

II. PROJECT DESCRIPTION

A. PROJECT APPLICANT

The Applicant for the proposed Studio City Senior Living Center (“SCSLC” and/or the “Project”) and related development components is Weddington Golf and Tennis, LLC (“Weddington Golf” and/or the “Applicant”). The Project Site for the proposed Project is currently owned by Weddington Investment Properties, LLC. As described in greater detail below (see *Section II.E: Project Description - Requested Actions and Entitlements*), the proposed Project involves a subdivision of an existing 16.1-acre lot into two parcels (i.e., Lots 1 and 2). The existing pitch-and-putt golf course and driving range on Lot 1 would continue to be owned and operated by Weddington Investment Properties, LLC. Lot 2 would be developed and operated as a 200-unit senior living community.

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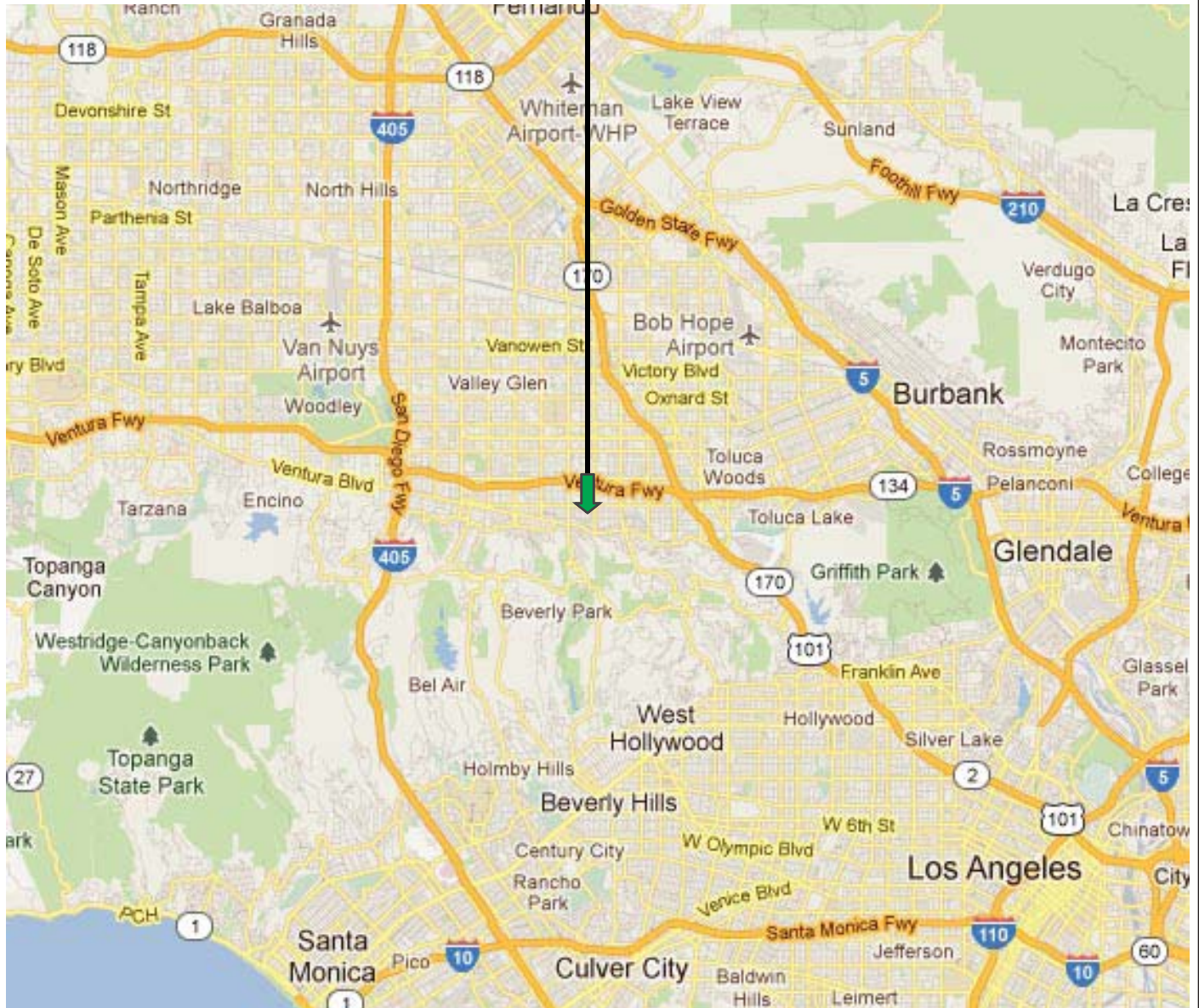
B. PROJECT LOCATION

