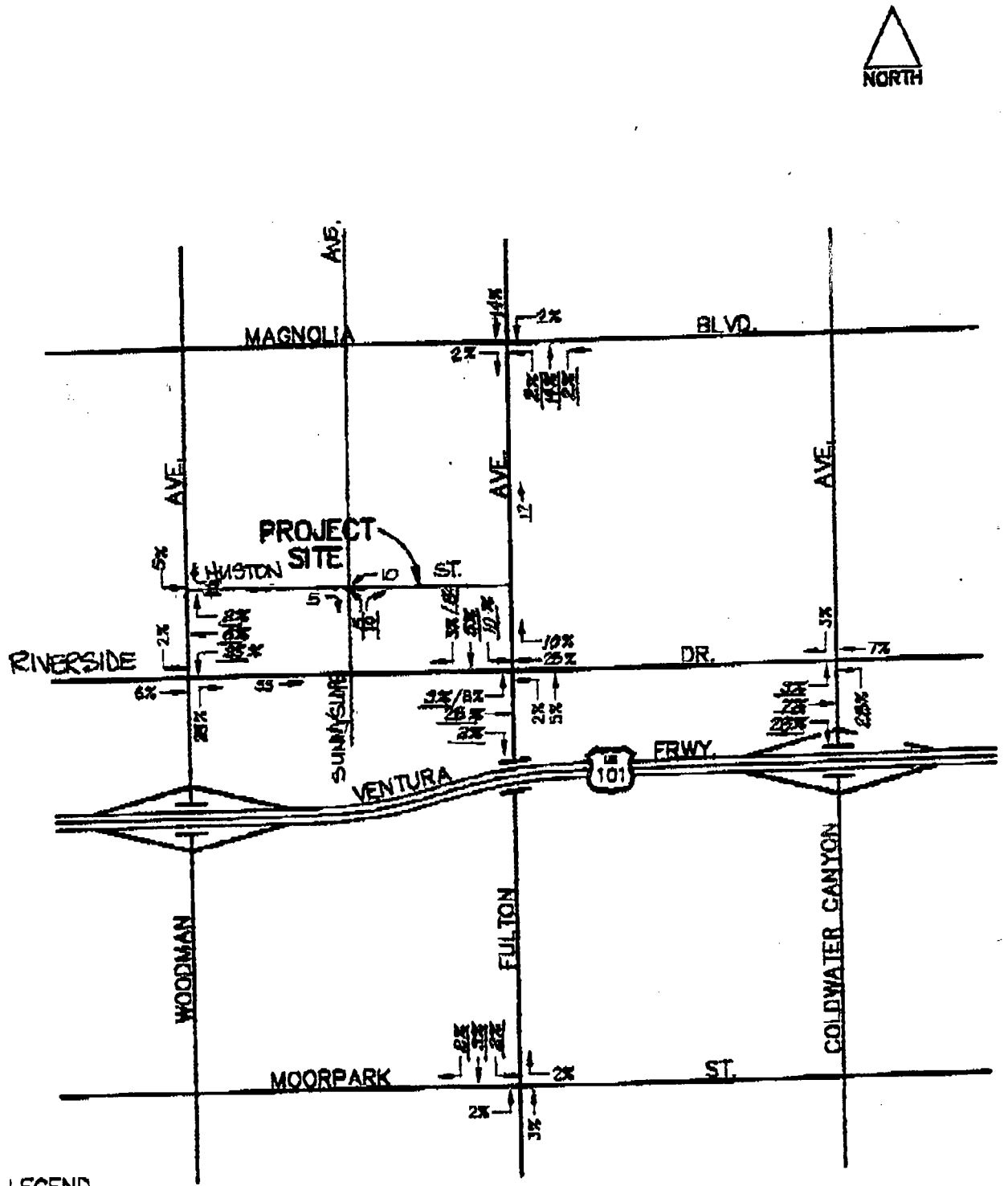
Transportation Demand Management (TDM)	yes	no	
Existing Active Land Use	yes	no	since 1980's occupied, 260 units
Previous Land Use	yes	no	
Internal Trip	yes	no	
Pass-By Trip	yes	no	

This analysis must follow LADOT traffic study guidelines dated November 1993

	Consultant	Developer
Name	KORVE Eng. Inc.	Transaction Financial Corporation
Address	725 S Figueroa St., #3350 Los Angeles, CA 90017	1002 Fredrick Street, Suite # 2 Venice, CA 90291
	Phone: 213-486-4927	Phone: 310-277-3670
	Contact: Dr.N.Murthy T.E.	Contact: Mr. Eric Hoffman

Approved by N. Narasimha Murthy
Consultant's Representative Date 02/12/03

Lorraine Avila
LADOT Representative Date 2/12/03



PROJECT PERCENTAGE DISTRIBUTION

CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-8508
Transportation Planning · Traffic Engineering

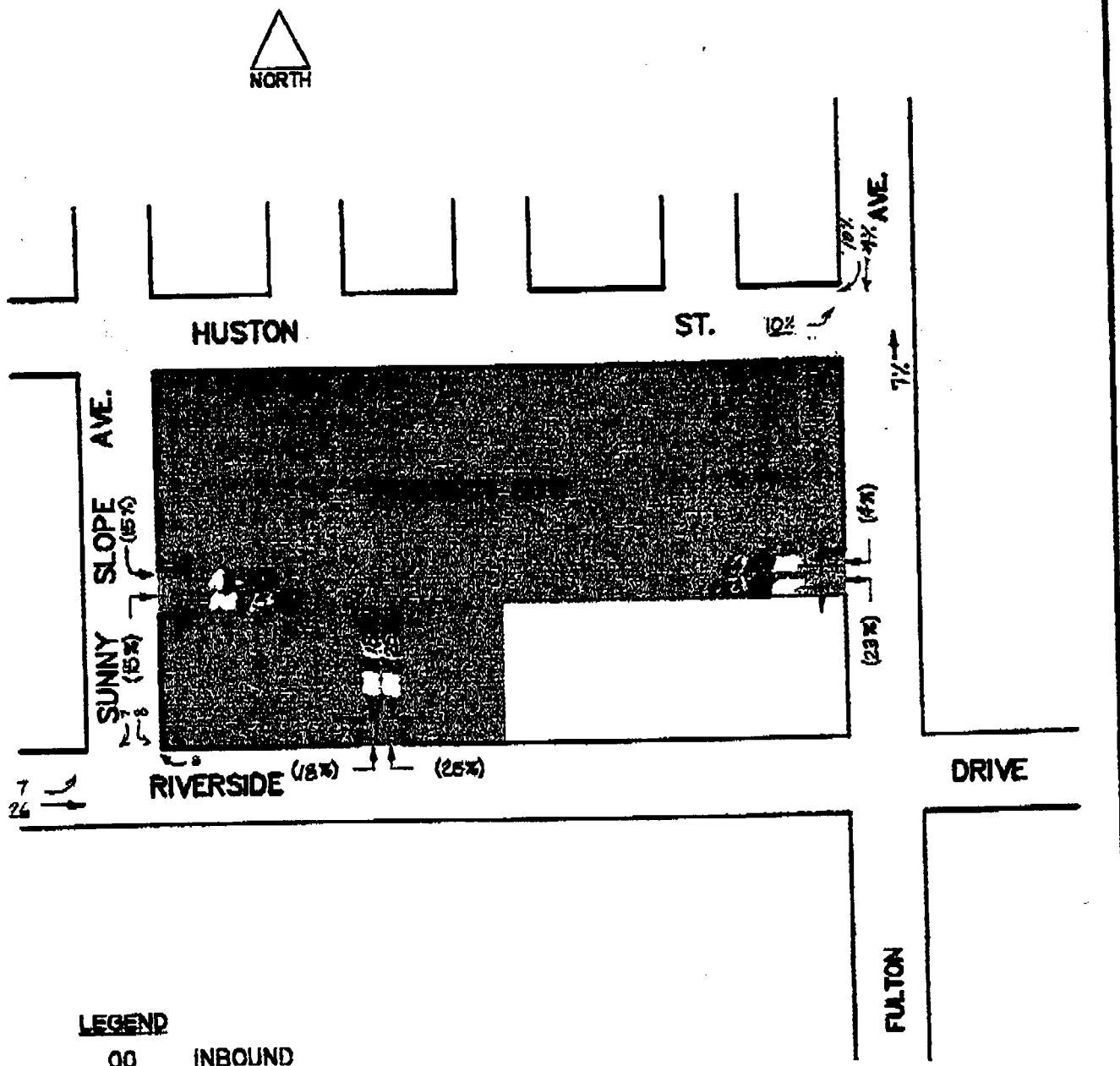


FIGURE 6(a)

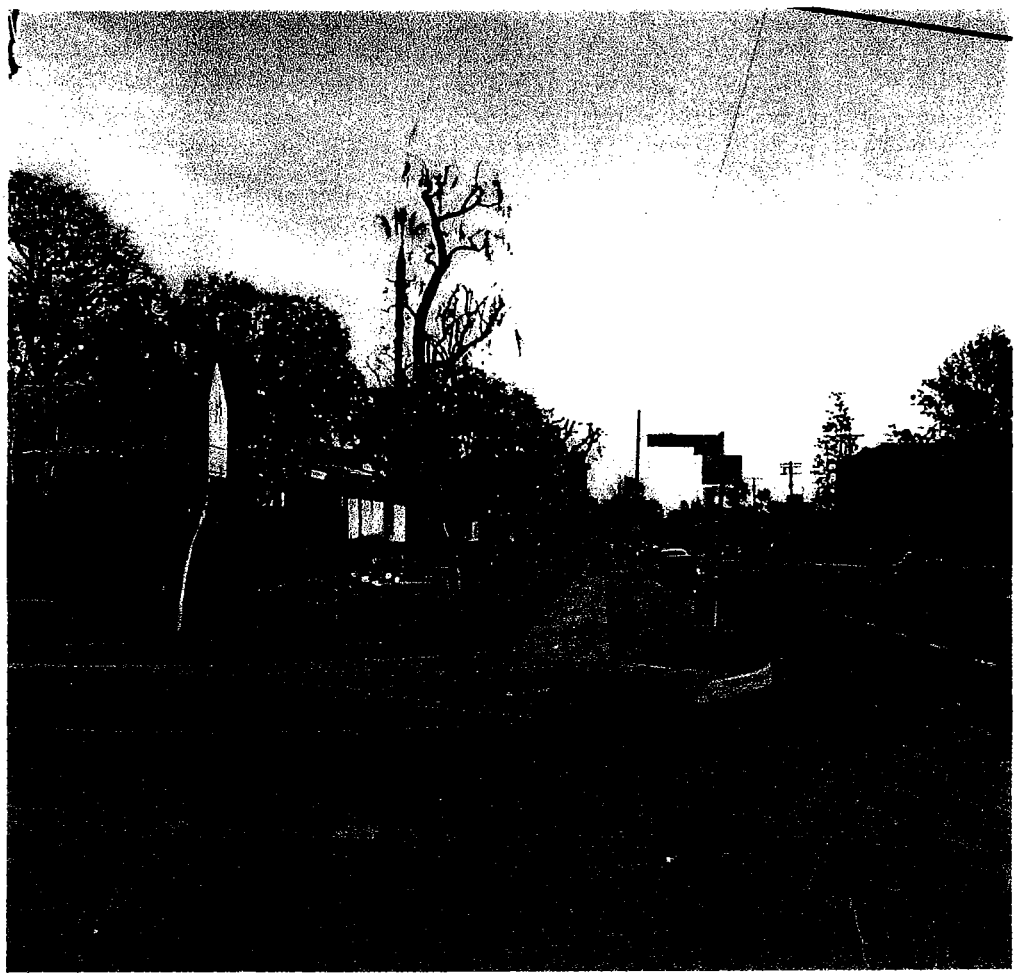
PROJECT DRIVEWAY VOLUMES/PERCENTAGES
AM PEAK HOUR

CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning - Traffic Engineering

TRAFFIC IMPACT ANALYSIS REPORT

May 2003

CHASE KNOLL APARTMENTS



Submitted to:

TransAction
Financial Corporation

Submitted by:

Korve
Engineering

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TRAFFIC IMPACT ANALYSIS REPORT

CHASE KNOLL APARTMENTS
13401 Riverside Drive
Sherman Oaks, CA 91423

Prepared for:

TransAction Financial Corporation

1800 Century Park East, # 450

Los Angeles, CA 90067

LADOT Reference
DOT Case No. 02-048

Prepared by:

KORVE ENGINEERING INC.

725 S. Figueroa Street, Suite 2350

Los Angeles, CA 90017

Phone: 213-486-6578

Job Number: 202116x0

May 2003

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CHASE KNOLL APARTMENTS

13401 Riverside Drive
Sherman Oaks, CA 91423

1.0 Introduction

This report documents the findings of a traffic study conducted by Korve Engineering, Inc. to evaluate traffic issues for the proposed Chase Knoll Apartments at 13401 Riverside Drive in Sherman Oaks, California.

1.1 Project Description

The project site is located in the City of Sherman Oaks and is bounded by Riverside Drive to the South, Huston Street to the North, Sunnyslope Avenue to the West and Fulton Avenue to the East. Currently, the project has 260 apartment units that were built in 1949, and are located in 19 buildings with an average area of nearly 840 square feet per unit. The units provide 1.1 parking spaces per unit or about 285 total parking spaces. The project included three primary elements listed below.

Element 1: Renovation/Additions - Additional bathrooms will be added to convert one hundred two (102) one bedroom/one bath units into two bedroom/two bath units.

Element 2: New Construction – A total of 141 new units will be built in approximately five buildings. The new construction will be added to the complex on the site of the existing parking garages. The new units will be architecturally consistent with the existing structures, except that they will be three (3) stories high with the ground floor serving as a parking area.

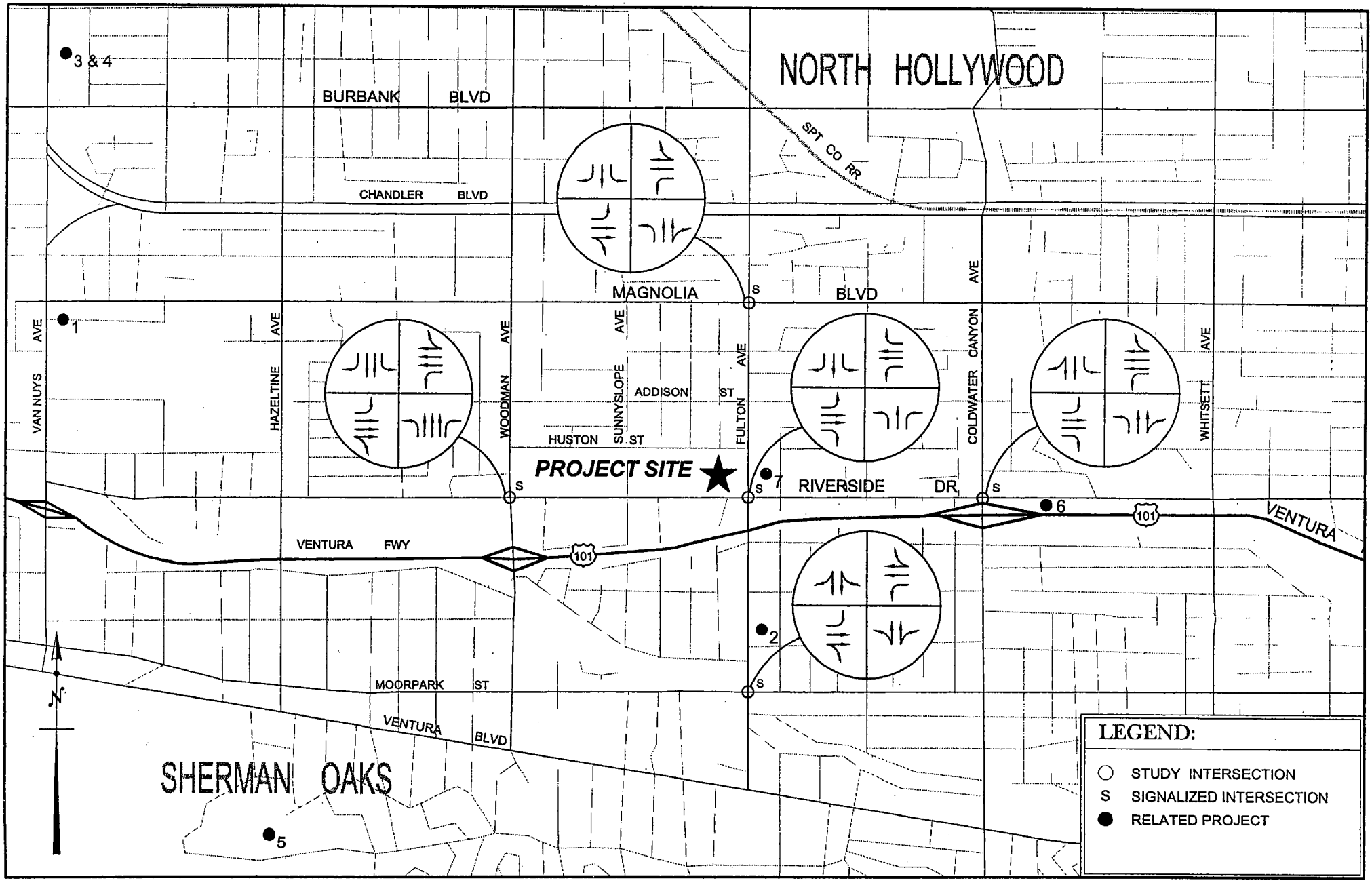
The total number of existing and proposed apartment units will be 401 and the project is expected to be completed in the year 2005.

Element 3: Other Amenities – A swimming pool, recreation room and enhanced landscaping will be added to the common areas of the complex.

From a traffic impact perspective, only element 2 will have an impact on the site. In addition, circulation and on-site parking will need to be addressed due to the new construction. Figure 1 shows the vicinity of project, location of related projects and major roadway network. The project proposed site plan is included in Appendix A.

1.2 Study Scope and Approach

The traffic study was prepared under the guidelines of the City of Los Angeles Department of Transportation (LADOT) with the assistance of LADOT through Ms. Lorraine Avila and Mr. Kevin Ecker. The study intersections, along with the technical assumptions and methods of the study were coordinated with LADOT staff throughout the preparation of this study.



Korve Engineering

FIGURE 1:
PROJECT VICINITY MAP, RELATED PROJECTS AND ROADWAY NETWORK

The following traffic scenarios were analyzed for Level of Service (LOS):

- Existing Conditions (Year 2002)- **Scenario 1**
- Existing plus Growth Factor plus Related Projects Traffic – **Scenario 2**
- Cumulative Traffic– Scenario 2 plus Project Traffic - **Scenario 3**

The 2002 base year scenario includes a growth factor of 2% per annum. Figure 1 shows the identified related projects in the study area for conducting scenario 2 analysis.

A total of five existing signalized intersections were identified, in conjunction with LADOT staff, for detailed analysis of traffic LOS.

The intersections studied are as follows:

1. Riverside Dr. & Fulton Ave. - signalized
2. Riverside Dr. & Woodman Ave. - signalized
3. Riverside Dr. & Coldwater Canyon Ave. - signalized
4. Magnolia Blvd. & Fulton Ave. - signalized
5. Fulton Ave. and Moorpark St. - signalized

Existing intersection turning movement counts were obtained in accordance with LADOT requirements including 3 hours during the a.m. (7:00 a.m. to 10:00 a.m.) and p.m. (3:00 p.m. to 6:00 p.m.) peak periods at each study intersection. LOS analyses for both a.m. and p.m. peak hours were performed per LADOT requirements using Circular 212 Operations Method based on Highway Capacity Manual (HCM) outlined in Transportation Research Board 2000 for signalized conditions using TRAFFIX software.