The proposed Project is located within a 16.1-acre Project Site occupied by the Weddington Golf & Tennis Club, a private recreation facility consisting of an existing nine-hole, par-3, pitch-and-putt golf course¹ and sixteen tennis courts. The irregularly shaped Project Site is located generally northwest of the intersection of Whitsett Avenue and Ventura Boulevard in the Studio City area of Los Angeles, California (see *Figure II-1: Regional Location*). The Project Site falls within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area. The Project Site is bounded by Valley Spring Lane to the north, Bellaire Avenue to the west, the approximately 150-foot-wide Los Angeles River right-of-way to the south, and Whitsett Avenue to the east (see *Figure II-2: Local Vicinity*). Directly south of the Project Site is a 40- to 50-foot wide right-of-way for Valleyheart Drive, most of which has remained unimproved and unpaved, except for an approximately 200-foot-long section off of Whitsett Avenue to serve Fire Station No. 78. The station occupies a 1.1-acre parcel located at the northwest corner of Valley Heart Drive and Whitsett Avenue, and adjoins the Project Site to the south. This parcel is not a part of the Project Site or the Project. An aerial overview of the Project Site and its surrounding development is provided in *Figure II-3: Aerial Overview and Surrounding Uses*.

The Project involves three components on the Project Site: 1) Division of the property into two lots, one for the continuation of the nine-hole golf course on the northern and westerly portion of the Property (Lot 1) and the other for a new senior housing development at 4141 Whitsett Avenue (Lot 2) on approximately 4.5 acres within the southeast portion of the Property (see *Figure II-4: Project Site and Development Site Location Key*); 2) Minor modifications to the golf course and driving range to accommodate the lot split, and 3) Demolition and removal of sixteen existing tennis courts and construction of the new senior housing development, known as the Studio City Senior Living Center. Collectively, all of Lot 2 and that portion of Lot 1 (i.e., primarily the southeastern portions adjacent to Lot 2) that will undergo any physical change (i.e., demolition, construction, modification, or reconstruction) for the Project are referred herein as

¹ Golf courses are described in terms related to their size or length (such as the number of holes), difficulty, or style. A full-length course typically comprises 18 holes, which when laid out contiguously end-to-end would total approximately three miles in length. A typical standard 18-hole golf course requires between 100-120 acres of land area. A “short” course is typically defined as only nine holes, or the “front” or “back” half of a full 18-hole course. The term “par” is used to describe the ideal number of strokes required to play a hole by an average “scratch” golfer. Par can also indicate the level of difficulty as well as the length of time needed to play the course. An easy par course may also be called a “short” course. Other terms are used to describe the style of the course, such as a PGA (Professional Golf Association) course, which is designed to certain professional golf standards. Pitch-and-putt is a term technically used to describe a style of golf popular throughout Europe where the players are limited to the use of only three golf clubs (two irons and one putter). With a pitch-and-putt golf course, the length of the fairways (i.e., distance from the tee-off area to the hole) is shorter than those on a standard golf course, thereby requiring less overall land area to accommodate them. According to the Los Angeles Municipal Code (LAMC), Section 12.05.A.5, a pitch-and-putt golf course is defined as having an average fairway length per hole of less than 125 yards. The Weddington Golf Course is a nine-hole facility of par-3 difficulty, and is a pitch-and-putt style design because the average fairway length per hole is approximately 108 yards. The terms “pitch-and-putt golf course” and “golf course” may be used interchangeably throughout this EIR, unless specifically differentiated otherwise, in reference to the golf course component of the Weddington Golf & Tennis facility.