2.0 Existing Conditions

This section reviews traffic conditions in the area of the project site and identifies existing streets and highways. The traffic volumes and traffic conditions at study intersections are also discussed.

2.1 Streets and Highways

Figure 1 illustrates the roadway network and related project locations within the study area. The streets serving the study area form a grid system oriented north-south and east-west. The following briefly describes the major and minor access roads serving the project site.

Riverside Drive: This street is designated as a Major Highway in the Streets and Highways Element of the City's General Plan. The street runs in the east-west direction with two lanes in each direction with a divided median and adequate left turn pockets at most of the major intersections along the corridor. The project is located to the north of Riverside Drive at 13401 Riverside Drive as shown in Figure 1. Riverside Drive parallels the SR-101 Freeway located to the south. The posted speed on Riverside

Drive is 35 miles per hour (mph). The project has one major entrance from Riverside Drive as shown in the proposed site plan included in Appendix A. Riverside Drive carries an estimated average daily traffic (ADT) of 28,000 vehicles between Sunnyslope Avenue and Fulton Avenue. All traffic data is provided in Appendix B.

Sunnyslope Avenue: This is a two lane north-south local street west of the project site with several residential units near the project site. This street provides access from the residential units surrounding the project site. The intersection with Riverside Drive is unsignalized. The project has one major entrance along Riverside Drive as shown in the proposed site plan in Appendix A.

Fulton Avenue: This street is designated as a Secondary Highway and has two lanes in each direction that run in a north-south direction. This street forms the eastern boundary of the project site. Similar to Riverside Drive, this street provides access to the project site for the residential units. The intersection of Fulton Avenue and Riverside Drive is signalized. The posted speed on Fulton Avenue is 35 mph.

Huston Street: This is a two lane east-west local street that forms the northern boundary of the project site. This street provides access to the residential units surrounding the project site. The intersection with Sunnyslope Avenue and Fulton Avenue is signalized. The project has one major entry from Riverside Drive as shown in the proposed site plan in Appendix A. Huston Street carries an estimated average daily traffic (ADT) of 1,350 vehicles between Sunnyslope Avenue and Woodman Avenue. In addition, it carries the same number of vehicles between Sunnyslope Avenue and Fulton Avenue. The traffic data is provided in Appendix B.

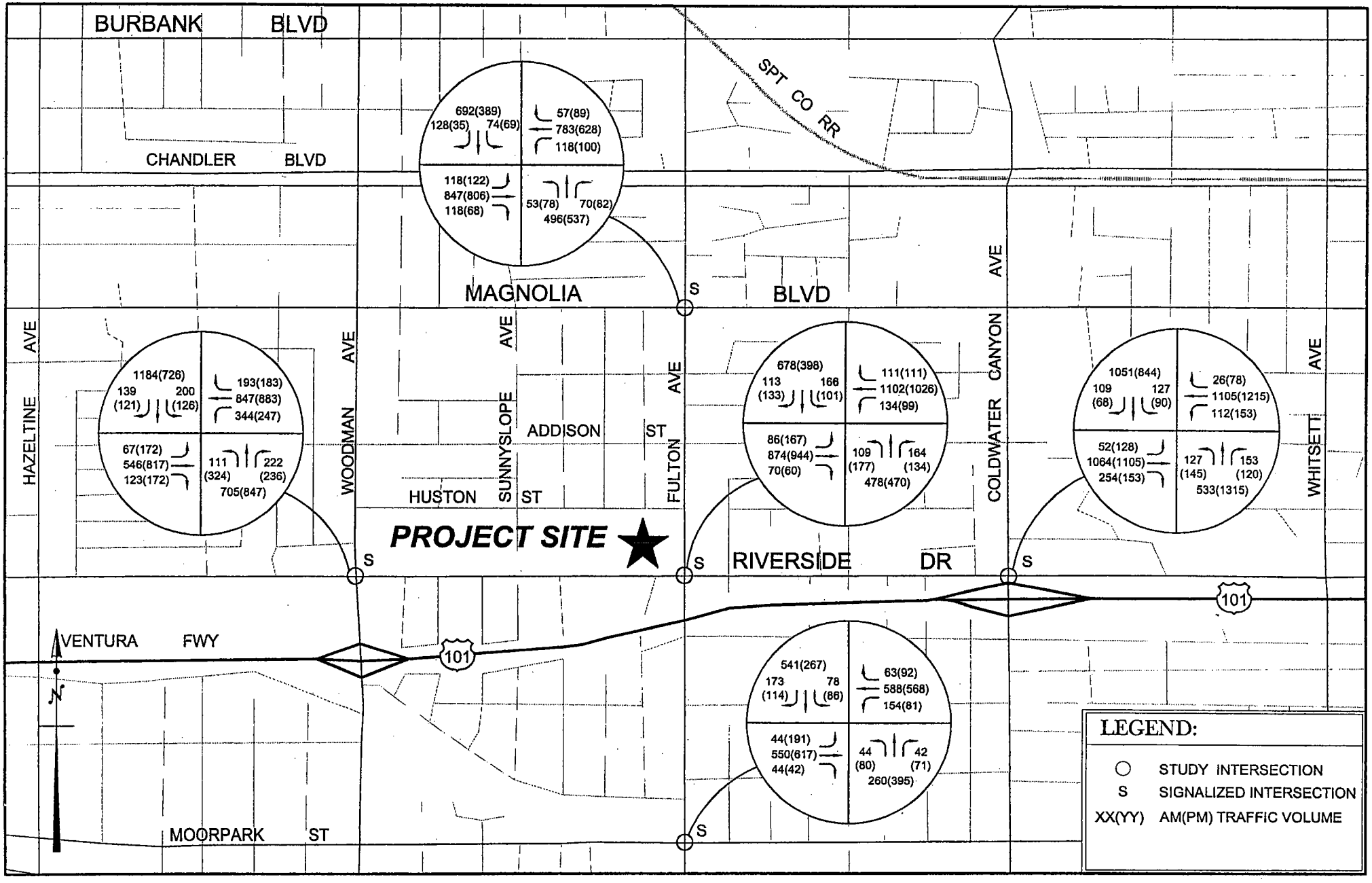
2.2 Traffic Volumes

Existing turning movement traffic volumes at the study intersections were obtained per LADOT guidelines during both a.m. (7-10) and p.m. (3-6) peak periods. The existing turning movement counts are shown in Appendix B. Also, the existing traffic volumes are shown in Figure 2.

2.3 Trip Generation

The proposed project is to build 141 new units in a two story apartment complex, with each floor having one apartment unit. The trip generation for the project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 6th edition. Table 1 shows the project trip generation. The ITE land use code 223 (Mid-Rise Apartments) was used to estimate the trips generated by the project. A mid-rise apartment in the ITE handbook is defined as a building with three to ten floors.

Table 1 shows the total project trip generation estimated for 141 new units on-site. The estimated number of total daily trips generated by the project is not available as noted in Table 1. During the a.m. peak hour the project generates 13 and 30 in and out trips,



Korve Engineering

FIGURE 2:
EXISTING TRAFFIC VOLUMES (AM & PM)

respectively. Similarly, during the p.m. peak hour the project generates 32 and 23 in and out trips, respectively.

TABLE 1: PROJECT TRIP GENERATION

PROJECT	ITE CODE	SIZE/CAP.	A.M.			P.M.			DAILY
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Chase Knoll Apartments	223	141 units	13	30	43	32	23	55	n/a*

Source: ITE Trip Generation Handbook, 6th Edition.

*Note:
n/a - not available

2.3.1 Reduction - due to existing land use on-site

As previously mentioned, the site has currently 260 occupied units. The trip generation by these units during the a.m. peak hour is 24 and 54 in and out trips, respectively. During the p.m. peak period the project generates 58 and 43 in and out trips, respectively. Credit for the existing units has been discussed with LADOT and will be given recognizing that the project is not part of a Master Plan.

2.4 Growth Factor

The project is expected to open in the year 2005. Per the Los Angeles County Congestion Management Program developed by the Los Angeles County Metropolitan Transportation Authority (LACMTA), a growth factor of 2% per annum was applied to increase existing traffic volumes (year 2002) to obtain base year 2005 traffic volumes for analysis purposes.

2.5 Project Trip Distribution

The project-generated trips were distributed based on current traffic counts, discussion with LADOT staff, existing and future roadway access to the project site, type of land use proposed, and trip distribution adopted by a previous study provided by LADOT. The preliminary project site plan is included in Appendix A and the traffic counts are provided in Appendix B.

Figures 3 and 4 show the project trip distribution and project-generated trips, respectively. The project-generated trips in Table 1 are distributed based on the trip distribution in Figure 3.

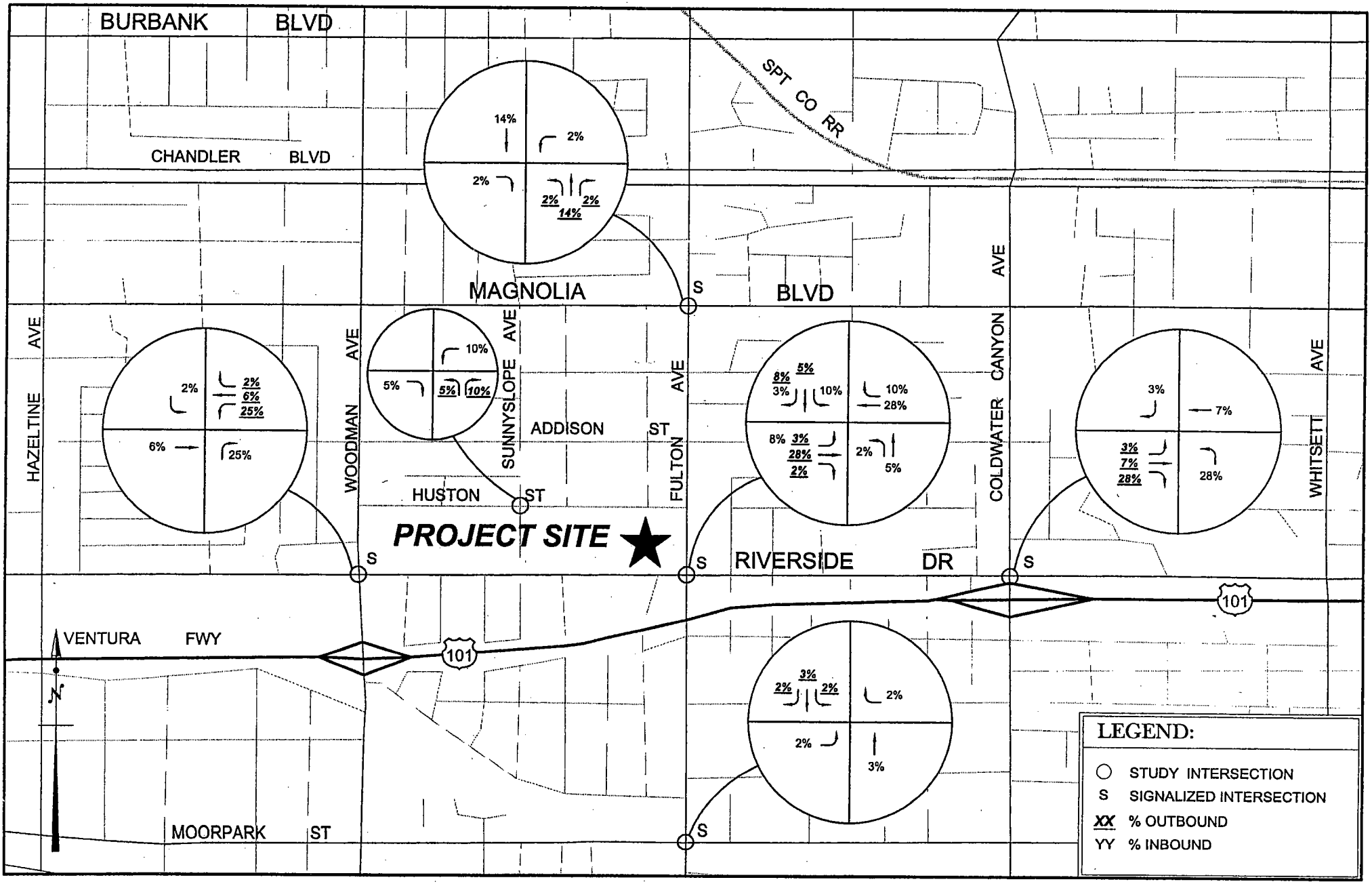


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FIGURE 3:
PROJECT TRIP DISTRIBUTION

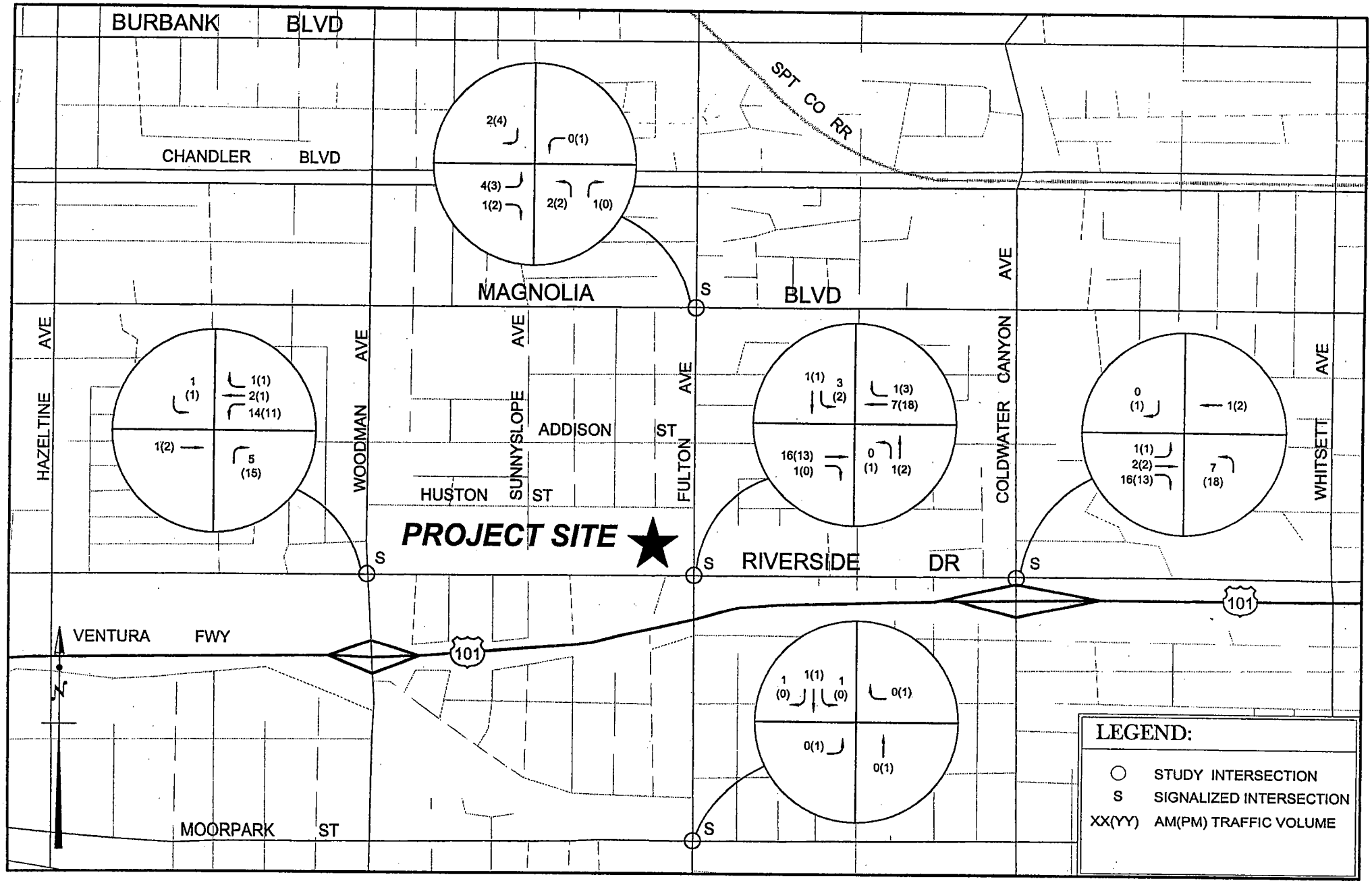

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FIGURE 4:
PROJECT TRAFFIC VOLUMES (AM & PM)

2.5.1 Related Projects Trip Distribution

The identified related projects are listed in Appendix C and their location is identified in relation to the proposed project in Figure 1. The trips associated with the related projects were obtained from LADOT and added to the cumulative and current traffic at study intersections during both a.m. and p.m. peak hours. There were a total of 8 related projects considered as shown in Figure 1. The related projects and trips generated by each project are provided in Appendix C.

2.6 Intersection Level of Service

Traffic conditions were evaluated in terms of Level of Service (LOS) at the five signalized study intersections. LOS describes traffic conditions, ranging from LOS A for free flow or excellent conditions, to LOS F for overloaded conditions. Per LADOT's Traffic/Access Guidelines, dated 1993, a LOS C (volume to capacity V/C ratio of 0.8) is considered acceptable. For most areas of the County, mid-range LOS D or V/C ratio of 0.85 is the threshold where mitigation measures are required. For roadways in a highly urbanized area, such as East Los Angeles, LOS D (V/C ratio of 0.9) is the threshold where mitigation measures are required. The study area is highly urbanized with both residential and commercial land uses.

Levels of service at the study signalized intersections were determined per Circular 212 Operations Method based on Highway Capacity Manual (HCM) outlined in the Transportation Research Board 2000 using TRAFFIX software. Similarly the LOS at unsignalized intersections was also determined using TRAFFIX software.

The LOS analysis is shown in Appendix D. The output from the TRAFFIX software including traffic volumes, lane configurations and LOS details for each scenario are included in Appendix D.

3.0 Traffic Conditions and Traffic LOS Analysis

LOS analysis was conducted for three scenarios including: Scenario 1 (Existing Traffic Conditions), Scenario 2 (Existing Plus Growth Factor Plus Related Project Traffic), and Scenario 3 (Cumulative Traffic With Project Traffic). Each of these scenarios is discussed below and summarized in Table 2.

3.1 Existing Traffic Conditions (Year 2002) – Scenario 1

Existing traffic LOS during both a.m. and p.m. peak periods are shown in Table 2. The study intersections are operating between LOS A and C during the a.m. peak hour and between LOS A and D during the p.m. peak hour.

Table 2: Intersection Level of Service Analysis

Intersection/ Scenario	LOS (AM)							
	S1	V/C	S2	V/C	Diff. S2-S1	S3	V/C	Diff. S3-S2
Riverside & Woodman	C	0.743	C	0.783	0.040	C	0.791	0.008
Fulton & Riverside	C	0.719	C	0.766	0.047	C	0.769	0.003
Fulton & Magnolia	B	0.687	C	0.732	0.045	C	0.732	0.000
Coldwater Cyn. & Riverside	C	0.790	D	0.870	0.080	D	0.875	0.005
Fulton & Moorpark	A	0.422	A	0.464	0.042	A	0.465	0.001

LOS per LADOT Guidelines using Circular 212 from TRAFFIX Software.

Intersection/ Scenario	LOS (PM)							
	S1	V/C	S2	V/C	Diff. S2-S1	S3	V/C	Diff. S3-S2
Riverside & Woodman	C	0.739	C	0.779	0.040	C	0.786	0.007
Fulton & Riverside	A	0.575	B	0.613	0.038	B	0.620	0.007
Fulton & Magnolia	A	0.483	A	0.518	0.035	A	0.518	0.000
Coldwater Cyn. & Riverside	D	0.885	E	0.938	0.053	E	0.939	0.001
Fulton & Moorpark	A	0.353	A	0.382	0.031	A	0.382	0.000

Scenario S1 = Existing Traffic

Scenario S2 = Existing Traffic + Growth Factor + Related Project Traffic

Scenario S3 = Existing Traffic + Growth Factor + Related Project + Project

3.2 Existing plus Growth Factor plus Related Project Traffic – Scenario 2

Figure 5 shows the related project traffic at study intersections. This traffic scenario constitutes scenario 2 where the traffic from scenario 1 is added to the related project traffic in the vicinity of the project site. The locations of the eight (8) related projects are shown in Figure 1. The trips generated by the related projects were obtained from LADOT and added to the study intersections during both a.m. and p.m. peak hours. The trip distribution for all the eight (8) related projects was done based on the existing roadway network and related project locations as illustrated in Figure 1. The list of related projects is provided in Appendix C.