PROJECT SITE



**FIGURE II-1
REGIONAL LOCATION**

SOURCE: MAPS.GOOGLE.COM





**FIGURE II-2
LOCAL VICINITY**

PROJECT SITE

SOURCE: RAND MCNALLY & COMPANY

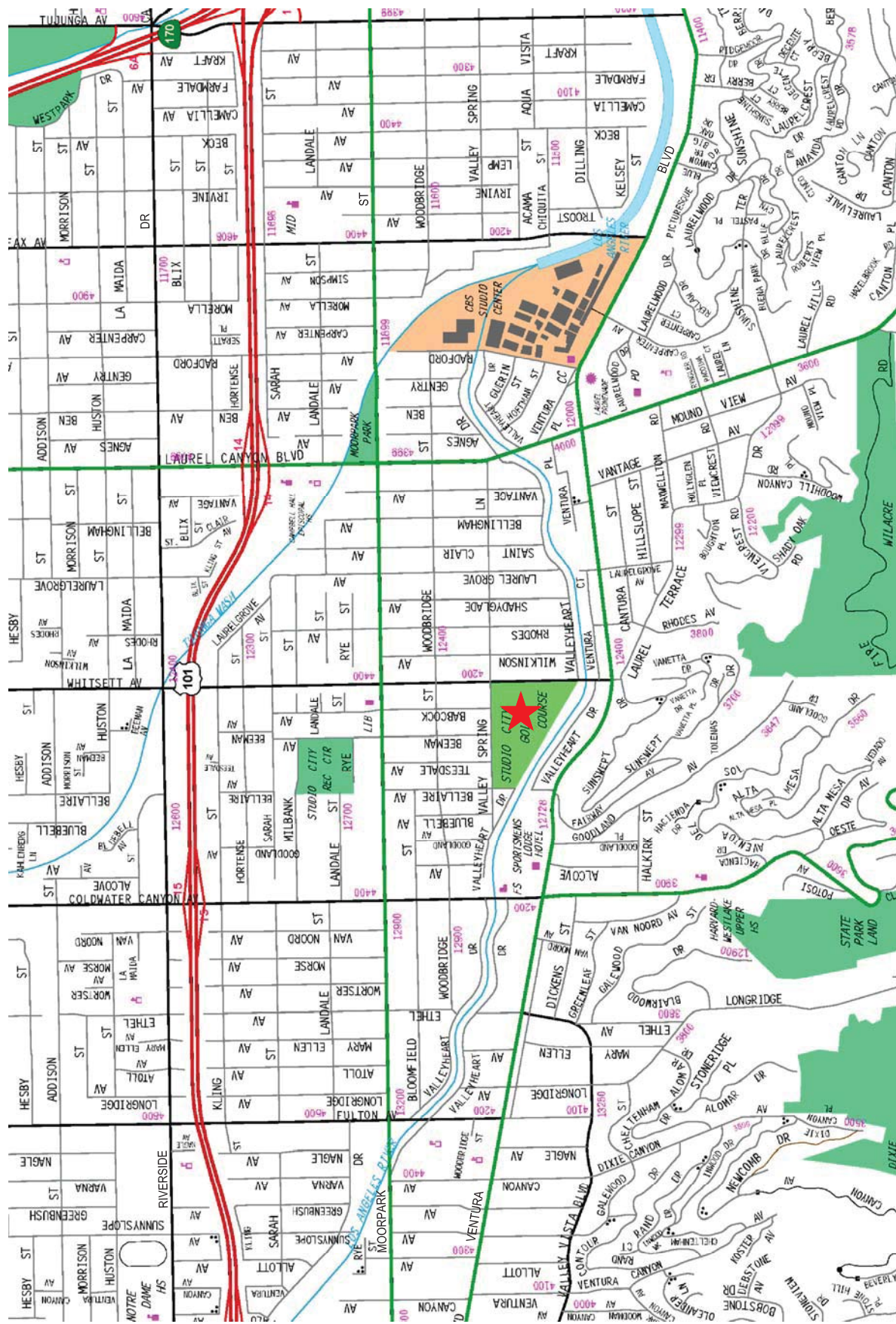




FIGURE II-3
AERIAL OVERVIEW AND SURROUNDING USES

SOURCE: MAPS.GOOGLE.COM



- PROJECT SITE
- DEVELOPMENT SITE (AREA OF PHYSICAL DISTURBANCE)
- PROPOSED SUBDIVISION (CREATION OF LOT 1 AND LOT 2)
- ❶ PROPOSED LOT 1
- ❷ PROPOSED LOT 2
- ❸ CITY OF LOS ANGELES FIRE STATION -NOT A PART

FIGURE II-4
PROJECT SITE AND DEVELOPMENT SITE LOCATION KEY

SOURCE: MAPS.GOOGLE.COM



the “Development Site”. The Development Site is the area of the Project Site in which physical alteration will occur that may potentially have environmental impacts. As such, the Development Site, within the context of the Project Site, is the primary focus of the environmental analysis for the construction phase of the Project in this Draft EIR. All other portions of the Project Site will not be changed or physically altered and are not anticipated to result in environmental impacts as a result of the Project.

A more detailed discussion of the local vicinity, including on-site and surrounding land uses, is provided in *Section III: General Overview and Environmental Setting*, *Section IV.A: Environmental Impact Analysis - Aesthetics* and *Section IV.H: Environmental Impact Analysis - Land Use and Planning* of this Draft EIR.

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C. BACKGROUND

The Project Site is located within the Studio City area of Los Angeles. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, which serves as a guide for development and land uses in the area, designates the land use for the Project Site as Open Space and identifies the Project Site as a private golf course (see *Figure II-5: Community Plan Designation*). The Project Site is currently zoned A1-1XL, which indicates agricultural zoning (A1) within an Extra Limited Height District (1-XL) that restricts all buildings and structures to two stories or 30 feet in height.

In 2005, the 1.1-acre “non a part” parcel, located adjacent to the southeast corner of the Project Site and currently developed with Fire Station No. 78 was separated from the 16.1-acre Project Site and acquired by the City of Los Angeles for public-facility uses. Prior to the separation of the 1.1-acre parcel to accommodate the fire station, the site had comprised approximately 17.2 acres. Historic accounts of the Project Site prior to 2005, as provided in the following paragraphs, include reference to the 1.1-acre parcel coincident with the Project Site.

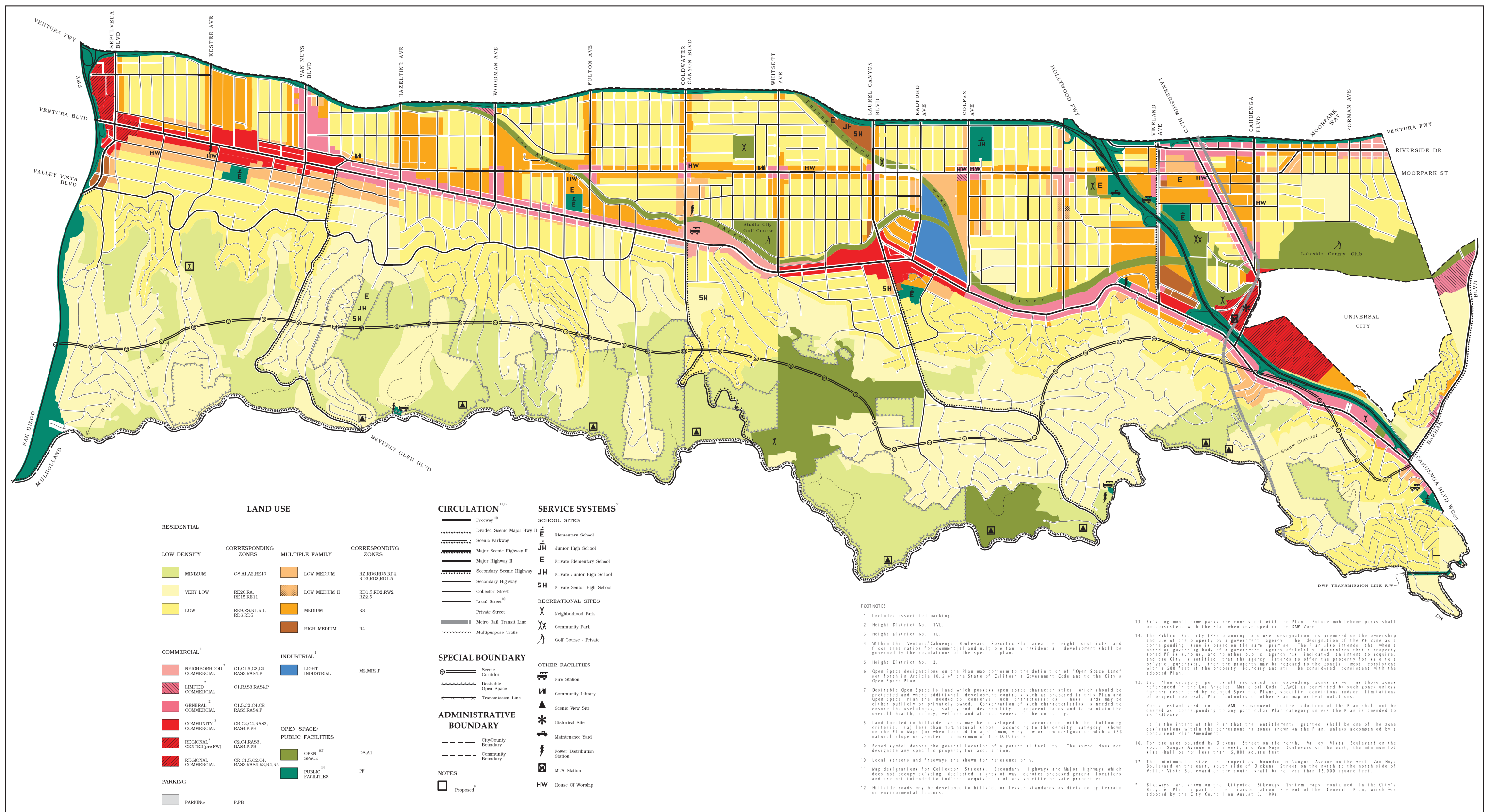
The Weddington Golf & Tennis Club was historically called the Studio City Golf and Tennis Club. The Project Site has been owned continuously by the Weddington family and Weddington Investment Company for over a century. The existing nine-hole, pitch-and-putt golf course was originally constructed and opened for public use in 1955. The tennis courts and ancillary facilities were approved and constructed throughout the following years. Buildings that support the operation of the existing golf course and tennis courts include a clubhouse, cashier hut, and maintenance facilities. Parking for the facilities is located along the property frontage on Whitsett Avenue.

Prior to 1971, the Project Site was zoned R3-1 (Medium Density Residential) along its Whitsett Avenue frontage and R1-1 (Low Density Residential) over the remainder of the site. The zoning pattern was established in 1946. On October 22, 1970, the City Planning Commission recommended that the Project Site be designated “Privately Owned Open Space” with a symbol of “golf-course private” on the Project Site in acknowledgement of the established uses.

The City Council, on May 14, 1971, adopted a motion to initiate zone change proceedings to consider a change of zone from R1-1 and R3-1 to A1-1XL (Agricultural) on the Project Site. The City Planning Commission on August 19, 1971, recommended that the zone change be approved. The City Council on October 13, 1971, adopted Ordinance No. 142,584 changing the zone over the entire Project Site to A1-1XL (Agricultural). Ordinance No. 142,584 became effective on November 26, 1971.