All of the study intersections operate between LOS A and D during the a.m. peak hour and between LOS A and E during the p.m. peak hour. The intersection of Coldwater Canyon Avenue and Riverside Drive operates at a LOS E during the p.m. peak hour with the addition of related project traffic.

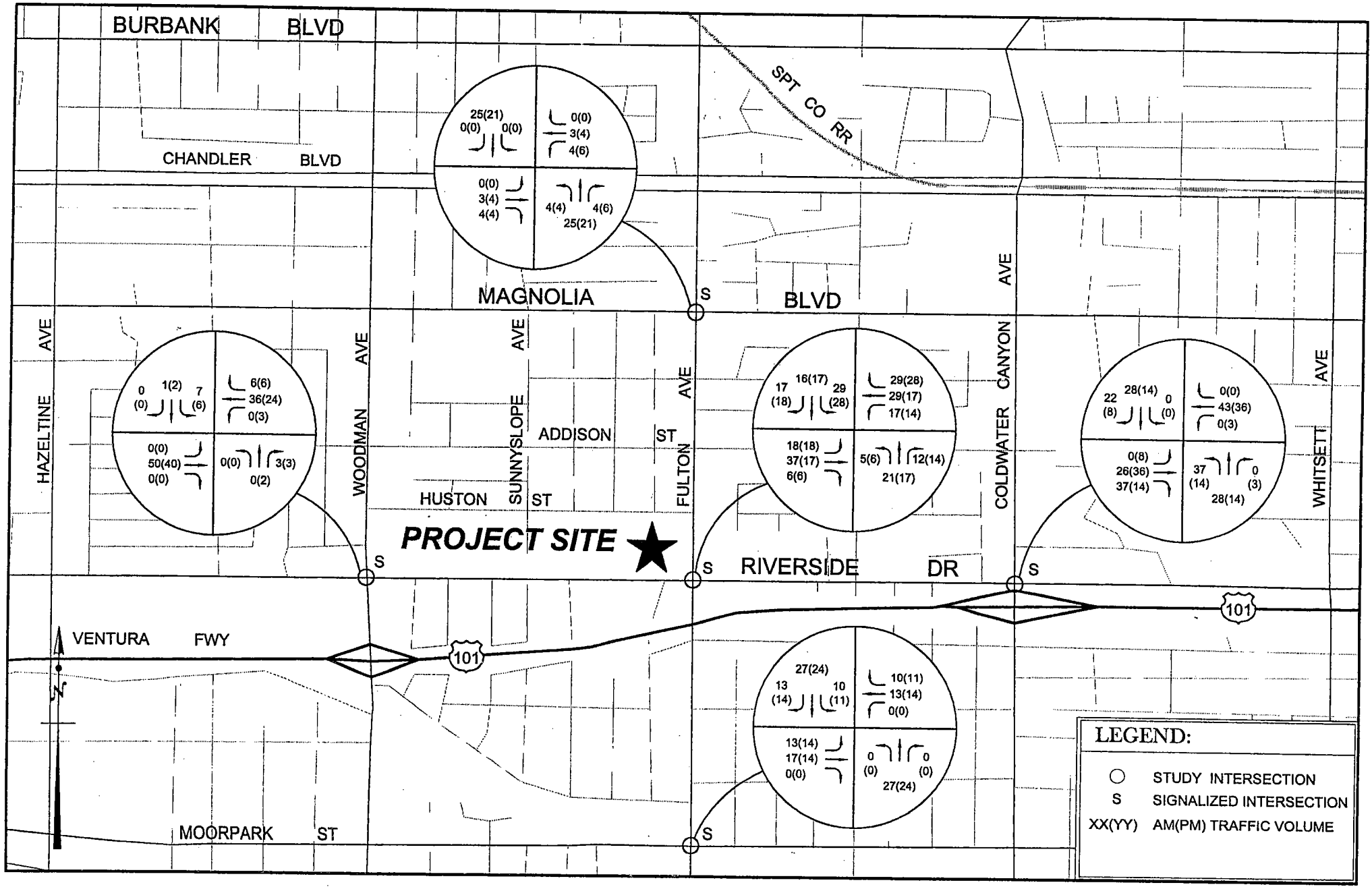

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FIGURE 5:
RELATED PROJECTS TRAFFIC VOLUMES

3.3 Cumulative Traffic with Project Traffic – Scenario 3

The project opening year (scenario 3) traffic conditions were obtained by adding the project-generated volumes (Figure 4) to scenario 2. With the addition of the project traffic the intersections are operating between LOS A and D during the a.m. peak hours and between LOS A and E during p.m. peak hours, as indicated in Table 2. The addition of project traffic does not have any significant impact and the increase in V/C (LOS) is below the threshold level per LADOT's guidelines for mitigation.

The opening day project traffic during the a.m. and p.m. peak periods is shown in Figure 4.

Figure 6 shows the cumulative traffic generated due to existing traffic, ambient growth, related projects and the proposed project on opening day (year 2005).

4.0 Mitigation

4.1 Pre-Project Traffic – Scenario 2

During the a.m. peak period, the five (5) study intersections operate between LOS A and D as shown in Table 2. During the p.m. peak period the study intersections operate between LOS A and D, except for the intersection of Coldwater Canyon Avenue and Riverside Drive that operates at LOS E. The addition of related project traffic results in a LOS change at this intersection during the p.m. peak hour from LOS D (0.885) to LOS E (0.938) - an increase of 0.053. The intersection, however, is operating at an acceptable LOS per LADOT guidelines for highly urbanized areas. Therefore no mitigation is recommended.

4.2 Cumulative Traffic with Project - Scenario 3 - Mitigation

With the addition of related projects it is evident that the traffic in the study area will increase and changes in V/C are observed at the study intersections. The difference in volume to capacity (V/C) between scenarios is given in Table 2.

The intersections are operating between LOS A and D during the a.m. peak period and between LOS A and E during the p.m. peak period under scenario 3. The intersection of Coldwater Canyon Avenue and Riverside Drive operates at LOS E (0.939). Per LADOT traffic impact study guidelines, the project does not impact the study intersections as the increment in V/C (0.001) is below the threshold level indicated in LADOT's guidelines. Therefore no mitigation is recommended.

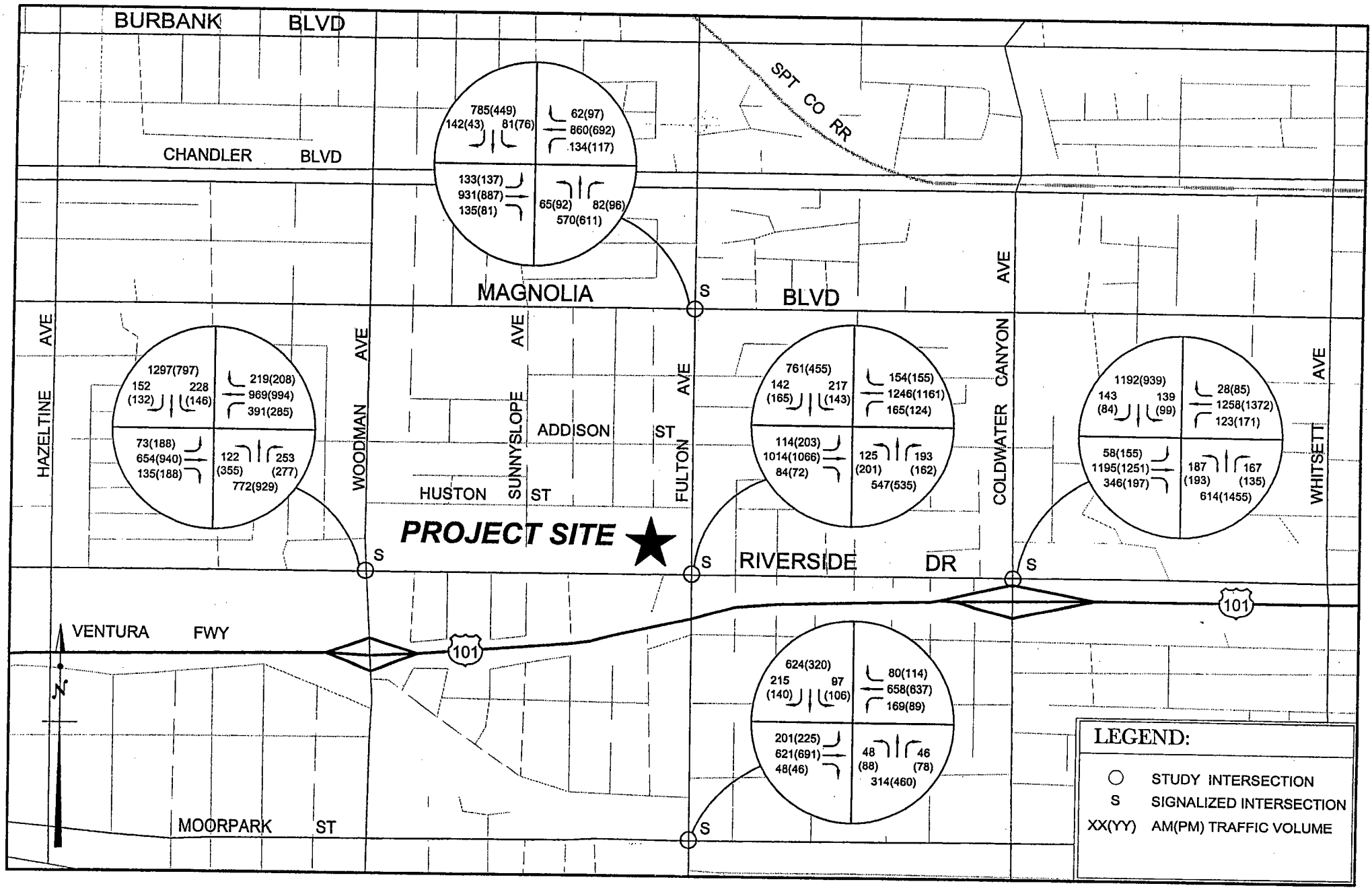

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FIGURE 6:
CUMULATIVE TRAFFIC VOLUMES

4.3 Project Traffic Circulation

Due to moderate traffic (less than 30,000 vehicles per day) using Riverside Drive (designated as a Major Highway with 2 lanes in each direction), it is recommended that on-street parking be prohibited on each side (curb marked red and post a no parking anytime sign on the sidewalk) of the property driveway to provide adequate sight distance for vehicles exiting the project site. Similarly, parking close to the exit and entry access on Fulton Road and Sunnyslope Avenue should be prohibited to provide sight distance to exiting vehicles. Also, it is recommended that the driveways and red curb be installed per LADOT requirements to provide safe entry and exiting from the proposed project driveways. All access points (i.e. driveways) should meet current LADOT design requirements.

Huston Street (designated as a Collector Street) carries less than 1350 vehicles per hour and is therefore not significantly impacted by the project generated trips.

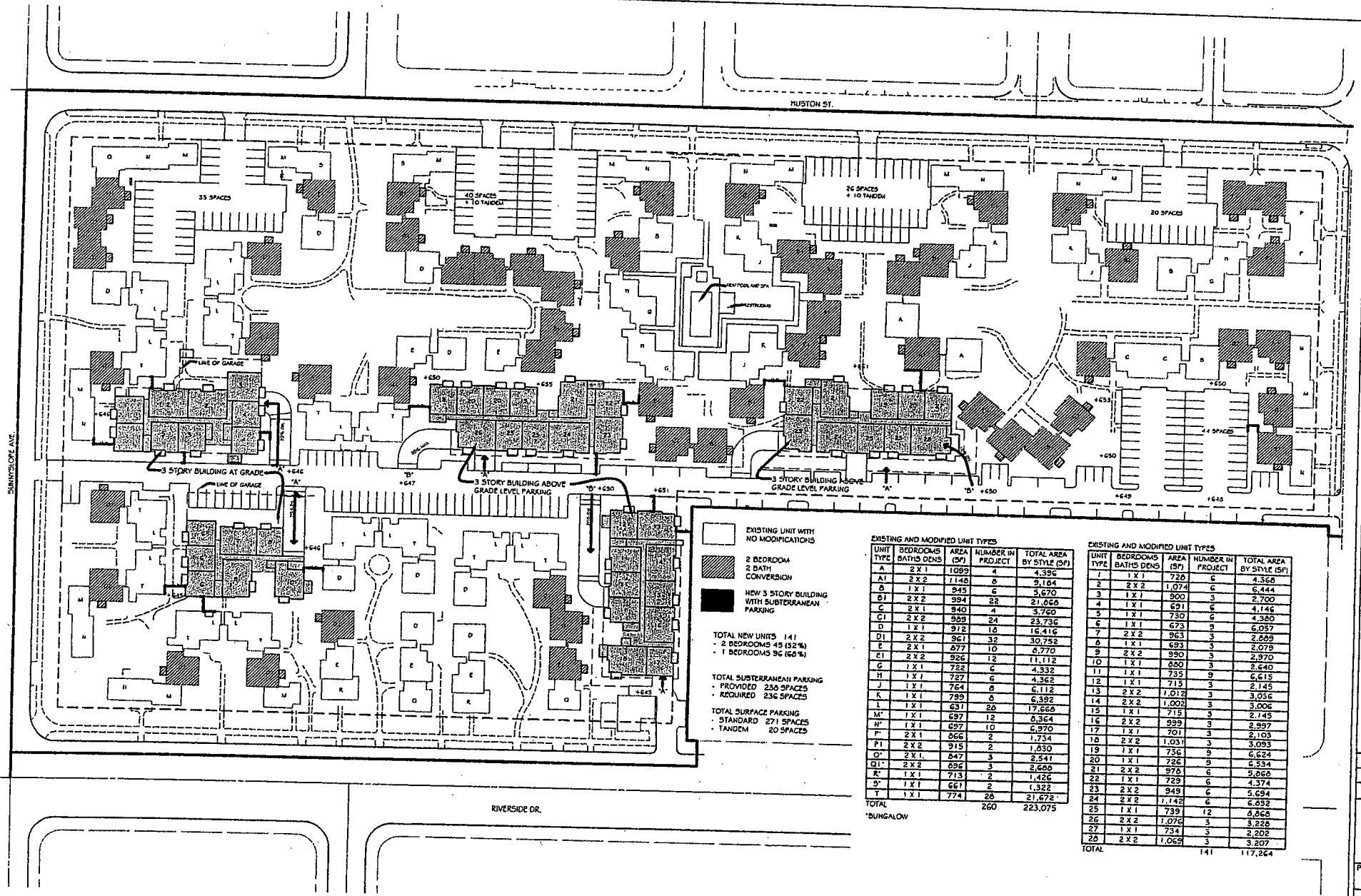
4.4 Parking

In the preliminary site plan provided in Appendix A, the project provides an adequate number of parking spaces for residents per LADOT requirements. The total number of parking spaces available on site when the project is completed is 285 per the proposed plan. The circulation for parking should be designed with proper signage to avoid any bottlenecks and sight distance problems for vehicles exiting or entering the site facilities.

5.0 Conclusions

1. The project generates an estimated 42 and 55 trip ends during the a.m. and p.m. peak periods, respectively. The total daily trips generated by the project are not available from ITE.
2. Credit will be given by LADOT for existing land use on-site in order to determine cumulative impact of project generated trips at study intersections.
3. The major access roads to the project site are Riverside Drive, Fulton Road, Huston Street and Sunnyslope Avenue.
4. Main access to the proposed project is provided via Riverside Drive, Fulton Road and Sunnyslope Avenue.
5. The five study intersections are signalized intersections and will operate at an acceptable LOS between A and D during a.m. and between LOS A and E during p.m. peak periods with the addition of project traffic.
6. Mitigation is not required at the study intersections since the increment in volume to capacity ratio does not exceed LADOT's threshold criteria for mitigation.
7. The driveways should be designed per LADOT requirements to provide safe entry and exiting from the property with maximum sight distance for exiting and entering vehicles. No parking should be allowed on either side of all driveways for both entering and exiting vehicles.
8. Adequate parking per current LADOT guidelines should be provided with appropriate circulation plan within the site for both entering and exiting vehicles.

APPENDIX "A"
PROPOSED SITE PLAN



EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
A	2 X 1	1099	4	4,396
A1	2 X 2	1148	8	9,184
B	1 X 1	945	6	5,670
B1	2 X 2	994	22	21,868
C	2 X 1	940	4	3,760
C1	2 X 2	989	24	23,736
D	1 X 1	912	16	16,416
D1	2 X 2	961	32	30,752
E	2 X 1	677	10	6,770
E1	2 X 2	926	12	11,112
G	1 X 1	722	6	4,332
H	1 X 1	727	6	4,362
J	1 X 1	764	8	6,112
K	1 X 1	799	8	6,392
L	1 X 1	631	26	17,668
M*	1 X 1	697	12	8,364
N*	1 X 1	697	10	6,970
P	2 X 1	866	2	1,734
P1	2 X 2	915	2	1,830
Q*	2 X 1	847	3	2,541
Q1*	2 X 2	896	3	2,688
R*	1 X 1	713	2	1,426
S*	1 X 1	661	2	1,322
T	1 X 1	774	28	21,672
TOTAL			260	223,075

*BUNGALOW

EXISTING AND MODIFIED UNIT TYPES

UNIT TYPE	BEDROOMS BATHS DENS	AREA (SF)	NUMBER IN PROJECT	TOTAL AREA BY STYLE (SF)
1	1 X 1	726	6	4,368
2	2 X 2	1,074	6	6,444
3	1 X 1	900	3	2,700
4	1 X 1	691	6	4,146
5	1 X 1	730	6	4,380
6	1 X 1	673	9	6,057
7	2 X 2	963	3	2,889
8	1 X 1	693	3	2,079
9	2 X 2	990	3	2,970
10	1 X 1	880	3	2,640
11	1 X 1	735	9	6,615
12	1 X 1	715	3	2,145
13	2 X 2	1,012	3	3,036
14	2 X 2	1,002	3	3,006
15	1 X 1	715	3	2,145
16	2 X 2	999	3	2,997
17	1 X 1	701	3	2,103
18	2 X 2	1,031	3	3,093
19	1 X 1	736	9	6,624
20	1 X 1	726	9	6,534
21	2 X 2	976	6	5,856
22	1 X 1	729	6	4,374
23	2 X 2	949	6	5,694
24	2 X 2	1,142	6	6,852
25	1 X 1	739	12	8,868
26	2 X 2	1,076	3	3,228
27	1 X 1	734	3	2,202
28	2 X 2	1,069	3	3,207
TOTAL			141	117,264

Revision No

1544 TWENTIETH ST.
SANTA MONICA, CA 90401
FAX: 310 394 0048
TEL: 310 394 4045

DAVID
FORBES
HIBBERT, AIA

CHASE KNOLLS
SHERMAN OAKS, CA

Date: 01.17.03
Scale: 1:480
Drawn By: LBG

Project No:
0202

A-1.1

APPENDIX "B"
TRAFFIC COUNTS
AM and PM

City traffic counters
626.256.4171

Site Code : 000000000000
Start Date: 01/23/2003
File I.D. : C:\WINDOWS\DE
Page : 1