A change in use, including the introduction of residential uses, at the Project Site has been contemplated since 2000. The earliest iterations of the Project contemplated various development designs, which included possible removal of the golf course, removal of the tennis courts, and development of single-family homes. An alternate version of the proposed Project and the introduction of senior housing units to the City of Los Angeles Planning Department was

initially proposed in 2001, including development of 240 senior housing units and removal and replacement of the tennis courts on- and off-site. Subsequent to this initial proposal, the Project was postponed and reconfigured to address various environmental and community concerns, and to accommodate implementation of the City of Los Angeles Fire Station No. 78 through removal of four existing tennis courts. In 2007, the Project was revised with the City as a three-lot subdivision with a proposal to eliminate the golf course, reconfigure the driving range, on-site relocation of the tennis courts, and an increase in units for a total of 272 senior housing units. However, in response to community input from the public scoping process, the Project underwent additional design modifications and now reflects a proposal with the City to preserve the existing golf course and related facilities while removing all 16 existing tennis courts to accommodate 200 new senior housing units and related facilities.



LAND USE		CIRCULATION ^{11,12}		SERVICE SYSTEMS ⁸	
RESIDENTIAL		SPECIAL BOUNDARY		OTHER FACILITIES	
LOW DENSITY		Scenic Corridor		Fire Station	
MINIMUM	OS.A1A2,RE40.	Distractable Open Space		Community Library	
VERY LOW	RE20,RA,RE15,RE11	Transmission Line		Scenic View Site	
LOW	RE3,RS,R1,RU,RE6,RE5			Historical Site	
MULTIPLE FAMILY		ADMINISTRATIVE BOUNDARY		Maintenance Yard	
LOW MEDIUM	RZ,RD6,RD5,RD4,RD3,RD2,RD1.5	City/County Boundary		Power Distribution Station	
LOW MEDIUM II	RD1.5,RD2,RW2,RZ2.5	Community Boundary		MTA Station	
MEDIUM	R3			House Of Worship	
HIGH MEDIUM	R4				
COMMERCIAL		NOTES:			
NEIGHBORHOOD COMMERCIAL		Proposed			
C1,C1.5,C2,C4,RAS3,RAS4,P					
LIMITED COMMERCIAL					
C1,RAS3,RAS4,P					
GENERAL COMMERCIAL					
C1.5,C2,C4,CR,RAS3,RAS4,P					
COMMUNITY COMMERCIAL					
CR,C2,C4,RAS3,RAS4,P,FB					
REGIONAL CENTER(pre-FW)					
C2,C4,RAS3,RAS4,P,FB					
REGIONAL COMMERCIAL					
CR,C1.5,C2,C4,RAS3,RAS4,R3,R4,RS					
PARKING					
PARKING	P,PB				

- FOOTNOTES**
- Includes associated parking.
 - Height District No. 1VL.
 - Height District No. 1L.
 - Within the Ventura/Cahuenga Boulevard Specific Plan area the height districts and floor area ratios for commercial and multiple family residential development shall be governed by the regulations of the specific plan.
 - Height District No. 2.
 - Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.3 of the State of California Government Code and to the City's Open Space Plan.
 - Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.
 - Land located in hillside areas may be developed in accordance with the following criteria: (a) less than 15% natural slope; according to the density category shown on the Plan Map; (b) when located in a minimum, very low or low designation with a 15% natural slope or greater - a maximum of 1.6 D.U./acre.
 - Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
 - Local streets and freeways are shown for reference only.
 - Map designations for Collector Streets, Secondary Highways and Major Highways which does not occupy existing dedicated rights-of-way denotes proposed general locations and are not intended to indicate acquisition of any specific private properties.
 - Hillside roads may be developed to hillside or lesser standards as dictated by terrain or environmental factors.
 - Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
 - The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zoning most consistent within 300 feet of the property boundary and still be considered consistent with the adopted Plan.
 - Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
 - For the area bounded by Dickens Street on the north, Valley Vista Boulevard on the south, Sugas Avenue on the west, and Van Nuys Boulevard on the east, the minimum lot size shall be not less than 15,000 square feet.
 - The minimum lot size for properties bounded by Sugas Avenue on the west, Van Nuys Boulevard on the east, south side of Dickens Street on the north to the north side of Valley Vista Boulevard on the south, shall be no less than 15,000 square feet.
 - Bikeways are shown on the Citywide Bikeways System Maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

FIGURE II-5
COMMUNITY PLAN DESIGNATION

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D. STATEMENT OF PROJECT OBJECTIVES

In accordance with Section 15124(b) of the State CEQA Guidelines, an EIR shall include “a statement of objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further clarifies that “the statement of objectives should include the underlying purpose of the project.” The Applicant is proposing a senior residential community while preserving the existing golf course to serve the Studio City community. The goal of the proposed Project is to establish a residential community oriented toward senior independent housing² to benefit the increasingly aging population existing within the area while maintaining the recreational value of the site to accommodate the needs of the surrounding community at large. The Applicant proposes a General Plan/Community Plan Amendment, Zone Change, Subdivision and other related entitlements to create a 200-unit senior residential condominium campus and reconfirm the viability of the Weddington Golf Course.

The Applicant’s Project has the following objectives:

- To develop a residential community in an effort to fulfill a housing demand present in the community;
- To maintain as many recreational/open space uses on the Project Site as possible where they will continue to serve an important role as a recreational and/or open space resource for the new residential community and surrounding neighborhood;
- To establish a residential development that is consistent with the existing density and character of residential developments in the neighborhood, and is aesthetically compatible with the remaining uses on the Project Site and the surrounding neighborhood;
- To use design that will accommodate higher density development and provide convenient connectivity to transit, commercial uses and services, open space/recreation, and the Los Angeles River “corridor”;
- To incorporate design elements that further the City’s goals toward “green” development and walkability, and that comply with the City’s efforts to reinvent and promote connectivity to the Los Angeles River through the River Improvement Overlay (RIO) District guidelines;
- To provide adequate and convenient off-street parking for all uses on the Project Site;

² LAMC Section 12.03 defines “senior independent housing” as residential housing that consists of dwelling units for persons 62 years of age and older and which may include common dining areas or other community rooms. Because the proposed Project targets seniors defined as age 55 years of age or older, the Project does not meet the City’s criteria for senior housing and is thus categorized as multi-family residential development.

- Community Plan Objective: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area;
- Community Plan Objective: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities; and
- Community Plan Objective: To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

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E. REQUESTED ACTIONS AND ENTITLEMENTS

The Applicant requests approval of a Tentative Tract Map to subdivide the Project Site in order to create two functional parcels (Lots 1 and 2) for future development and management, and for residential condominiums on Lot 2. Further, the Applicant seeks a Building Line Removal incident to the subdivision, to remove an obsolete 18-foot building line along Whitsett Avenue.

On Lot 1, the Applicant seeks to obtain a Conditional Use Permit (CUP), a Revocable (encroachment) Permit, and a Zone Variance, if needed, to implement physical improvements and maintain an existing pitch-and-putt golf course and driving range. The maintenance and minor reconfiguration of the existing driving range and golf course will require a Conditional Use Permit to allow the driving range and golf course in the existing A (Agricultural) Zone, as well as a Revocable Permit to retain existing encroachments in the City's and County's rights-of-way along Valleyheart Drive and the Los Angeles River, respectively. The driving range and golf course will remain largely unaltered, but would undergo minor modifications to accommodate the lot split. A Zone Variance may be required to permit the existing over-in-height driving range fence with minor reconfiguration, if the fence cannot be entitled by the Conditional Use Permit.

On Lot 2, the Applicant seeks approval of a General Plan Amendment, Zone Change, Site Plan Review, Zone Variance, Tentative Tract Map, and Haul Route to develop a 200-unit senior housing project. The senior housing project will require a General Plan Amendment to change the Plan's designation of Lot 2 from Open Space to Medium Density Residential, a Zone Change from A1-1XL to R3-1, a Site Plan Review, a Zone Variance for golf course/driving range parking and the dispensing of golf balls for the driving range in the proposed R3 zone, a Tentative Tract Map for 200 residential condominiums, approval of a Haul Route to export approximately 82,000 cubic yards of earth for subterranean parking and demolition debris from removal of sixteen tennis courts, and other general permits related to construction and implementation. A Conditional Use permit for alcohol (CUB) is requested for the sale and/or dispensing of alcohol to residents and/or their guests within common area facilities for on-site consumption.

The requested actions and entitlements, as summarized here, are discussed in greater detail in *Section IV.H: Environmental Impact Analysis - Land Use and Planning* of this Draft EIR.

This Draft EIR may be used by various governmental decision-makers for the following discretionary permits and actions that are necessary or may be requested in connection with the Project, as well as any other discretionary permits and actions that may be identified during the environmental review and entitlement process:

- Project Site
 - Tentative Tract Map to create two separate parcels (Lot 1 for the existing golf course uses and Lot 2 for 200 senior condominium units);