Street name :Riverside Dr Cross street:Btwn Sunnyslope & Fulton ,

Begin Time	<------ East ------>				<------ West ------>				<------Combined------>				Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 01/23	20		178		53		223		73		401		
12:15	13		177		63		220		76		397		
12:30	9		188		57		207		66		395		
12:45	12	54	176	719	41	214	203	853	53	268	379	1572	
01:00	9		182		33		241		42		423		
01:15	9		159		34		200		43		359		
01:30	4		197		22		190		26		387		
01:45	2	24	199	737	25	114	204	835	27	138	403	1572	
02:00	5		185		22		189		27		374		
02:15	4		203		26		244		30		447		
02:30	2		196		13		254		15		450		
02:45	2	13	237	821	10	71	247	934	12	84	484	1755	
03:00	4		259		11		275		15		534		
03:15	3		252		12		261		15		513		
03:30	2		282		17		294		19		576		
03:45	4	13	295	1088	9	49	271	1101	13	62	566	2189	
04:00	3		257		11		301		14		558		
04:15	4		308		15		293		19		601		
04:30	3		284		13		283		16		567		
04:45	5	15	310	1159	24	63	316	1193	29	78	626	2352	
05:00	7		304		30		295		37		599		
05:15	3		263		29		324		32		587		
05:30	10		301		13		324		23		625		
05:45	9	29	273	1141	32	104	297	1240	41	133	570	2381	
06:00	13		279		21		369		34		648		
06:15	17		255		36		283		53		538		
06:30	22		213		48		317		70		530		
06:45	59	111	197	944	79	184	282	1251	138	295	479	2195	
07:00	56		191		144		258		200		449		
07:15	125		163		295		213		420		376		
07:30	194		156		314		175		508		331		
07:45	262	637	142	652	314	1067	133	779	576	1704	275	1431	
08:00	258		120		337		118		595		238		
08:15	277		105		231		114		508		219		
08:30	282		105		220		84		502		189		
08:45	283	1100	92	422	227	1015	85	401	510	2115	177	823	
09:00	263		120		182		140		445		260		
09:15	213		106		145		171		358		277		
09:30	227		73		144		141		371		214		
09:45	171	874	58	357	158	629	132	584	329	1503	190	941	
10:00	157		53		160		132		317		185		
10:15	129		38		146		115		275		153		
10:30	133		32		164		103		297		135		
10:45	158	577	26	149	184	654	74	424	342	1231	100	573	
11:00	174		40		178		79		352		119		
11:15	162		26		204		86		366		112		
11:30	153		19		192		56		345		75		
11:45	192	681	22	107	184	758	78	299	376	1439	100	406	
Totals	4128		8296		4922		9894		9050		18190		
Day Totals		12424				14816				27240			
Split %	45.6%		45.6%		54.3%		54.3%						
Peak Hour	08:15		04:15		07:15		05:15		07:30		04:45		
Volume	1105		1206		1260		1314		2187		2437		
P.H.F.	.97		.97		.93		.89		.91		.97		

City traffic counters
626.256.4171

Site Code : 000000000000
Start Date: 02/06/2003
File I.D. : C:\WINDOWS\DE
Page : 1

Street name :Huston St Cross street:Btwn Woodman & Sunnyslope

Begin Time	West A.M.		West P.M.		East A.M.		East P.M.		Combined A.M.		Combined P.M.		Thursday
12:00 02/06	1		1		0		6		1		7		
12:15	1		6		0		6		1		12		
12:30	0		7		0		6		0		13		
12:45	0	2	3	17	0	*	3	21	0	2	6	38	
01:00	0		4		0		5		0		9		
01:15	0		20		1		20		1		40		
01:30	0		13		0		6		0		19		
01:45	0	*	6	43	0	1	6	37	0	1	12	80	
02:00	0		11		1		6		1		17		
02:15	0		10		0		8		0		18		
02:30	0		6		0		11		0		17		
02:45	0	*	13	40	0	1	20	45	0	1	33	85	
03:00	0		36		0		64		0		100		
03:15	0		19		0		51		0		70		
03:30	0		7		0		32		0		39		
03:45	0	*	4	66	0	*	5	152	0	*	9	218	
04:00	0		15		0		14		0		29		
04:15	0		14		0		24		0		38		
04:30	2		4		0		18		2		22		
04:45	0	2	9	42	0	*	13	69	0	2	22	111	
05:00	0		16		0		22		0		38		
05:15	0		20		0		17		0		37		
05:30	1		11		0		20		1		31		
05:45	1	2	7	54	1	1	13	72	2	3	20	126	
06:00	2		13		2		17		4		30		
06:15	1		9		2		14		3		23		
06:30	1		14		0		13		1		27		
06:45	6	10	15	51	5	9	10	54	11	19	25	105	
07:00	4		13		15		12		19		25		
07:15	23		5		66		9		89		14		
07:30	17		5		96		8		113		13		
07:45	4	48	1	24	19	196	4	33	23	244	5	57	
08:00	7		2		10		8		17		10		
08:15	5		7		6		7		11		14		
08:30	2		11		6		16		8		27		
08:45	2	16	7	27	4	26	27	58	6	42	34	85	
09:00	3		3		4		12		7		15		
09:15	2		0		5		8		7		8		
09:30	1		2		2		0		3		2		
09:45	3	9	1	6	3	14	2	22	6	23	3	28	
10:00	1		1		6		3		7		4		
10:15	1		1		3		1		4		2		
10:30	4		0		1		0		5		0		
10:45	7	13	1	3	3	13	0	4	10	26	1	7	
11:00	5		0		3		1		8		1		
11:15	2		0		1		2		3		2		
11:30	2		0		4		0		6		0		
11:45	4	13	1	1	3	11	2	5	7	24	3	6	
Totals	115		374		272		572		387		946		
Day Totals		489				844				1333			
Split %	29.7%		39.5%		70.2%		60.4%						
Peak Hour	07:15		02:45		07:00		02:45		07:00		02:45		
Volume	51		75		196		167		244		242		
P.H.F.	.55		.52		.51		.65		.53		.60		

City traffic counters
626.256.4171

Site Code : 000000000000
Start Date: 02/06/2003
File I.D. : C:\WINDOWS\DE
Page : 1

Street name :Huston St Cross street:Btwn Sunnyslope & Fulton

Begin Time	<------ East ------>				<------ West ------>				<------Combined------>				
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Thursday
12:00 02/06	0		7		0		2		0		9		
12:15	0		8		0		7		0		15		
12:30	1		8		1		8		2		16		
12:45	0	1	3	26	1	2	8	25	1	3	11	51	
01:00	0		12		0		10		0		22		
01:15	0		17		1		9		1		26		
01:30	0		17		0		10		0		27		
01:45	0	*	6	52	0	1	6	35	0	1	12	87	
02:00	0		6		0		5		0		11		
02:15	1		10		0		8		1		18		
02:30	0		10		0		7		0		17		
02:45	0	1	6	32	0	*	21	41	0	1	27	73	
03:00	0		51		0		23		0		74		
03:15	0		54		0		16		0		70		
03:30	0		21		0		11		0		32		
03:45	0	*	17	143	0	*	9	59	0	*	26	202	
04:00	0		21		0		14		0		35		
04:15	0		14		0		14		0		28		
04:30	0		17		1		7		1		24		
04:45	0	*	10	62	0	1	11	46	0	1	21	108	
05:00	0		16		1		7		1		23		
05:15	1		13		0		12		1		25		
05:30	0		19		3		11		3		30		
05:45	2	3	13	61	0	4	5	35	2	7	18	96	
06:00	2		7		0		16		2		23		
06:15	2		7		1		9		3		16		
06:30	1		6		2		7		3		13		
06:45	5	10	12	32	3	6	5	37	8	16	17	69	
07:00	6		11		6		4		12		15		
07:15	36		8		25		5		61		13		
07:30	78		7		43		4		121		11		
07:45	46	166	5	31	33	107	3	16	79	273	8	47	
08:00	15		8		7		5		22		13		
08:15	7		6		4		6		11		12		
08:30	15		12		5		2		20		14		
08:45	14	51	16	42	4	20	2	15	18	71	18	57	
09:00	10		14		2		4		12		18		
09:15	7		6		3		7		10		13		
09:30	6		3		1		3		7		6		
09:45	7	30	1	24	4	10	1	15	11	40	2	39	
10:00	5		3		1		4		6		7		
10:15	7		0		2		2		9		2		
10:30	6		0		6		0		12		0		
10:45	3	21	0	3	3	12	1	7	6	33	1	10	
11:00	10		0		5		0		15		0		
11:15	2		0		2		3		4		3		
11:30	8		0		2		0		10		0		
11:45	8	28	0	*	1	10	1	4	9	38	1	4	
Totals	311		508		173		335		484		843		
Day Totals		819				508				1327			
Split %	64.2%		60.2%		35.7%		39.7%						
Peak Hour	07:15		03:00		07:15		02:45		07:15		02:45		
Volume	175		143		108		71		283		203		
P.H.F.	.56		.66		.62		.77		.58		.68		

TRAFFIC COUNT SUMMARY

City Traffic Counters
626-256-4171

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET
North/South: Woodman Ave
East/West: Riverside Dr
Day: Thursday Date: 1/23/03 Weather: CLEAR & SUNNY
Hours: 7:00-10:00a.m. 3:00-6:00p.m.
School Day: YES District: 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	295	07:30	424	07:45	219	07:45	367	07:45
PM PK 15 MIN	369	05:15	251	05:15	327	04:45	339	05:30
AM PK HOUR	1038	07:15	1523	07:15	736	07:15	1384	07:15
PM PK HOUR	1434	04:45	973	04:45	1161	04:45	1313	04:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	103	749	207	1059
8:00-9:00	153	545	187	885
9:00-10:00	452	588	220	1260
3:00-4:00	341	838	219	1398
4:00-5:00	287	790	219	1296
5:00-6:00	316	870	232	1418
TOTAL	1652	4380	1284	7316

SOUTHBOUND Approach

Lt	Th	Rt	Total
184	1193	126	1503
221	1011	121	1353
156	774	127	1057
134	647	127	908
106	674	126	906
136	719	131	986
TOTAL 937	5018	758	6713

TOTAL N - S

N - S
2562
2238
2317
2306
2202
2404
14029

XIN S/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN N/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	75	451	104	630
8:00-9:00	36	725	113	874
9:00-10:00	58	532	100	690
3:00-4:00	153	766	229	1148
4:00-5:00	160	872	187	1219
5:00-6:00	155	784	168	1107
TOTAL	637	4130	901	5668

WESTBOUND Approach

Lt	Th	Rt	Total
352	759	216	1327
225	656	117	998
189	392	77	658
245	721	165	1131
235	808	178	1221
238	883	186	1307
TOTAL 1484	4219	939	6642

TOTAL E - W

E - W
1957
1872
1348
2279
2440
2414
12310

XIN W/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN E/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

TRAFFIC COUNT SUMMARY

City Traffic Counters
626-256-4171

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET
North/South: Fulton Ave
East/West: Moorpark St.
Day: Thursday Date: 1/23/03 Weather: CLEAR & SUNNY
Hours: 7:00-10:00a.m. 3:00-6:00p.m.
School Day: YES District: 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	94	07:15	209	07:15	230	07:45	223	07:15
PM PK 15 MIN	148	05:15	132	05:00	225	04:45	189	04:45
AM PK HOUR	346	07:15	792	07:15	765	07:15	805	07:15
PM PK HOUR	546	04:45	467	04:45	850	04:45	741	04:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	50	263	39	352
8:00-9:00	47	202	42	291
9:00-10:00	42	169	26	237
3:00-4:00	72	325	52	449
4:00-5:00	48	352	70	470
5:00-6:00	81	352	58	491
TOTAL	340	1663	287	2290

SOUTHBOUND Approach

Lt	Th	Rt	Total
75	506	168	749
68	381	145	594
64	234	109	407
79	285	87	451
76	290	114	480
80	280	101	461
TOTAL 442	1976	724	3142

TOTAL N - S

N - S
1101
885
644
900
950
952
5432

XIN S/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN N/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	180	490	42	712
8:00-9:00	77	580	33	690
9:00-10:00	80	398	29	507
3:00-4:00	171	619	57	847
4:00-5:00	158	620	55	833
5:00-6:00	180	587	42	809
TOTAL	846	3294	258	4398

WESTBOUND Approach

Lt	Th	Rt	Total
145	595	79	819
91	484	54	629
49	336	52	437
66	577	105	748
67	561	99	727
77	559	83	719
TOTAL 495	3112	472	4079

TOTAL E - W

E - W
1531
1319
944
1595
1560
1528
8477

XIN W/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN E/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

TRAFFIC COUNT SUMMARY

City Traffic Counters
626-256-4171

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET
North/South: Fulton Ave
East/West: Magnolia Bl.
Day: Thursday Date: 1/23/03 Weather: CLEAR & SUNNY
Hours: 7:00-10:00a.m. 3:00-6:00p.m.
School Day: YES District: 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	214	08:00	282	07:45	329	07:45	302	07:45
PM PK 15 MIN	206	05:00	132	05:00	265	04:30	216	05:00
AM PK HOUR	619	07:30	894	07:30	1083	07:30	958	07:30
PM PK HOUR	697	04:30	493	04:30	996	04:30	817	04:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	37	333	45	415
8:00-9:00	44	380	68	492
9:00-10:00	38	267	51	356
3:00-4:00	68	521	89	678
4:00-5:00	63	515	85	663
5:00-6:00	77	566	89	732
TOTAL	327	2582	427	3336

SOUTHBOUND Approach

Lt	Th	Rt	Total
64	612	141	817
64	535	50	649
45	299	34	378
67	447	60	574
56	384	47	487
56	351	34	441
TOTAL 352	2628	366	3346

TOTAL N - S

N - S
1232
1141
734
1252
1150
1173
6682

XIN S/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN N/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	108	619	87	814
8:00-9:00	63	788	77	928
9:00-10:00	62	487	58	607
3:00-4:00	79	713	78	870
4:00-5:00	91	771	79	941
5:00-6:00	122	742	57	921
TOTAL	525	4120	436	5081

WESTBOUND Approach

Lt	Th	Rt	Total
103	732	54	889
119	567	58	744
89	372	48	509
96	522	69	687
96	628	77	801
130	602	95	827
TOTAL 633	3423	401	4457

TOTAL E - W

E - W
1703
1672
1116
1557
1742
1748
9538

XIN W/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN E/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

TRAFFIC COUNT SUMMARY

City Traffic Counters
626-256-4171

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET
North/South: Fulton Ave
East/West: Riverside Dr
Day: Thursday Date: 1/23/03 Weather: CLEAR & SUNNY
Hours: 7:00-10:00a.m. 3:00-6:00p.m.
School Day: YES District: 0

DUAL-	N/B	S/B	E/B	W/B
WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	224	07:30	261	07:30	312	07:45	413	07:45
PM PK 15 MIN	222	04:00	184	03:30	306	03:30	320	03:30
AM PK HOUR	751	07:15	957	07:15	1030	07:15	1347	07:15
PM PK HOUR	781	03:30	632	03:30	1171	03:30	1236	03:30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	109	438	141	688
8:00-9:00	90	316	129	535
9:00-10:00	101	204	92	397
3:00-4:00	189	444	150	783
4:00-5:00	153	482	121	756
5:00-6:00	129	533	161	823
TOTAL	771	2417	794	3982

SOUTHBOUND Approach

Lt	Th	Rt	Total
153	647	136	936
134	491	65	690
97	304	59	460
114	357	125	596
91	365	125	581
102	344	73	519
TOTAL 691	2508	583	3782

TOTAL N - S

1624
1225
857
1379
1337
1342
7764

XIN S/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN N/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	77	694	64	835
8:00-9:00	76	992	91	1159
9:00-10:00	63	634	87	784
3:00-4:00	189	832	71	1092
4:00-5:00	139	955	77	1171
5:00-6:00	164	930	82	1176
TOTAL	708	5037	472	6217

WESTBOUND Approach

Lt	Th	Rt	Total
130	1059	104	1293
114	794	55	963
58	463	53	574
105	892	99	1096
115	1042	93	1250
114	1049	134	1297
TOTAL 636	5299	538	6473

TOTAL E - W

2128
2122
1358
2188
2421
2473
12690

XIN W/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN E/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

TRAFFIC COUNT SUMMARY

City Traffic Counters
626-256-4171

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET
North/South: Coldwater Canyon
East/West: Riverside Dr
Day: Thursday Date: 1/23/03 Weather: CLEAR & SUNNY
Hours: 7:00-10:00a.m. 3:00-6:00p.m.
School Day: YES District: 0

DUAL-	N/B	S/B	E/B	W/B
WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	216	08:00	339	07:30	436	08:00	404	07:45
PM PK 15 MIN	414	05:45	266	05:45	354	05:00	391	05:30
AM PK HOUR	813	07:30	1287	07:30	1370	07:30	1243	07:30
PM PK HOUR	1580	05:00	1002	05:00	1386	05:00	1446	05:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	121	476	100	697
8:00-9:00	120	555	172	847
9:00-10:00	101	535	167	803
3:00-4:00	162	962	129	1253
4:00-5:00	171	1086	129	1386
5:00-6:00	145	1315	120	1580
TOTAL	820	4929	817	6566

SOUTHBOUND Approach

Lt	Th	Rt	Total
70	1128	88	1286
153	1024	92	1269
99	905	71	1075
112	787	120	1019
85	694	100	879
90	844	68	1002
TOTAL 609	5382	539	6530

TOTAL N - S

N - S
1983
2116
1878
2272
2265
2582
13096

XIN S/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN N/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7:00-8:00	24	607	228	859
8:00-9:00	57	1205	212	1474
9:00-10:00	47	781	149	977
3:00-4:00	112	915	126	1153
4:00-5:00	101	1036	108	1245
5:00-6:00	128	1105	153	1386
TOTAL	469	5649	976	7094

WESTBOUND Approach

Lt	Th	Rt	Total
140	973	19	1132
126	832	23	981
152	491	40	683
152	809	53	1014
149	1030	72	1251
153	1215	78	1446
TOTAL 872	5350	285	6507

TOTAL E - W

E - W
1991
2455
1660
2167
2496
2832
13601

XIN W/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XIN E/L

Pd	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

City Traffic Counters
626.256.4171

File Name : FulMag
Site Code : 00000000
Start Date : 01/23/2003
Page No : 1

Groups Printed- 1 - Unshifted

	Fulton Southbound			Magnolia Westbound			Fulton Northbound			Magnolia Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	13	95	14	18	101	6	4	32	5	11	76	5	380
07:15 AM	14	142	29	28	173	13	6	52	13	13	111	14	608
07:30 AM	18	159	51	25	214	9	12	90	11	42	190	23	844
07:45 AM	19	216	47	32	244	26	15	159	16	42	242	45	1103
Total	64	612	141	103	732	54	37	333	45	108	619	87	2935
08:00 AM	21	198	15	36	190	9	17	174	23	23	228	30	964
08:15 AM	16	119	15	25	135	13	9	73	20	11	187	20	643
08:30 AM	14	123	12	27	128	18	9	67	11	17	180	15	621
08:45 AM	13	95	8	31	114	18	9	66	14	12	193	12	585
Total	64	535	50	119	567	58	44	380	68	63	788	77	2813
09:00 AM	11	81	13	29	110	11	7	74	18	12	143	15	524
09:15 AM	8	79	8	18	90	11	9	58	13	10	124	18	446
09:30 AM	14	71	11	14	79	9	8	62	11	10	125	14	428
09:45 AM	12	68	2	28	93	17	14	73	9	30	95	11	452
Total	45	299	34	89	372	48	38	267	51	62	487	58	1850
03:00 PM	16	88	7	24	100	17	14	122	19	19	190	23	639
03:15 PM	25	113	27	20	114	16	12	109	22	20	172	20	670
03:30 PM	16	155	11	24	147	17	21	154	24	14	181	18	782
03:45 PM	10	91	15	28	161	19	21	136	24	26	170	17	718
Total	67	447	60	96	522	69	68	521	89	79	713	78	2809
04:00 PM	14	114	20	26	168	21	9	156	24	23	179	21	775
04:15 PM	8	76	8	27	151	19	17	113	21	19	178	15	652
04:30 PM	17	99	8	20	173	20	18	114	18	23	221	21	752
04:45 PM	17	95	11	23	136	17	19	132	22	26	193	22	713
Total	56	384	47	96	628	77	63	515	85	91	771	79	2892
05:00 PM	23	98	11	29	158	29	21	162	23	36	187	10	787
05:15 PM	12	97	5	28	161	23	20	129	19	37	205	15	751
05:30 PM	8	81	13	41	149	27	24	152	25	27	183	16	746
05:45 PM	13	75	5	32	134	16	12	123	22	22	167	16	637
Total	56	351	34	130	602	95	77	566	89	122	742	57	2921
Grand Total	352	2628	366	633	3423	401	327	2582	427	525	4120	436	16220
Apprch %	10.5	78.5	10.9	14.2	76.8	9.0	9.8	77.4	12.8	10.3	81.1	8.6	
Total %	2.2	16.2	2.3	3.9	21.1	2.5	2.0	15.9	2.6	3.2	25.4	2.7	

City Traffic Counters
626.256.4171

File Name : FulMag
Site Code : 00000000
Start Date : 01/23/2003
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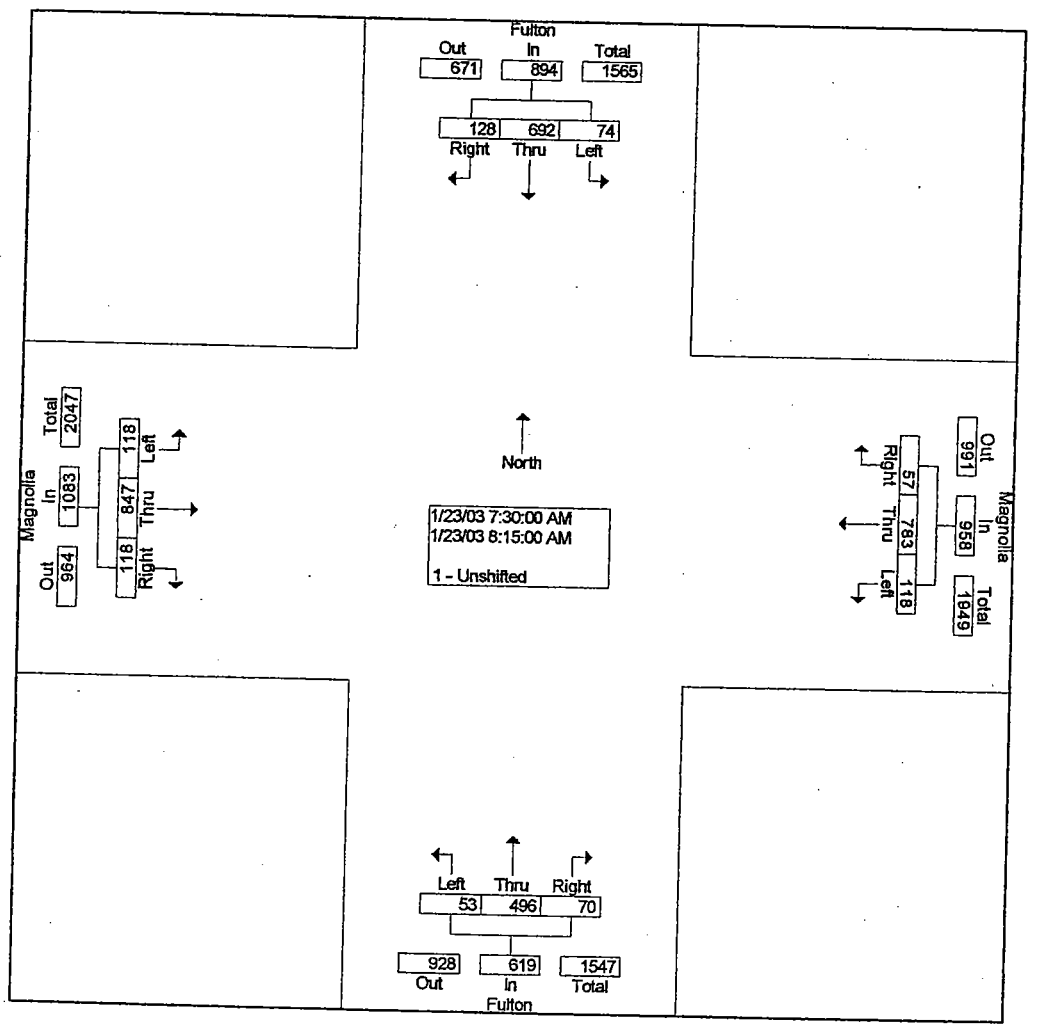
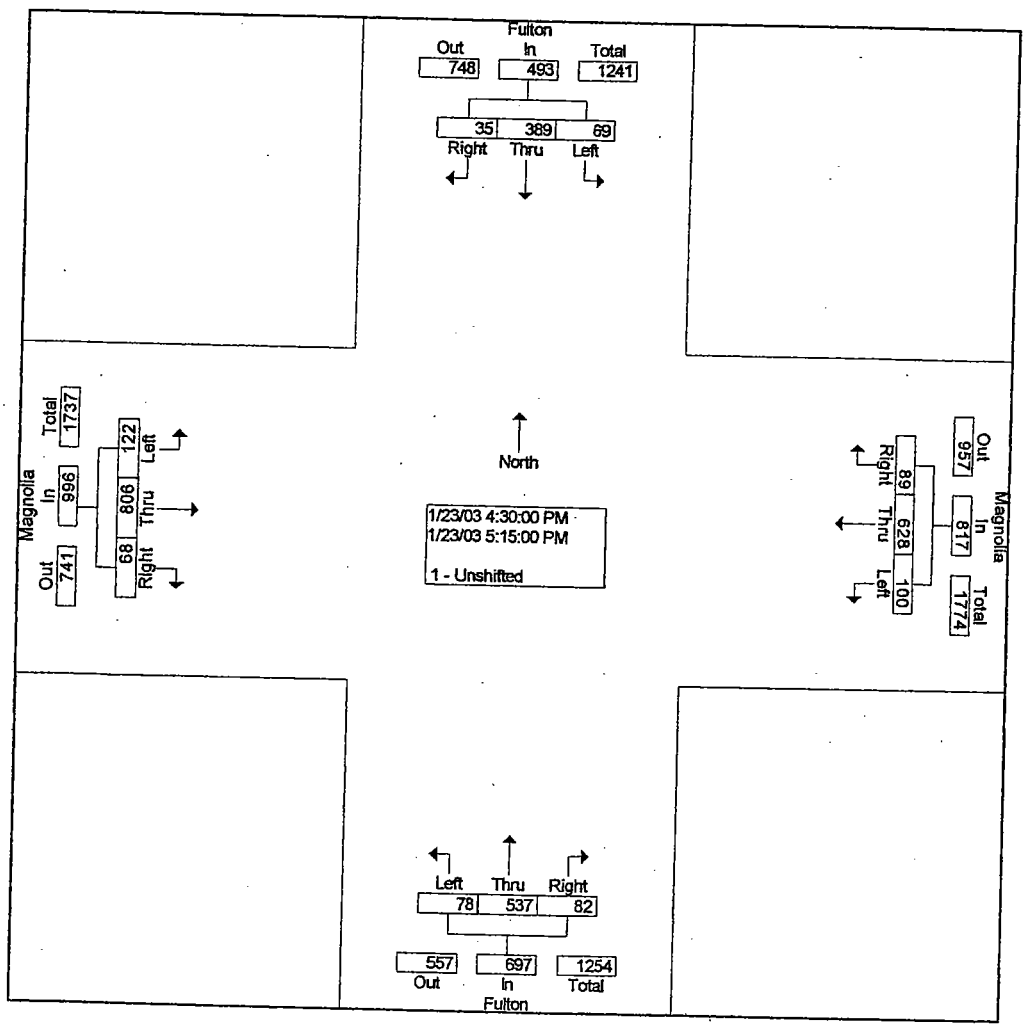
	Fulton Southbound				Magnolia Westbound				Fulton Northbound				Magnolia Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	74	692	128	894	118	783	57	958	53	496	70	619	118	847	118	1083	3554
Percent	8.3	77.4	14.3		12.3	81.7	5.9		8.6	80.1	11.3		10.9	78.2	10.9		
07:45 Volume	19	216	47	282	32	244	26	302	15	159	16	190	42	242	45	329	1103
Peak Factor																	
High Int.	07:45 AM				07:45 AM				08:00 AM				07:45 AM				0.806
Volume	19	216	47	282	32	244	26	302	17	174	23	214	42	242	45	329	
Peak Factor				0.793				0.793				0.723				0.823	



City Traffic Counters
626.256.4171

File Name : FulMag
Site Code : 00000000
Start Date : 01/23/2003
Page No : 3

	Fulton Southbound				Magnolia Westbound				Fulton Northbound				Magnolia Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	69	389	35	493	100	628	89	817	78	537	82	697	122	806	68	996	3003
Percent	14.0	78.9	7.1		12.2	76.9	10.9		11.2	77.0	11.8		12.2	80.9	6.8		
05:00 Volume	23	98	11	132	29	158	29	216	21	162	23	206	36	187	10	233	787
Peak Factor																	0.954
High Int.	05:00 PM				05:00 PM				05:00 PM				04:30 PM				
Volume	23	98	11	132	29	158	29	216	21	162	23	206	23	221	21	265	
Peak Factor				0.934				0.946				0.846				0.940	



City Traffic Counters
626.256.4171

File Name : MoorFul
Site Code : 00000000
Start Date : 01/23/2003
Page No : 1

Groups Printed- 1 - Unshifted

	Fulton Southbound			Moorpark Westbound			Fulton Northbound			Moorpark Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	14	78	40	21	132	23	15	53	6	30	77	2	491
07:15 AM	22	135	52	34	166	23	11	78	5	44	112	10	692
07:30 AM	20	153	36	46	134	17	9	72	10	54	139	14	704
07:45 AM	19	140	40	44	163	16	15	60	18	52	162	16	745
Total	75	506	168	145	595	79	50	263	39	180	490	42	2632
08:00 AM	17	113	45	30	125	7	9	50	9	21	137	4	567
08:15 AM	20	89	33	23	142	16	18	54	14	22	173	10	614
08:30 AM	16	92	36	21	119	14	11	52	10	18	145	8	542
08:45 AM	15	87	31	17	98	17	9	46	9	16	125	11	481
Total	68	381	145	91	484	54	47	202	42	77	580	33	2204
09:00 AM	14	55	16	11	94	14	14	46	2	14	120	7	407
09:15 AM	25	56	40	14	77	16	8	39	10	20	103	7	415
09:30 AM	13	60	29	13	83	10	10	44	7	28	88	8	393
09:45 AM	12	63	24	11	82	12	10	40	7	18	87	7	373
Total	64	234	109	49	336	52	42	169	26	80	398	29	1588
03:00 PM	19	67	15	16	130	26	22	87	15	60	156	10	623
03:15 PM	18	76	21	10	136	19	15	80	15	39	155	16	600
03:30 PM	25	74	29	24	163	28	18	76	11	40	144	20	652
03:45 PM	17	68	22	16	148	32	17	82	11	32	164	11	620
Total	79	285	87	66	577	105	72	325	52	171	619	57	2495
04:00 PM	19	77	27	17	135	26	10	94	20	53	145	17	640
04:15 PM	18	75	33	11	147	29	12	77	15	34	159	20	630
04:30 PM	18	80	21	19	134	20	11	78	11	24	147	9	572
04:45 PM	21	58	33	20	145	24	15	103	24	47	169	9	668
Total	76	290	114	67	561	99	48	352	70	158	620	55	2510
05:00 PM	24	67	41	27	137	19	28	101	18	41	152	11	666
05:15 PM	22	73	17	15	142	27	18	114	16	57	149	10	660
05:30 PM	19	69	23	19	144	22	19	77	13	46	147	12	610
05:45 PM	15	71	20	16	136	15	16	60	11	36	139	9	544
Total	80	280	101	77	559	83	81	352	58	180	587	42	2480
Grand Total	442	1976	724	495	3112	472	340	1663	287	846	3294	258	13909
Apprch %	14.1	62.9	23.0	12.1	76.3	11.6	14.8	72.6	12.5	19.2	74.9	5.9	
Total %	3.2	14.2	5.2	3.6	22.4	3.4	2.4	12.0	2.1	6.1	23.7	1.9	

City Traffic Counters
626.256.4171

File Name : MoorFul
Site Code : 00000000
Start Date : 01/23/2003
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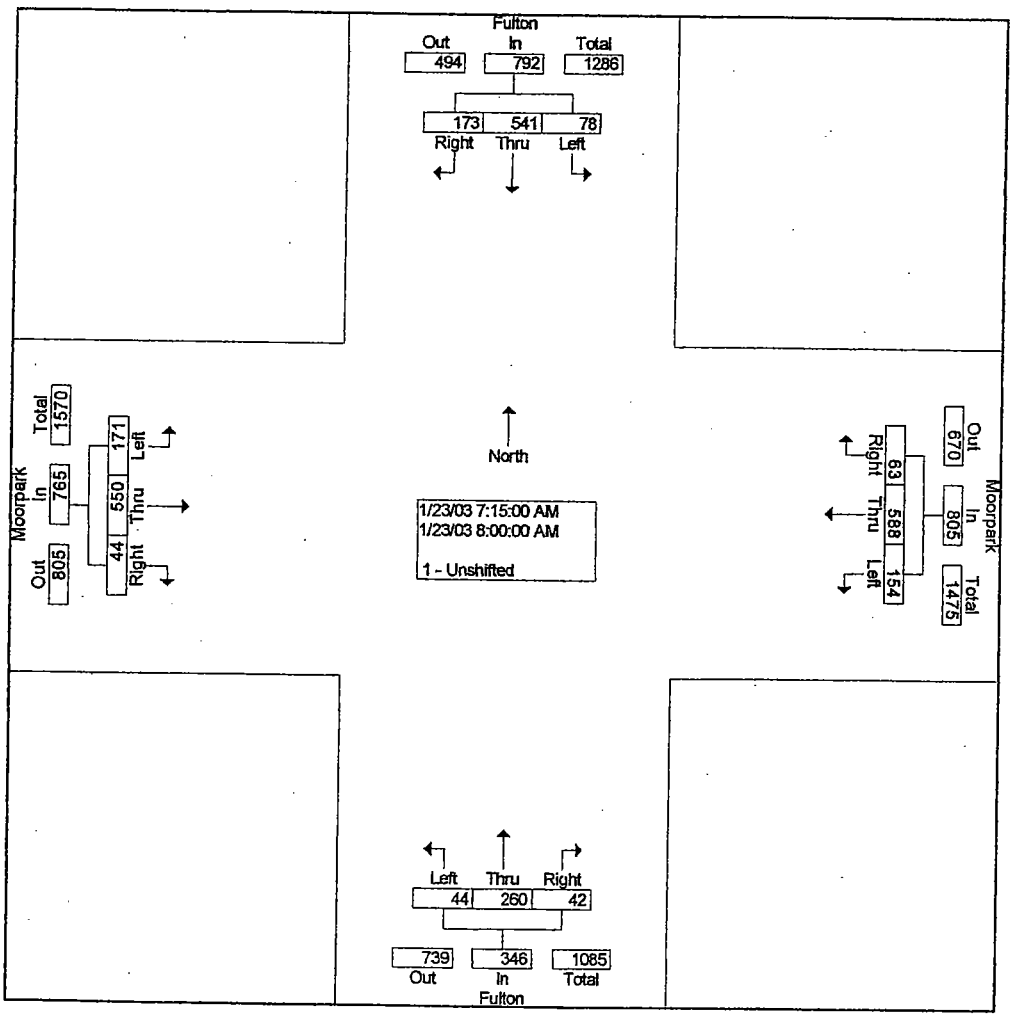
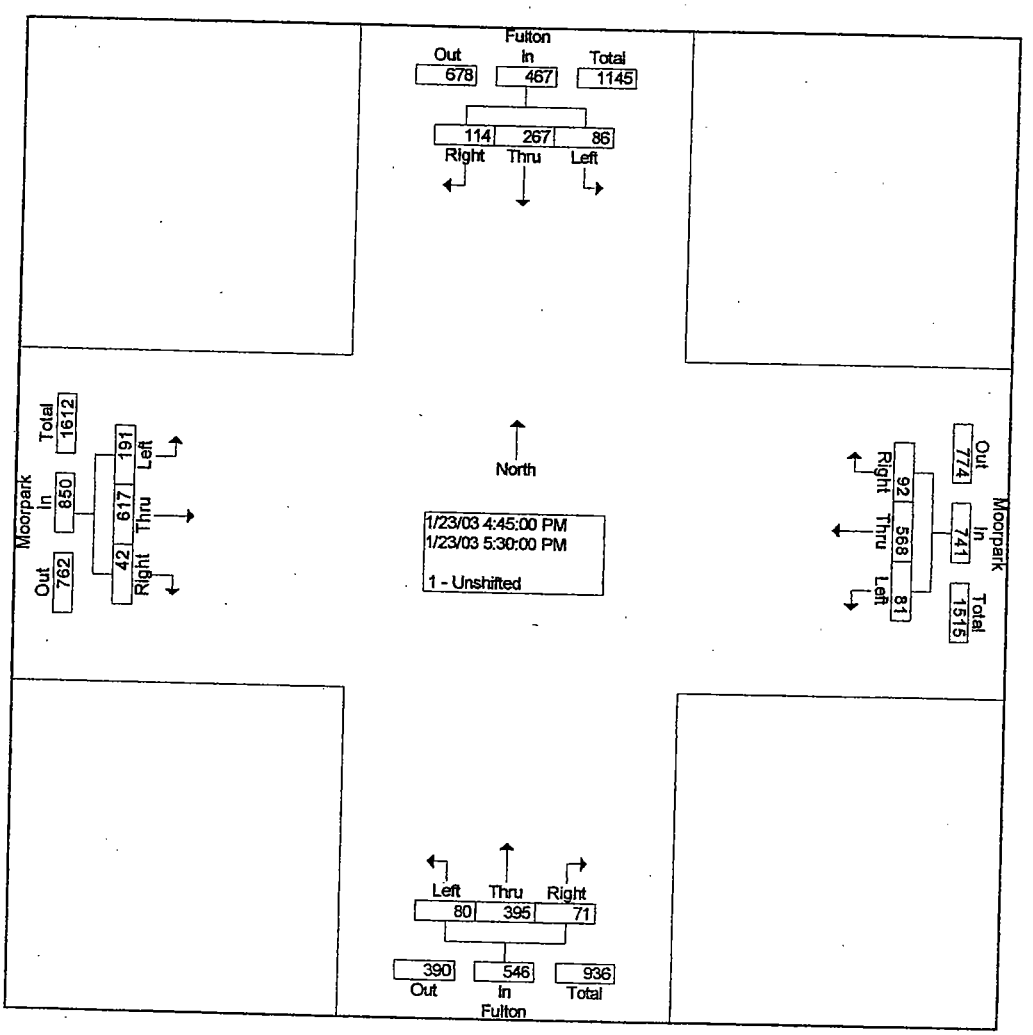
	Fulton Southbound				Moorpark Westbound				Fulton Northbound				Moorpark Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	78	541	173	792	154	588	63	805	44	260	42	346	171	550	44	765	2708
Percent	9.8	68.3	21.8		19.1	73.0	7.8		12.7	75.1	12.1		22.4	71.9	5.8		
07:45 Volume	19	140	40	199	44	163	16	223	15	60	18	93	52	162	16	230	745
Peak Factor																	0.909
High Int.	07:15 AM				07:15 AM				07:15 AM				07:45 AM				
Volume	22	135	52	209	34	166	23	223	11	78	5	94	52	162	16	230	
Peak Factor				0.947				0.902				0.920				0.832	