- Building Line Removal incident to Subdivision to eliminate the existing 18-foot Building Line along Whitsett Avenue;
- Lot 1
 - Conditional Use Permit to allow the reconfigured driving range and pitch-and-putt golf course within the A1 zone, including over-in-height driving range fence, determination of appropriate yards, and temporary reduction in off-street parking during construction;
 - Zone Variance, if necessary, to permit a fence up to 100 feet in height for the driving range;
 - Revocable Permit to allow encroachment of existing, non-structural golf course components (i.e. greens and fairways) into a City right-of-way along Valleyheart Drive and County right-of-way along the Los Angeles River;
- Lot 2
 - General Plan Amendment to change the designation of Lot 2 from Open Space to Medium Density Residential and remove the Privately Owned Golf Course symbol, to permit medium-density senior housing land uses;
 - Zone Change from A1-1XL to R3-1 to permit the senior housing use at the R3 density and allow buildings up to 45 feet in height;
 - Zone Variance for self-service retail (golf balls) and parking for adjoining golf course and driving range;
 - Site Plan Review for the senior housing project;
 - Conditional Use Permit for the sale and dispensing of alcoholic beverages from cafeterias/cafés within the common area to residents and/or their guests for onsite consumption;
 - Haul Route Permit to export approximately 82,000 cubic yards of earth from site preparation related to grading for the subterranean parking and demolition of sixteen tennis courts; and
- Other (as required for Lot 1 and/or 2)
 - B-Permit or other necessary permits from the Department of Public Works for necessary street, sewer, storm drain, and lighting improvements, as well as tree removals;
 - Grading Permits from the Department of Building and Safety;
 - Demolition Permits from the Department of Building and Safety;
 - Building Permits from the Department of Building and Safety;
 - Permits pursuant to Section 404 of the Clean Water Act;
 - Any other necessary discretionary or ministerial permits and approvals from the City and County of Los Angeles required for the construction or operation of the proposed Project.

General Plan Amendment

The Applicant is requesting a General Plan Amendment to change the designation of a portion of the Project Site, within the area proposed as Lot 2, from Open Space to Medium Density Residential and remove the Privately Owned Golf Course symbol, to permit medium-density senior housing land uses. The land use designation for the remainder of the Project Site (Lot 1) would remain unchanged as Open Space. The Open Space designation corresponds to the A1 (Agricultural) and OS (Open Space) zones. The Medium Density Residential designation corresponds to the R3 zone.

Zone Change

The Applicant is requesting a Zone Change for a portion of the Project Site, within the area proposed as Lot 2, from A1-1XL to R3-1. The zoning for the remainder of the Project Site (Lot 1) would remain unchanged as A1-1XL. The A1 (Agricultural) zone permits a range of agricultural, recreational and other low-intensity uses on lots having a minimum size of five acres. The existing golf course, tennis courts, and other recreational and club facilities are “conditionally” permitted in the A1 zone. For Lot 1, these uses will continue to be conditionally permitted in the current A1 zone under a new Conditional Use request. Multiple-family residential uses, as proposed for Lot 2, are not permitted in the A1 zone; hence a Zone Change to R3 (Multiple-family Dwelling) would accommodate a density of up to 54 dwelling units per acre (du/ac), which will accommodate the 200 units for the proposed senior housing development (a density of 45 du/ac), and would be consistent with the requested General Plan Amendment land use designation of Medium Density Residential.

Conditional Use Permit (for Use)

The Applicant is requesting a Conditional Use Permit (CUP) for Lot 1 to allow the continued use of that portion of the Project Site for golf course, driving range, clubhouse, and other related recreational uses. In accordance with LAMC Section 12.05, golf course uses are permitted by right in the A1 zone; however, driving ranges, golf courses having an average fairway length per hole of less than 125 yards (which qualify as a pitch-and-putt), and golf facilities with nighttime lighting, are conditionally permitted subject to approval of a CUP. If permitted by the City, the CUP for Lot 1 would also incorporate a request for Zone Variances related to the height and location of fencing (specifically for the driving range), parking, and other site planning modifications as needed.

Conditional Use Permit (for Alcohol)

The Applicant is requesting a Conditional Use Permit for alcohol (CUB) for Lot 2 to permit on-site cafeterias/cafés within the common area of the senior living center to sell/dispense alcohol (including wine and beer) to residents and/or their guests.

Zone Variance(s)

The Applicant may request a Zone Variance to permit the existing fence up to 100 feet in height for the driving range in Lot 1, to permit the placement of the fence within the required side yard setback, and to permit the existing surface parking lot within the front yard setback (along Whitsett Avenue). The Zone Variance for these entitlements will only be requested if the City does not permit them to be incorporated as part of the above Conditional Use Permit request.

Additionally, the Applicant is requesting a Zone Variance for the provision of 113 parking spaces for the adjoining golf course/driving range uses in the subterranean parking garage of Lot 2 to be re-zoned as R3 zoning, as well as a Zone Variance for a small self-service retail hut for golf course and driving range uses at the northeast corner of Lot 2.

Site Plan Review

The Applicant is requesting a Site Plan Review for the SCSLC on Lot 2 as the development creates more than 50 dwelling units. The Site Plan Review will confirm the appropriateness of the proposed use and ensure that the development is compatible with the Open Space area in Lot 1, the adjacent Los Angeles River, and the surrounding community.