City Traffic Counters
626.256.4171

File Name : MoorFul
Site Code : 00000000
Start Date : 01/23/2003
Page No : 3

	Fulton Southbound				Moorpark Westbound				Fulton Northbound				Moorpark Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	86	267	114	467	81	568	92	741	80	395	71	546	191	617	42	850	2604
Percent	18.4	57.2	24.4		10.9	76.7	12.4		14.7	72.3	13.0		22.5	72.6	4.9		
04:45 Volume	21	58	33	112	20	145	24	189	15	103	24	142	47	169	9	225	668
Peak Factor																	
High Int.	05:00 PM				04:45 PM				05:15 PM				04:45 PM				0.975
Volume	24	67	41	132	20	145	24	189	18	114	16	148	47	169	9	225	
Peak Factor				0.884				0.980				0.922				0.944	



City Traffic Counters
626.256.4171

File Name : RiverWood
Site Code : 00000000
Start Date : 01/23/2003
Page No : 1

Groups Printed- 1 - Unshifted

	Woodman Southbound			Riverside Westbound			Woodman Northbound			Riverside Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	34	288	20	82	144	56	22	186	39	17	69	23	980
07:15 AM	36	305	25	101	150	90	23	206	54	24	72	28	1114
07:30 AM	51	295	25	83	206	48	29	212	54	18	141	19	1181
07:45 AM	63	305	56	86	259	22	29	145	60	16	169	34	1244
Total	184	1193	126	352	759	216	103	749	207	75	451	104	4519
08:00 AM	50	279	33	74	232	33	30	142	54	9	164	42	1142
08:15 AM	58	275	28	52	157	24	38	145	45	13	189	30	1054
08:30 AM	50	232	29	51	148	28	37	125	38	5	189	25	957
08:45 AM	63	225	31	48	119	32	48	133	50	9	183	16	957
Total	221	1011	121	225	656	117	153	545	187	36	725	113	4110
09:00 AM	52	210	25	53	95	30	111	134	64	20	138	25	957
09:15 AM	48	179	37	50	98	16	110	153	52	14	159	19	935
09:30 AM	33	183	34	44	92	14	124	151	48	16	131	29	899
09:45 AM	23	202	31	42	107	17	107	150	56	8	104	27	874
Total	156	774	127	189	392	77	452	588	220	58	532	100	3665
03:00 PM	31	154	28	63	174	44	83	212	55	43	177	57	1121
03:15 PM	29	171	32	62	181	27	93	222	48	26	186	55	1132
03:30 PM	36	166	25	61	202	52	84	193	61	40	185	56	1161
03:45 PM	38	156	42	59	164	42	81	211	55	44	218	61	1171
Total	134	647	127	245	721	165	341	838	219	153	766	229	4585
04:00 PM	23	178	31	50	176	59	69	210	57	37	205	46	1141
04:15 PM	29	157	30	59	220	38	69	189	50	37	234	54	1166
04:30 PM	33	152	33	64	209	37	72	185	53	32	200	47	1117
04:45 PM	21	187	32	62	203	44	77	206	59	54	233	40	1218
Total	106	674	126	235	808	178	287	790	219	160	872	187	4642
05:00 PM	28	177	30	55	221	51	69	228	66	30	195	40	1190
05:15 PM	35	187	29	68	220	50	93	228	48	48	195	44	1245
05:30 PM	42	175	30	62	239	38	85	212	63	40	194	48	1228
05:45 PM	31	180	42	53	203	47	69	202	55	37	200	36	1155
Total	136	719	131	238	883	186	316	870	232	155	784	168	4818
Grand Total	937	5018	758	1484	4219	939	1652	4380	1284	637	4130	901	26339
Apprch %	14.0	74.8	11.3	22.3	63.5	14.1	22.6	59.9	17.6	11.2	72.9	15.9	
Total %	3.6	19.1	2.9	5.6	16.0	3.6	6.3	16.6	4.9	2.4	15.7	3.4	

City Traffic Counters
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File Name : RiverWood
Site Code : 00000000
Start Date : 01/23/2003
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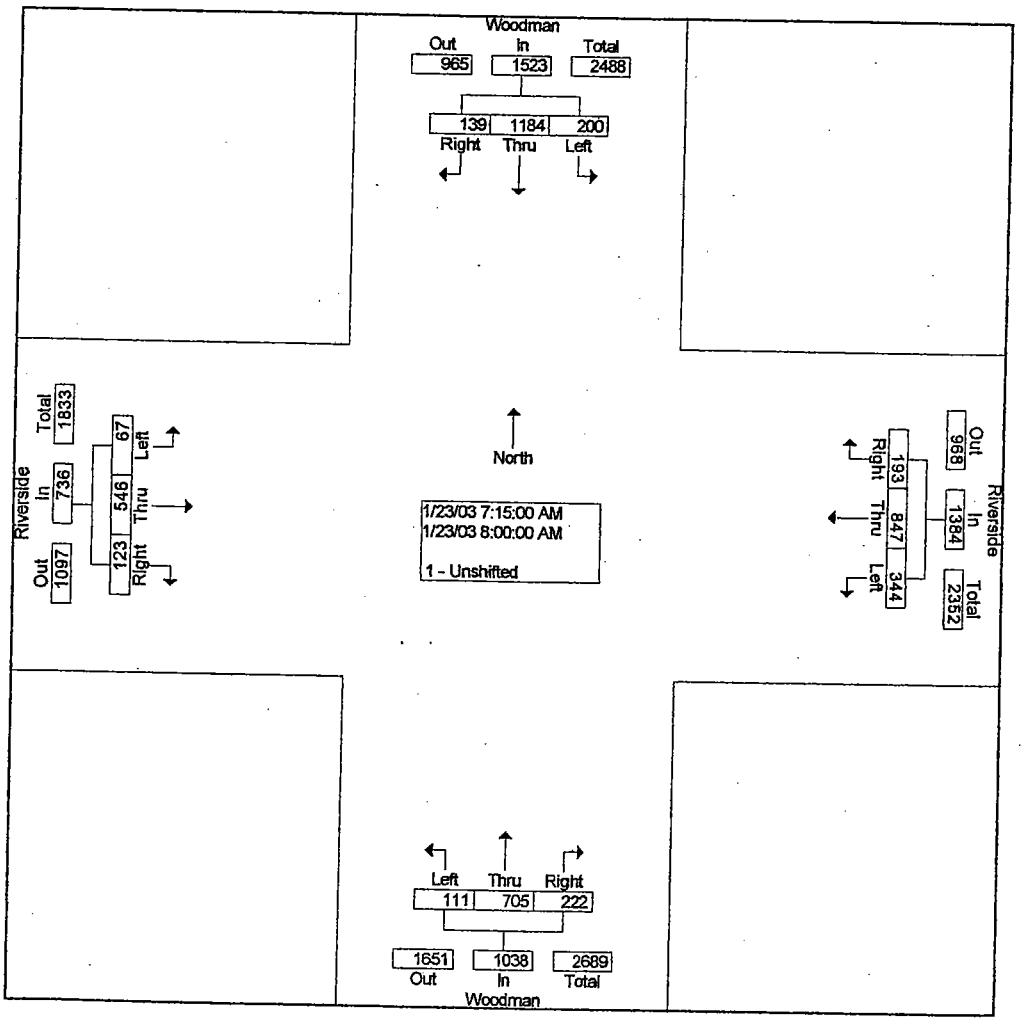
	Woodman Southbound				Riverside Westbound				Woodman Northbound				Riverside Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	200	1184	139	1523	344	847	193	1384	111	705	222	1038	67	546	123	736	4681
Percent	13.1	77.7	9.1		24.9	61.2	13.9		10.7	67.9	21.4		9.1	74.2	16.7		
07:45 Volume	63	305	56	424	86	259	22	367	29	145	60	234	16	169	34	219	1244
Peak Factor																	
High Int.	07:45 AM				07:45 AM				07:30 AM				07:45 AM				0.941
Volume	63	305	56	424	86	259	22	367	29	212	54	295	16	169	34	219	
Peak Factor				0.898				0.943				0.880				0.840	



City Traffic Counters
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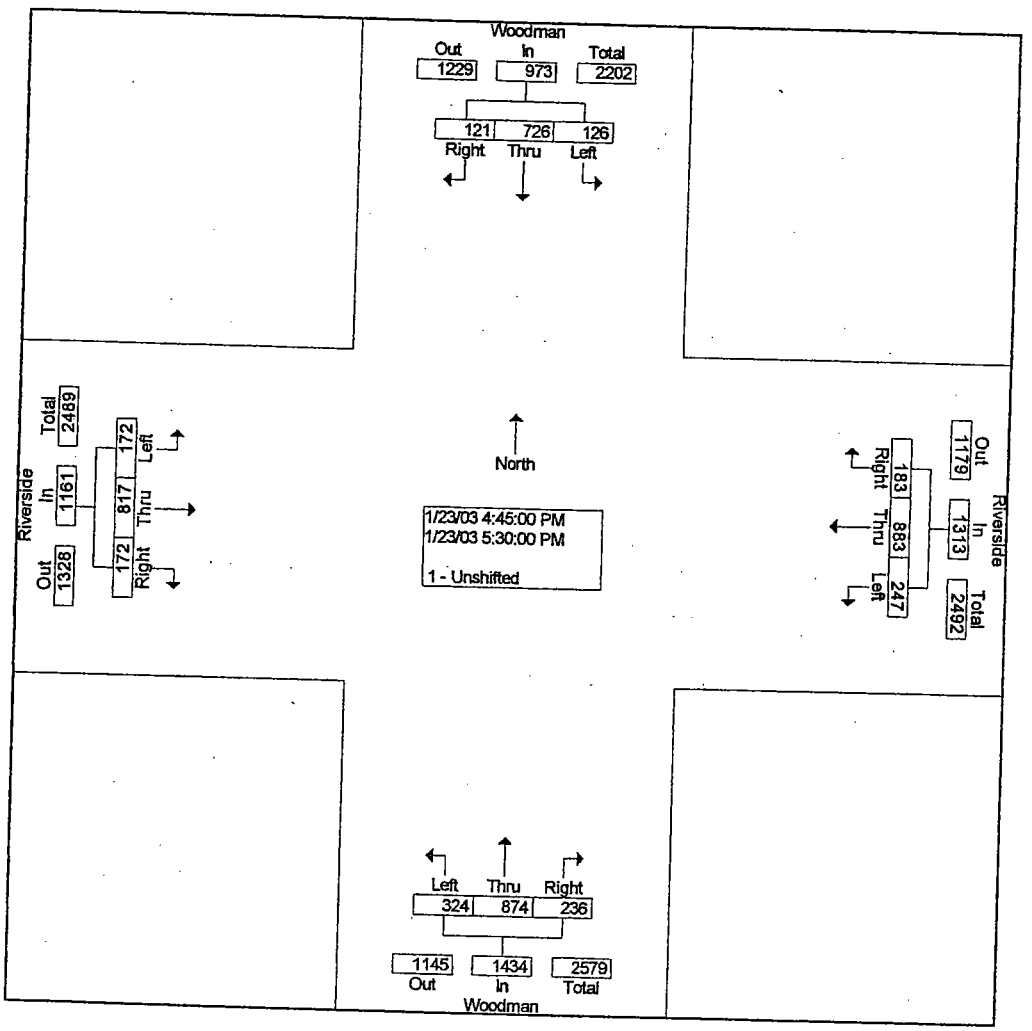
File Name : RiverWood
Site Code : 00000000
Start Date : 01/23/2003
Page No : 3

	Woodman Southbound				Riverside Westbound				Woodman Northbound				Riverside Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	126	726	121	973	247	883	183	1313	324	874	236	1434	172	817	172	1161	4881
Percent	12.9	74.6	12.4		18.8	67.3	13.9		22.6	60.9	16.5		14.8	70.4	14.8		
05:15 Volume	35	187	29	251	68	220	50	338	93	228	48	369	48	195	44	287	1245
Peak Factor																	0.980
High Int.	05:15 PM				05:30 PM				05:15 PM				04:45 PM				
Volume	35	187	29	251	62	239	38	339	93	228	48	369	54	233	40	327	
Peak Factor				0.969				0.968				0.972				0.888	



City Traffic Counters
626.256.4171

File Name : ColdRiver
Site Code : 00000000
Start Date : 01/23/2003
Page No : 1

Groups Printed- Unshifted

	Coldwater Canyon Southbound			Riverside Dr Westbound			Coldwater Canyon Northbound			Riverside Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	15	272	13	44	104	2	23	67	14	2	65	46	667
07:15 AM	13	300	10	39	228	2	31	130	22	3	109	58	945
07:30 AM	19	298	22	32	269	8	32	137	29	6	183	53	1088
07:45 AM	23	258	43	25	372	7	35	142	35	13	250	71	1274
Total	70	1128	88	140	973	19	121	476	100	24	607	228	3974
08:00 AM	42	247	29	21	276	6	32	138	46	18	339	79	1273
08:15 AM	43	248	15	34	188	5	28	116	43	15	292	51	1078
08:30 AM	27	261	22	37	178	7	31	148	34	14	277	37	1073
08:45 AM	41	268	26	34	190	5	29	153	49	10	297	45	1147
Total	153	1024	92	126	832	23	120	555	172	57	1205	212	4571
09:00 AM	30	238	26	37	137	5	26	135	49	6	243	38	970
09:15 AM	26	212	12	31	105	18	28	144	46	8	197	42	869
09:30 AM	21	258	14	40	126	7	25	116	37	15	220	28	907
09:45 AM	22	197	19	44	123	10	22	140	35	18	121	41	792
Total	99	905	71	152	491	40	101	535	167	47	781	149	3538
03:00 PM	29	144	25	41	188	12	30	210	30	24	218	31	982
03:15 PM	30	237	36	46	187	14	32	226	27	21	193	21	1070
03:30 PM	28	198	31	32	216	15	54	276	29	33	263	27	1202
03:45 PM	25	208	28	33	218	12	46	250	43	34	241	47	1185
Total	112	787	120	152	809	53	162	962	129	112	915	126	4439
04:00 PM	22	191	19	33	246	10	53	264	32	29	255	33	1187
04:15 PM	23	164	27	32	251	16	44	237	32	16	297	22	1161
04:30 PM	19	197	30	58	245	15	37	264	26	25	223	31	1170
04:45 PM	21	142	24	26	288	31	37	321	39	31	261	22	1243
Total	85	694	100	149	1030	72	171	1086	129	101	1036	108	4761
05:00 PM	14	179	24	43	262	23	35	291	31	39	282	33	1256
05:15 PM	23	227	13	40	317	27	36	339	22	32	263	48	1387
05:30 PM	32	209	15	33	340	18	40	334	38	28	297	28	1412
05:45 PM	21	229	16	37	296	10	34	351	29	29	263	44	1359
Total	90	844	68	153	1215	78	145	1315	120	128	1105	153	5414
Grand Total	609	5382	539	872	5350	285	820	4929	817	469	5649	976	26697
Apprch %	9.3	82.4	8.3	13.4	82.2	4.4	12.5	75.1	12.4	6.6	79.6	13.8	
Total %	2.3	20.2	2.0	3.3	20.0	1.1	3.1	18.5	3.1	1.8	21.2	3.7	

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File Name : ColdRiver
Site Code : 00000000
Start Date : 01/23/2003
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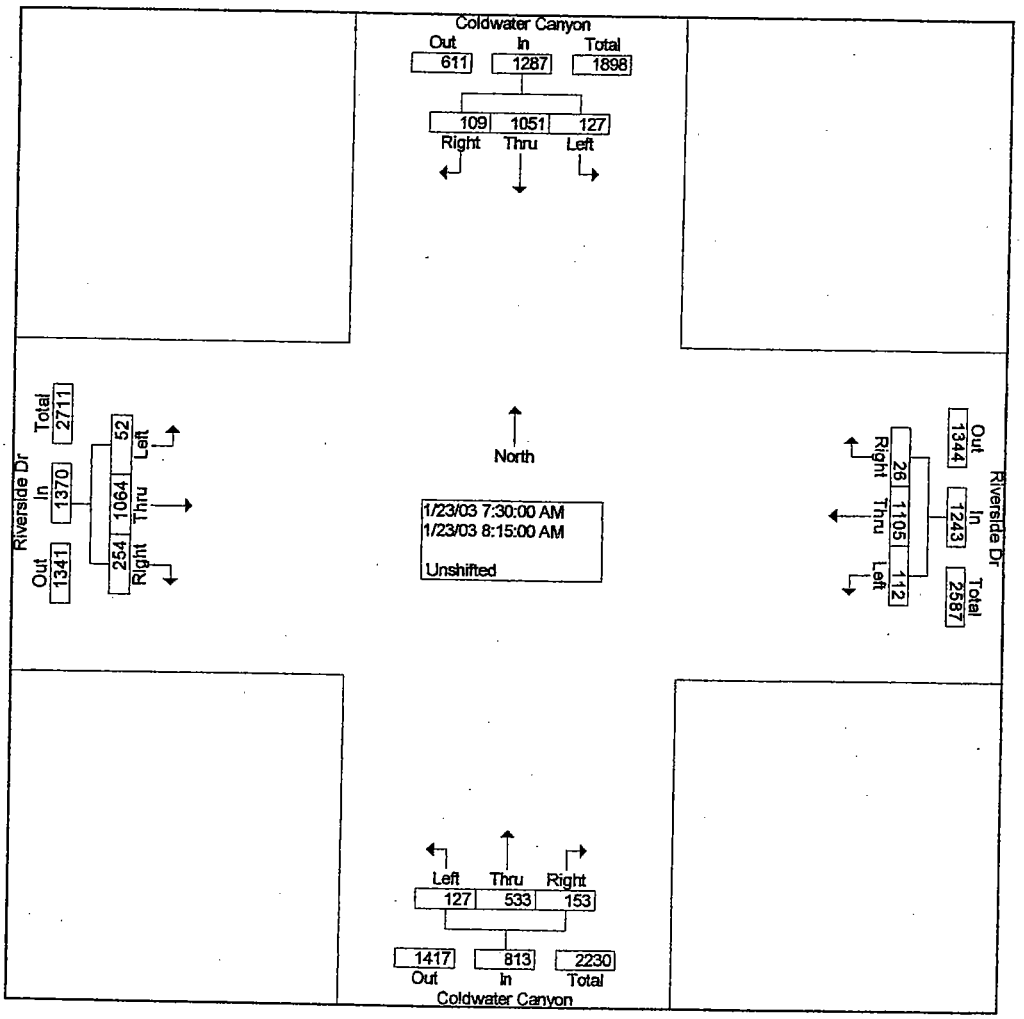
	Coldwater Canyon Southbound				Riverside Dr Westbound				Coldwater Canyon Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	127	1051	109	1287	112	1105	26	1243	127	533	153	813	52	1064	254	1370	4713
Percent	9.9	81.7	8.5		9.0	88.9	2.1		15.6	65.6	18.8		3.8	77.7	18.5		
07:45 Volume	23	258	43	324	25	372	7	404	35	142	35	212	13	250	71	334	1274
Peak Factor																	0.925
High Int.	07:30 AM				07:45 AM				08:00 AM				08:00 AM				
Volume	19	298	22	339	25	372	7	404	32	138	46	216	18	339	79	436	
Peak Factor				0.949				0.769				0.941				0.786	



City Traffic Counters
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File Name : ColdRiver
Site Code : 00000000
Start Date : 01/23/2003
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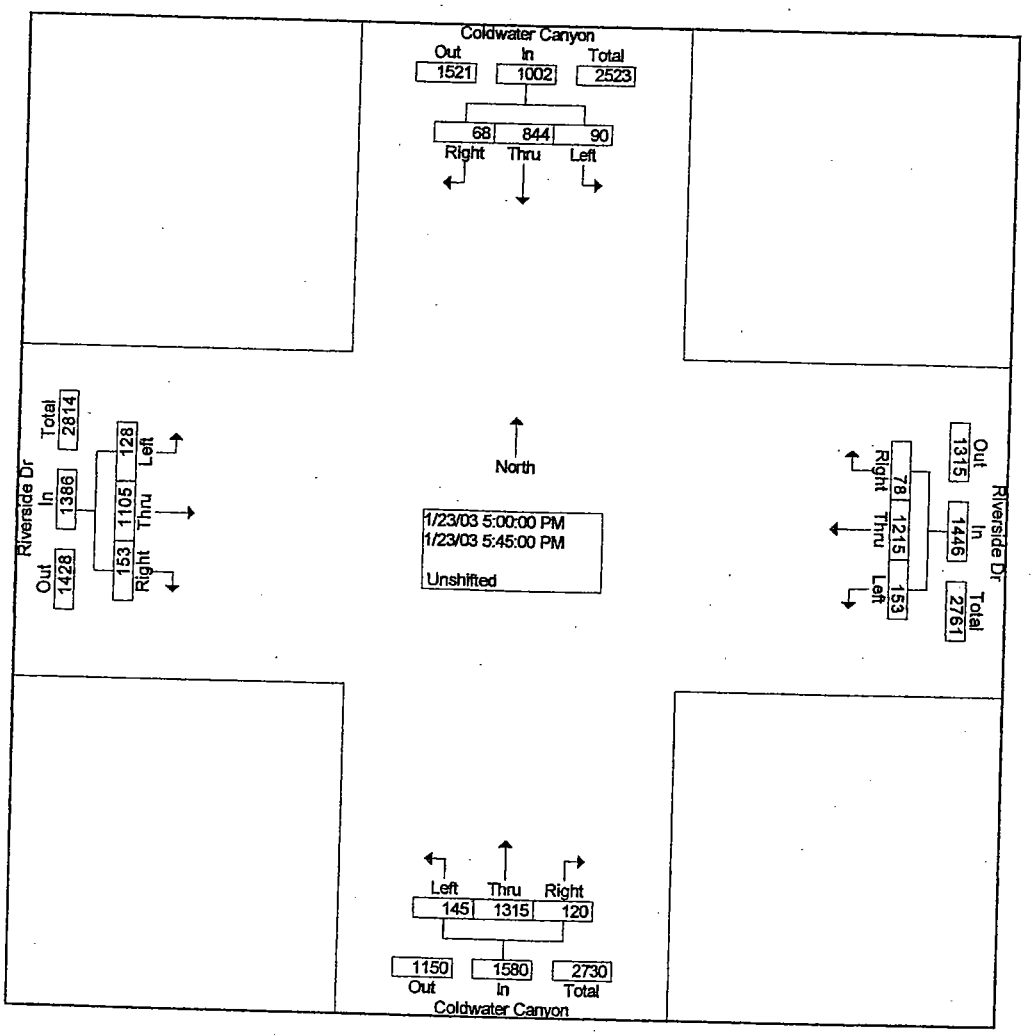
	Coldwater Canyon Southbound				Riverside Dr Westbound				Coldwater Canyon Northbound				Riverside Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	90	844	68	1002	153	1215	78	1446	145	1315	120	1580	128	1105	153	1386	5414
Percent	9.0	84.2	6.8		10.6	84.0	5.4		9.2	83.2	7.6		9.2	79.7	11.0		
05:30 Volume	32	209	15	256	33	340	18	391	40	334	38	412	28	297	28	353	1412
Peak Factor																	0.959
High Int.	05:45 PM				05:30 PM				05:45 PM				05:00 PM				
Volume	21	229	16	266	33	340	18	391	34	351	29	414	39	282	33	354	
Peak Factor				0.942				0.925				0.954				0.979	



City Traffic Counters
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File Name : RiverFul
Site Code : 00000000
Start Date : 01/23/2003
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Groups Printed- 1 - Unshifted

	Fulton Southbound			Riverside Westbound			Fulton Northbound			Riverside Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	35	110	47	22	177	12	25	56	13	15	76	15	603
07:15 AM	50	135	39	24	266	19	33	91	32	14	135	17	855
07:30 AM	32	207	22	42	286	32	21	163	40	19	217	15	1096
07:45 AM	36	195	28	42	330	41	30	128	56	29	266	17	1198
Total	153	647	136	130	1059	104	109	438	141	77	694	64	3752
08:00 AM	48	141	24	26	220	19	25	96	36	24	256	21	936
08:15 AM	26	154	9	27	202	14	24	72	27	19	244	29	847
08:30 AM	29	91	17	32	208	12	19	75	39	13	255	20	810
08:45 AM	31	105	15	29	164	10	22	73	27	20	237	21	754
Total	134	491	65	114	794	55	90	316	129	76	992	91	3347
09:00 AM	22	100	14	15	124	19	28	61	28	11	201	23	646
09:15 AM	30	65	10	15	130	14	29	51	25	12	208	19	608
09:30 AM	26	95	24	11	115	12	20	54	23	22	121	27	550
09:45 AM	19	44	11	17	94	8	24	38	16	18	104	18	411
Total	97	304	59	58	463	53	101	204	92	63	634	87	2215
03:00 PM	29	70	32	25	195	19	47	121	44	42	193	16	833
03:15 PM	29	82	29	21	213	18	50	95	35	37	167	28	804
03:30 PM	35	107	42	30	263	27	41	115	32	56	234	16	998
03:45 PM	21	98	22	29	221	35	51	113	39	54	238	11	932
Total	114	357	125	105	892	99	189	444	150	189	832	71	3567
04:00 PM	24	105	47	23	263	25	45	132	45	31	235	11	986
04:15 PM	21	88	22	17	279	24	40	110	18	26	237	22	904
04:30 PM	25	91	35	41	257	18	28	109	24	50	227	29	934
04:45 PM	21	81	21	34	243	26	40	131	34	32	256	15	934
Total	91	365	125	115	1042	93	153	482	121	139	955	77	3758
05:00 PM	28	80	17	25	252	38	36	127	42	29	242	22	938
05:15 PM	23	95	20	25	246	37	45	126	51	43	233	13	957
05:30 PM	25	83	21	30	289	29	27	157	37	38	218	22	976
05:45 PM	26	86	15	34	262	30	21	123	31	54	237	25	944
Total	102	344	73	114	1049	134	129	533	161	164	930	82	3815
Grand Total	691	2508	583	636	5299	538	771	2417	794	708	5037	472	20454
Apprch %	18.3	66.3	15.4	9.8	81.9	8.3	19.4	60.7	19.9	11.4	81.0	7.6	
Total %	3.4	12.3	2.9	3.1	25.9	2.6	3.8	11.8	3.9	3.5	24.6	2.3	

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File Name : RiverFul
Site Code : 00000000
Start Date : 01/23/2003
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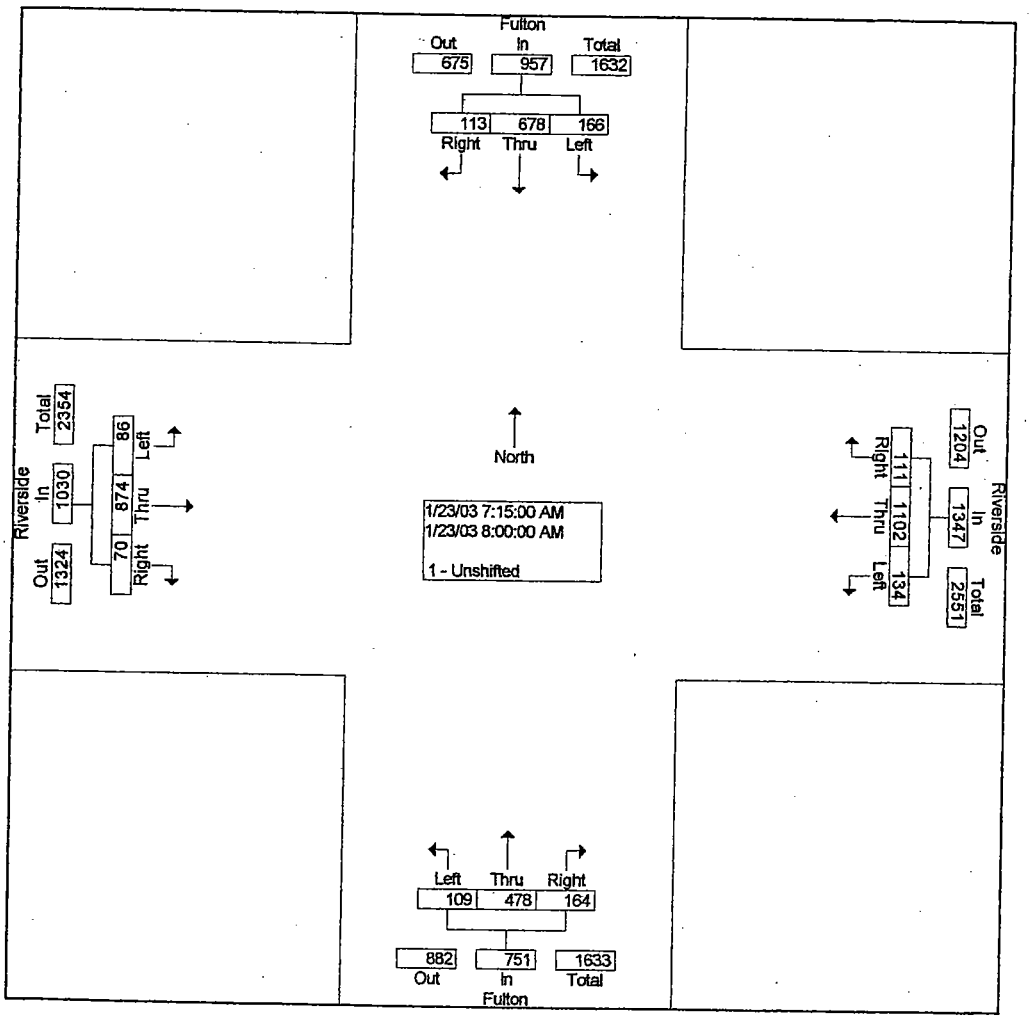
	Fulton Southbound				Riverside Westbound				Fulton Northbound				Riverside Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:15 AM																	
Volume	166	678	113	957	134	1102	111	1347	109	478	164	751	86	874	70	1030	4085
Percent	17.3	70.8	11.8		9.9	81.8	8.2		14.5	63.6	21.8		8.3	84.9	6.8		
07:45 Volume	36	195	28	259	42	330	41	413	30	128	56	214	29	266	17	312	1198
Peak Factor																	0.852
High Int.	07:30 AM				07:45 AM				07:30 AM				07:45 AM				
Volume	32	207	22	261	42	330	41	413	21	163	40	224	29	266	17	312	
Peak Factor				0.917				0.815				0.838				0.825	



City Traffic Counters
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File Name : RiverFul
Site Code : 00000000
Start Date : 01/23/2003
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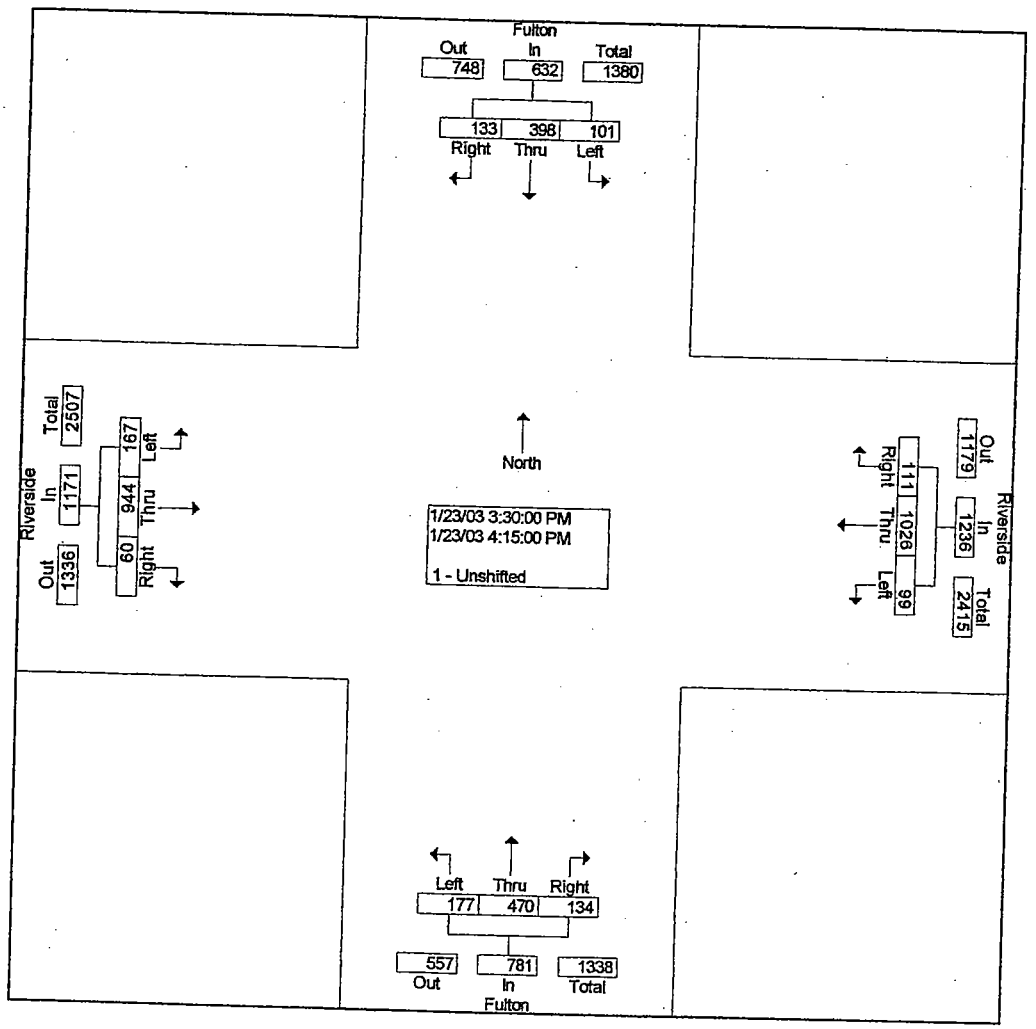
Start Time	Fulton Southbound Left	Thru	Right	App. Total	Riverside Westbound Left	Thru	Right	App. Total	Fulton Northbound Left	Thru	Right	App. Total	Riverside Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 03:30 PM																	
Volume	101	398	133	632	99	1026	111	1236	177	470	134	781	167	944	60	1171	3820
Percent	16.0	63.0	21.0		8.0	83.0	9.0		22.7	60.2	17.2		14.3	80.6	5.1		
03:30 Volume	35	107	42	184	30	263	27	320	41	115	32	188	56	234	16	306	998
Peak Factor																	0.957
High Int.	03:30 PM				03:30 PM				04:00 PM				03:30 PM				
Volume	35	107	42	184	30	263	27	320	45	132	45	222	56	234	16	306	
Peak Factor				0.859				0.966				0.880				0.957	



APPENDIX "C"
Related Projects Data

Related Projects List
LADOT DATA

	Related Project Name	No.	Street	Intersection	Project Description	Net Daily	A.M.PK.	P.M. PK.	Size S.F.
1	Keyes Service/Office Facility	5,345	Van Nuys Blvd.	H St.	20,245 S.F.	570	40	53	20,245
2	Proposed Day Care Facility	6,535	Fulton Av.	Landale St.	4,800 S.F.	307	51	55	-1
3	Keyes Toys	4,535	Van Nuys Blvd.	Califa St.	n/a	1,547	34	36	-1
4	Tire Store	5,545	Van Nuys Blvd.	Califa St.	n/a	650	36	56	-1
5	The Duddley School	5,858	Stansbury Av.	Valley Vista Bl.	n/a	787	136	121	-1
6	Synagougue	3,800	Riverside Dr.	Laurelgrove Dr.	an additional 18,800 S.F. facility	478	135	55	12,300
7	Gas Station and Convenience Store	12,326	Riverside Dr.	Fulton Av.	n/a	1,086	58	66	-1
8	Del Tree with gas station, convenicence & car wash	13,256	Laurel Cyn. Bl.	Kling St.	2,195 S.F.	2,385	236	220	3,345

RELATED PROJECT LIST FOR DIVERSION PROJECT

2.0 MILE RADIUS
12-5-02

December 5, 2002

	PROJ_NM	NO	STREET	X_STREET
1	Food Store	12,500.00	Vanowen St	Fairway
2	Keyes Service/Office Facility	8,340.00	Van Nuys Bl	Hatteras St
3	Proposed Child Day Care Facility	4,556.00	Fulton Av	Lanolite St
4	Keyes Toyota	5,849.00	Van Nuys Bl	Calife St
5	Proposed Tire Store	5,858.00	Van Nuys Bl	Calife St
6	The Buckley School	9,900.00	Stansbury Av	Valley Vista Dr
7	Synagogue	12,336.00	Riverside Dr	Laurelgrove Av
8	Gas Station/Convenience Store	13,256.00	Riverside Dr	Fulton Av
9	Del Taco w/ gas station, car wash and convenience store	4,647.00	Laurel Canyon Bl	Kling St
10	Self storage warehouse	8,300.00	Goldwater Canyon Av	Chandler Bl

	PROJ_DESC
1	1,175 sf food market
2	20,245 sf Auto Dealership
3	9,800 sf Facility for 80 Children
4	Proposed Auto Dealership and Service
5	Tire & Battery Installation Facility
6	Addition to Existing School
7	an additional 18,800 sf facility
8	Convert gas station/repair to gas/conv. store
9	2,195 sf Del Taco, 799 sf conv. store, 764 sf
10	Demolish existing hospital slab & construct 66,250 sf self storage facility with 25 parking spaces

DO NOT INCLUDE RELATED PROJ. # 1 & # 10.

	NET_DAILY	NET_AM_PEAK	NET_PM_PEAK	SIZE_SF
1	313.00	24.00	28.00	1,175.00
2	870.00	40.00	63.00	20,245.00
3	307.00	51.00	53.00	-1.00
4	1,547.00	84.00	94.00	-1.00
5	899.00	36.00	86.00	-1.00
6	787.00	186.00	121.00	-1.00
7	479.00	139.00	55.00	18,800.00
8	1,046.00	58.00	88.00	-1.00
9	2,963.00	234.00	229.00	3,569.00
10	-729.00	-74.00	-72.00	66.00

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To JEFF MILLER	From ED KNOW
Co.	Co. LADOT
Dept.	Phone (818) 240-3074
Fax (818) 485-6533	Fax #

5

APPENDIX "D"
Intersection Level of Service Analysis
Ouput
AM and PM

SCENARIO 1: EXISTING TRAFFIC

AM Peak Hour

Chase Knoll Apartments

Scenario Report

Scenario:	Existing AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Riverside Dr. & Woodman Ave.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.743
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	1	0
Volume Module: am												
Base Vol:	111	705	222	200	1184	139	67	546	123	344	847	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	705	222	200	1184	139	67	546	123	344	847	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	705	222	200	1184	139	67	546	123	344	847	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	742	234	211	1246	146	71	575	129	362	892	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	742	234	211	1246	146	71	575	129	362	892	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	742	234	211	1246	146	71	575	129	362	892	203
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.44	0.56
Final Sat.:	1800	5400	1800	1800	3600	1800	1800	4407	993	1800	4398	1002
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.13	0.12	0.35	0.08	0.04	0.13	0.13	0.20	0.20	0.20
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: am												
Base Vol:	109	478	164	166	678	113	86	874	70	134	1102	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	478	164	166	678	113	86	874	70	134	1102	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	478	164	166	678	113	86	874	70	134	1102	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	503	173	175	714	119	91	920	74	141	1160	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	503	173	175	714	119	91	920	74	141	1160	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	503	173	175	714	119	91	920	74	141	1160	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.10	0.10	0.40	0.07	0.05	0.26	0.04	0.08	0.32	0.06
Crit Moves:					****						****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Fulton Ave. & Magnolia Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: am												
Base Vol:	53	496	70	74	692	128	118	847	118	118	783	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	496	70	74	692	128	118	847	118	118	783	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	496	70	74	692	128	118	847	118	118	783	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	522	74	78	728	135	124	892	124	124	824	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	522	74	78	728	135	124	892	124	124	824	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	522	74	78	728	135	124	892	124	124	824	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.86	0.14
Final Sat.:	1800	3155	445	1800	1800	1800	1800	3160	440	1800	3356	244
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.04	0.40	0.07	0.07	0.28	0.28	0.07	0.25	0.25
Crit Moves:					****			****				

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Coldwater Canyon Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module: am												
Base Vol:	127	533	153	127	1051	109	52	1064	254	112	1105	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	533	153	127	1051	109	52	1064	254	112	1105	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	533	153	127	1051	109	52	1064	254	112	1105	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	134	561	161	134	1106	115	55	1120	267	118	1163	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	561	161	134	1106	115	55	1120	267	118	1163	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	561	161	134	1106	115	55	1120	267	118	1163	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	1800	2797	803	1800	3262	338	1800	3600	1800	1800	5276	124
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.34	0.34	0.03	0.31	0.15	0.07	0.22	0.22
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Fulton Ave & Moorpark St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: am												
Base Vol:	44	260	42	78	541	173	171	550	44	154	588	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	260	42	78	541	173	171	550	44	154	588	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	260	42	78	541	173	171	550	44	154	588	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	274	44	82	569	182	180	579	46	162	619	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	274	44	82	569	182	180	579	46	162	619	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	274	44	82	569	182	180	579	46	162	619	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.51	0.24	0.20	1.36	0.44	1.00	1.85	0.15	1.00	1.81	0.19
Final Sat.:	458	2705	437	355	2459	786	1800	3333	267	1800	3252	348
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.23	0.23	0.23	0.10	0.17	0.17	0.09	0.19	0.19
Crit Moves:				****							****	

PM Peak Hour

Chase Knoll Apartments

Scenario Report

Scenario:	Existing PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Riverside Dr. & Woodman Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	1	0
Volume Module: pm												
Base Vol:	324	847	236	126	726	121	172	817	172	247	883	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	847	236	126	726	121	172	817	172	247	883	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	324	847	236	126	726	121	172	817	172	247	883	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	341	892	248	133	764	127	181	860	181	260	929	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	892	248	133	764	127	181	860	181	260	929	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	341	892	248	133	764	127	181	860	181	260	929	193
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.48	0.52	1.00	2.48	0.52
Final Sat.:	1800	5400	1800	1800	3600	1800	1800	4461	939	1800	4473	927
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.14	0.07	0.21	0.07	0.10	0.19	0.19	0.14	0.21	0.21
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.575
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: pm												
Base Vol:	177	470	134	101	398	133	167	944	60	99	1026	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	470	134	101	398	133	167	944	60	99	1026	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	470	134	101	398	133	167	944	60	99	1026	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	495	141	106	419	140	176	994	63	104	1080	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	495	141	106	419	140	176	994	63	104	1080	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	495	141	106	419	140	176	994	63	104	1080	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.08	0.06	0.23	0.08	0.10	0.28	0.04	0.06	0.30	0.06
Crit Moves:		****									****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Fulton Ave. & Magnolia Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: pm												
Base Vol:	78	537	82	69	389	35	122	806	68	100	628	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	537	82	69	389	35	122	806	68	100	628	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	537	82	69	389	35	122	806	68	100	628	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	565	86	73	409	37	128	848	72	105	661	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	565	86	73	409	37	128	848	72	105	661	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	565	86	73	409	37	128	848	72	105	661	94
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.75	0.25
Final Sat.:	1800	3123	477	1800	1800	1800	1800	3320	280	1800	3153	447
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.04	0.23	0.02	0.07	0.26	0.26	0.06	0.21	0.21
Crit Moves:					****			****				

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Coldwater Canyon Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	2	0	1		1	0	2	1	0	
Volume Module: pm																								
Base Vol:	145	1315		120			90	844		68			128	1105		153			153	1215		78		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	145	1315		120			90	844		68			128	1105		153			153	1215		78		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	145	1315		120			90	844		68			128	1105		153			153	1215		78		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	153	1384		126			95	888		72			135	1163		161			161	1279		82		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	153	1384		126			95	888		72			135	1163		161			161	1279		82		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	153	1384		126			95	888		72			135	1163		161			161	1279		82		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.83		0.17			1.00	1.85		0.15			1.00	2.00		1.00			1.00	2.82		0.18		
Final Sat.:	1800	3299		301			1800	3332		268			1800	3600		1800			1800	5074		326		
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.42		0.42			0.05	0.27		0.27			0.07	0.32		0.09			0.09	0.25		0.25		
Crit Moves:		****						****						****						****				

SCENARIO 2: EXISTING TRAFFIC + GROWTH FACTOR + RELATED PROJECT TRAFFIC

AM Peak Hour

Chase Knoll Apartments

Scenario Report

Scenario:	Future 2005 AM+GF+Rel-Pro
Command:	Default Command
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

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Intersection #1 Riverside Dr. & Woodman Ave.

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Cycle (sec): 90 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		1	0	2	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: am																								
Base Vol:	111	705	225				207	1185	139				67	596	123				344	883	199			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	115	733	234				215	1232	145				70	620	128				358	918	207			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	115	733	234				215	1232	145				70	620	128				358	918	207			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	122	772	246				227	1297	152				73	652	135				377	967	218			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	122	772	246				227	1297	152				73	652	135				377	967	218			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	122	772	246				227	1297	152				73	652	135				377	967	218			
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800				1800	1800	1800				1800	1800	1800				1800	1800	1800			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	3.00	1.00				1.00	2.00	1.00				1.00	2.49	0.51				1.00	2.45	0.55			
Final Sat.:	1800	5400	1800				1800	3600	1800				1800	4476	924				1800	4407	993			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.14	0.14				0.13	0.36	0.08				0.04	0.15	0.15				0.21	0.22	0.22			
Crit Moves:	****							****						****						****				

****

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: am												
Base Vol:	114	499	176	195	694	130	104	911	76	151	1131	140
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	519	183	203	722	135	108	947	79	157	1176	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	519	183	203	722	135	108	947	79	157	1176	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	546	193	213	760	142	114	997	83	165	1238	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	546	193	213	760	142	114	997	83	165	1238	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	546	193	213	760	142	114	997	83	165	1238	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.11	0.12	0.42	0.08	0.06	0.28	0.05	0.09	0.34	0.09
Crit Moves:					****						****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Fulton Ave. & Magnolia Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.732
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: am												
Base Vol:	57	521	74	74	717	128	118	850	122	122	786	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	542	77	77	746	133	123	884	127	127	817	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	542	77	77	746	133	123	884	127	127	817	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	62	570	81	81	785	140	129	931	134	134	860	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	570	81	81	785	140	129	931	134	134	860	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	570	81	81	785	140	129	931	134	134	860	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.86	0.14
Final Sat.:	1800	3152	448	1800	1800	1800	1800	3148	452	1800	3357	243
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.05	0.44	0.08	0.07	0.30	0.30	0.07	0.26	0.26
Crit Moves:					****			****				

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Coldwater Canyon Ave. & Riverside Dr.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.870
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module: am												
Base Vol:	164	561	153	127	1089	131	52	1090	301	112	1148	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	171	583	159	132	1133	136	54	1134	313	116	1194	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	583	159	132	1133	136	54	1134	313	116	1194	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	614	167	139	1192	143	57	1193	330	123	1257	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	614	167	139	1192	143	57	1193	330	123	1257	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	614	167	139	1192	143	57	1193	330	123	1257	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	1800	2829	771	1800	3213	387	1800	3600	1800	1800	5280	120
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.08	0.37	0.37	0.03	0.33	0.18	0.07	0.24	0.24
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Fulton Ave & Moorpark St.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.464
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: am												
Base Vol:	44	287	42	88	569	195	184	567	44	154	601	73
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	298	44	92	592	203	191	590	46	160	625	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	298	44	92	592	203	191	590	46	160	625	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	314	46	96	623	213	201	621	48	169	658	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	314	46	96	623	213	201	621	48	169	658	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	314	46	96	623	213	201	621	48	169	658	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	1.54	0.22	0.21	1.33	0.46	1.00	1.86	0.14	1.00	1.78	0.22
Final Sat.:	425	2770	405	372	2404	824	1800	3341	259	1800	3210	390
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.26	0.26	0.26	0.11	0.19	0.19	0.09	0.20	0.20
Crit Moves:				****							****	

Chase Knoll Apartments

Scenario Report

Scenario:	Future 2005 PM+GF+Rel-Pro
Command:	Default Command
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Riverside Dr. & Woodman Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	1	0
Volume Module: pm												
Base Vol:	324	849	239	132	728	121	172	857	172	250	907	189
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	337	883	249	137	757	126	179	891	179	260	943	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	883	249	137	757	126	179	891	179	260	943	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	355	929	262	145	797	132	188	938	188	274	993	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	929	262	145	797	132	188	938	188	274	993	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	355	929	262	145	797	132	188	938	188	274	993	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.48	0.52
Final Sat.:	1800	5400	1800	1800	3600	1800	1800	4497	903	1800	4469	931
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.15	0.08	0.22	0.07	0.10	0.21	0.21	0.15	0.22	0.22
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.613
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: pm												
Base Vol:	183	487	148	129	415	151	185	961	66	113	1043	139
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	190	506	154	134	432	157	192	999	69	118	1085	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	506	154	134	432	157	192	999	69	118	1085	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	533	162	141	454	165	203	1052	72	124	1142	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	533	162	141	454	165	203	1052	72	124	1142	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	533	162	141	454	165	203	1052	72	124	1142	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.09	0.08	0.25	0.09	0.11	0.29	0.04	0.07	0.32	0.08
Crit Moves:		****									****	

Chase Knoll Apartments

Scenario Report

Scenario:	Future 2005 AM+GF+Rel-Pro+Proj
Command:	Default Command
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1		42.00	Apartment	0.30	0.70	13	29	42	100.0
	Zone 1 Subtotal					13	29	42	100.0
TOTAL						13	29	42	100.0

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Riverside Dr. & Woodman Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	1	0
Volume Module: am												
Base Vol:	111	705	225	207	1185	139	67	596	123	344	883	199
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	115	733	234	215	1232	145	70	620	128	358	918	207
Added Vol:	0	0	6	1	0	0	0	1	0	14	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	733	240	216	1232	145	70	621	128	372	920	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	772	253	228	1297	152	73	654	135	391	969	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	772	253	228	1297	152	73	654	135	391	969	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	772	253	228	1297	152	73	654	135	391	969	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51	1.00	2.45	0.55
Final Sat.:	1800	5400	1800	1800	3600	1800	1800	4477	923	1800	4405	995
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.13	0.36	0.08	0.04	0.15	0.15	0.22	0.22	0.22
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: am												
Base Vol:	114	499	176	195	694	130	104	911	76	151	1131	140
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	519	183	203	722	135	108	947	79	157	1176	146
Added Vol:	0	1	0	3	1	0	0	16	1	0	7	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	520	183	206	723	135	108	963	80	157	1183	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	547	193	217	761	142	114	1014	84	165	1246	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	547	193	217	761	142	114	1014	84	165	1246	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	547	193	217	761	142	114	1014	84	165	1246	154
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.11	0.12	0.42	0.08	0.06	0.28	0.05	0.09	0.35	0.09
Crit Moves:					****						****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Fulton Ave. & Magnolia Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.732
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: am												
Base Vol:	57	521	74	74	717	128	118	850	122	122	786	57
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	59	542	77	77	746	133	123	884	127	127	817	59
Added Vol:	2	0	1	0	0	2	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	542	78	77	746	135	127	884	128	127	817	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	65	570	82	81	785	142	133	931	135	134	860	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	570	82	81	785	142	133	931	135	134	860	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	570	82	81	785	142	133	931	135	134	860	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.86	0.14
Final Sat.:	1800	3147	453	1800	1800	1800	1800	3145	455	1800	3357	243
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.05	0.44	0.08	0.07	0.30	0.30	0.07	0.26	0.26
Crit Moves:					****			****				

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Coldwater Canyon Ave. & Riverside Dr.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.875
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module: am												
Base Vol:	164	561	153	127	1089	131	52	1090	301	112	1148	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	171	583	159	132	1133	136	54	1134	313	116	1194	27
Added Vol:	7	0	0	0	0	0	1	2	16	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	583	159	132	1133	136	55	1136	329	116	1195	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	614	167	139	1192	143	58	1195	346	123	1258	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	614	167	139	1192	143	58	1195	346	123	1258	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	614	167	139	1192	143	58	1195	346	123	1258	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	1800	2829	771	1800	3213	387	1800	3600	1800	1800	5281	119
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.08	0.37	0.37	0.03	0.33	0.19	0.07	0.24	0.24
Crit Moves:	****				****			****			****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Fulton Ave & Moorpark St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: am												
Base Vol:	44	287	42	88	569	195	184	567	44	154	601	73
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	46	298	44	92	592	203	191	590	46	160	625	76
Added Vol:	0	0	0	1	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	298	44	93	593	204	191	590	46	160	625	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	314	46	97	624	215	201	621	48	169	658	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	314	46	97	624	215	201	621	48	169	658	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	314	46	97	624	215	201	621	48	169	658	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	1.54	0.22	0.21	1.33	0.46	1.00	1.86	0.14	1.00	1.78	0.22
Final Sat.:	425	2770	405	375	2400	825	1800	3341	259	1800	3210	390
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.26	0.26	0.26	0.11	0.19	0.19	0.09	0.20	0.20
Crit Moves:					****						****	

Chase Knoll Apartments

Project Trips Report
AM

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
Zone #1:													
1	Riverside Dr.	0	0	6	1	0	0	0	1	0	14	2	1
2	Fulton Ave. &	0	1	0	3	1	0	0	16	1	0	7	1
3	Fulton Ave. &	2	0	1	0	0	2	4	0	1	0	0	0
4	Coldwater Can	7	0	0	0	0	0	1	2	16	0	1	0
8	Fulton Ave &	0	0	0	1	1	1	0	0	0	0	0	0

PM Peak Hour

Chase Knoll Apartments

Scenario Report

Scenario:	Future 2005 PM+GF+Rel-Pro+Proj
Command:	Default Command
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Residential Apartments
Trip Distribution:	AM
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Chase Knoll Apartments

Trip Generation Report

Forecast for (Unknown)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1		55.00	Apartment	0.59	0.41	32	23	55	100.0
	Zone 1 Subtotal					32	23	55	100.0
TOTAL						32	23	55	100.0

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Riverside Dr. & Woodman Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: pm												
Base Vol:	324	849	239	132	728	121	172	857	172	250	907	189
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	337	883	249	137	757	126	179	891	179	260	943	197
Added Vol:	0	0	15	1	0	0	0	2	0	11	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	883	264	138	757	126	179	893	179	271	944	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	355	929	277	146	797	132	188	940	188	285	994	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	929	277	146	797	132	188	940	188	285	994	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	355	929	277	146	797	132	188	940	188	285	994	208
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.48	0.52
Final Sat.:	1800	5400	1800	1800	3600	1800	1800	4499	901	1800	4466	934
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.15	0.08	0.22	0.07	0.10	0.21	0.21	0.16	0.22	0.22
Crit Moves:	****				****			****		****		

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #2 Fulton Ave. & Riverside Dr.

Cycle (sec):	90	Critical Vol./Cap. (X):	0.620
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: pm												
Base Vol:	183	487	148	129	415	151	185	961	66	113	1043	139
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	190	506	154	134	432	157	192	999	69	118	1085	145
Added Vol:	1	2	0	2	1	0	0	13	0	0	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	508	154	136	433	157	192	1012	69	118	1103	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	201	535	162	143	455	165	203	1066	72	124	1161	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	535	162	143	455	165	203	1066	72	124	1161	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	535	162	143	455	165	203	1066	72	124	1161	155
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1800	1800	1800	1800	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.09	0.08	0.25	0.09	0.11	0.30	0.04	0.07	0.32	0.09
Crit Moves:		****									****	

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3 Fulton Ave. & Magnolia Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: pm												
Base Vol:	82	558	88	69	410	35	122	810	72	106	632	89
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	85	580	92	72	426	36	127	842	75	110	657	93
Added Vol:	2	0	0	0	0	4	3	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	580	92	72	426	40	130	842	77	111	657	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	611	96	76	449	43	137	887	81	117	692	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	611	96	76	449	43	137	887	81	117	692	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	611	96	76	449	43	137	887	81	117	692	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.83	0.17	1.00	1.75	0.25
Final Sat.:	1800	3110	490	1800	1800	1800	1800	3299	301	1800	3156	444
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.04	0.25	0.02	0.08	0.27	0.27	0.07	0.22	0.22
Crit Moves:					****			****				

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Coldwater Canyon Ave. & Riverside Dr.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0
Volume Module: pm												
Base Vol:	159	1329	123	90	858	76	136	1141	167	156	1251	78
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	165	1382	128	94	892	79	141	1187	174	162	1301	81
Added Vol:	18	0	0	0	0	1	1	2	13	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1382	128	94	892	80	142	1189	187	162	1303	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	1455	135	99	939	84	150	1251	197	171	1372	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1455	135	99	939	84	150	1251	197	171	1372	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	1455	135	99	939	84	150	1251	197	171	1372	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.82	0.18
Final Sat.:	1800	3295	305	1800	3304	296	1800	3600	1800	1800	5084	316
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.44	0.05	0.28	0.28	0.08	0.35	0.11	0.09	0.27	0.27
Crit Moves:		****		****				****		****		

Chase Knoll Apartments

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #8 Fulton Ave & Moorpark St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: pm												
Base Vol:	80	419	71	97	291	128	205	631	42	81	582	103
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	83	436	74	101	303	133	213	656	44	84	605	107
Added Vol:	0	1	0	0	1	0	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	437	74	101	304	133	214	656	44	84	605	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	460	78	106	320	140	225	691	46	89	637	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	460	78	106	320	140	225	691	46	89	637	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	460	78	106	320	140	225	691	46	89	637	114
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.47	0.25	0.38	1.13	0.49	1.00	1.88	0.12	1.00	1.70	0.30
Final Sat.:	504	2648	448	675	2033	891	1800	3375	225	1800	3054	546
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.16	0.16	0.16	0.13	0.20	0.20	0.05	0.21	0.21
Crit Moves:		****									****	

Chase Knoll Apartments

Project Trips Report

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
Zone #1:													
1	Riverside Dr.	0	0	15	1	0	0	0	2	0	11	1	1
2	Fulton Ave. &	1	2	0	2	1	0	0	13	0	0	18	3
3	Fulton Ave. &	2	0	0	0	0	4	3	0	2	1	0	0
4	Coldwater Can	18	0	0	0	0	1	1	2	13	0	2	0
8	Fulton Ave &	0	1	0	0	1	0	1	0	0	0	0	1

Korve Engineering

MEMORANDUM

TO: Debra Kirtman, ESA

FROM: Juan M. Diaz

DATE: August 27, 2003

SUBJECT: **Chase Knoll Apartments Traffic Impact Study**
CMP Assessment
202116X0

This memorandum summarizes the findings of the Congestion Management Program (CMP) assessment conducted for the subject traffic study.

A CMP assessment was conducted in accordance with the City of Los Angeles Department of Transportation (LADOT) CMP guidelines dated March 2002. Of the study intersections analyzed, none were found to be CMP arterial monitoring intersections. As a result, no further CMP analysis is required.