Revocable/Encroachment Permit(s)

The Applicant is requesting a Revocable or Encroachment Permit to retain existing non-structural golf course encroachments in the City and County rights-of-way. At the southern edge of the Project Site, the City of Los Angeles maintains an unimproved, 40- to 50-foot right-of-way for Valleyheart Drive, adjacent to the Los Angeles River. Similarly, the Los Angeles County Flood Control District maintains a variable approximately 150-foot right-of-way for the Los Angeles River. Currently, several southern portions of the existing golf course encroach into Valleyheart Drive and the Los Angeles River right-of-way. These encroachments have existed for the life of the golf course. As part of the Project, the southern portion of the golf course, within Lot 1, will remain unchanged and unaltered. As a result, the Applicant is requesting to retain existing rights within these rights-of-way through a Revocable Permit or Encroachment permit, as necessary, from the City and County of Los Angeles.

Building Line Removal

The Applicant is requesting removal of a building line on the Project Site along Whitsett Avenue, incident to the requested subdivision. Prior to adoption of the current Transportation Element of the General Plan, the City of Los Angeles had intended that Whitsett Avenue, a Secondary Highway, be widened to a width that exceeded the standard for Secondary³ designation. In order to reserve the appropriate right-of-way in anticipation of the future street widening, a “building line”⁴ was recorded against properties abutting Whitsett Avenue. For the Project Site, the building line extends 18 feet into the buildable area of the Project Site. As the

³ The current standard for a Secondary Highway consists of a 90-foot right-of-way. The current right-of-way for Whitsett Avenue along the Property frontage varies from 80 to 82 feet.

⁴ A “building line” establishes an alternate setback distance for which no structures may be located.

building line is now obsolete, and it is highly unlikely that Whitsett Avenue will be widened to the building line, the Applicant is requesting removal of the building line on the Project Site. Further, as constructed, Fire Station No. 78 at the northwest corner of Whitsett Avenue and Valleyheart Drive encroaches within the area of the 18-foot building line (currently a 15-foot building line due to a three-foot dedication that was completed during development of the fire station).

Subdivision

The Applicant is requesting approval to subdivide the Project Site into two lots, Lots 1 and 2. Lot 1 will be approximately 504,764 square feet (11.6 acres) and will retain, with minor alterations to accommodate the lot split, the existing nine-hole pitch-and-putt golf course, clubhouse, driving range, and 22 surface parking spaces. Lot 2 will be approximately 196,946 square feet (4.5 acres) for condominium purposes for 200 senior residential condominiums with common areas.

Construction Related Permits

Construction of the Project will require that the Applicant obtain the appropriate demolition, grading, building, and service connection permits. In furtherance of obtaining these permits, the Applicant will submit and obtain approval of various informational and engineering documents, including information for truck and hauling routes to be used during the construction phase.

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F. PROJECT CHARACTERISTICS

Overview

The Applicant proposes to subdivide the Project Site into two parcels, Lots 1 and 2. Lot 1 will be approximately 504,764 square feet (11.6 acres) and will retain, with minor alterations to accommodate the lot split, the existing nine-hole golf course, clubhouse, driving range, and 22 surface parking spaces. Lot 2 will be approximately 196,946 square feet (4.5 acres) and will be developed with an approximately 336,000 square-foot, 200-unit senior residential condominium campus. An approximate 1.1 acre site, located at the northwesterly corner of Whitsett Avenue and Valleyheart Drive and developed with a fire station, is not a part of the subject Project. The Development Site, the area to be physically disturbed on the Project Site, consists of the 4.5-acre Lot 2 and small portions of Lot 1, which are directly adjacent to Lot 2.

The senior housing, known as the Studio City Senior Living Center, will consist of six, 45-foot-high, 4-story buildings. The ground floor of four buildings will provide common areas for senior activities. The six buildings will house a total of 200 senior condominium units and 40,000 square feet of common area. Of the 200 units, 136 will be two-bedroom units and 64 will be one-bedroom units. The total building area is expected to be approximately 336,000 square feet. The senior residential housing will be age-restricted for seniors aged 55 and older.

The six buildings will be designed as a unified senior community campus. The height, massing, and setbacks of the structures will be consistent with the existing multi-family dwelling units along the easterly side of Whitsett Avenue. The open areas surrounding the buildings will be landscaped with plants, gardens, and hardscape features to integrate the development with the surrounding community. A public children's playground for guests will also be located within the open area surrounding the buildings.

A total of 613 subterranean parking spaces will be provided underneath the senior housing community on Lot 2 of the Project Site. The 613 parking spaces will exceed the 500 parking spaces required by the LAMC for the senior housing condominiums by 113 spaces. Access to the subterranean parking area will be provided from Valleyheart Drive off of Whitsett Avenue (beyond the southerly boundary of the Los Angeles fire station site). The development and construction of the senior housing condominium units will require a Zone Change from A1-1XL to R3-1, General Plan Amendment from Open Space to Medium Density Residential, Site Plan Review, Subdivision into 200 condominium and common property lots, and a Haul Route Permit to export approximately 82,000 cubic yards of earth for subterranean parking and removal of demolition debris. A Zone Variance will also be required for a retail hut associated with the golf course at the northeast corner of Lot 2.

Lot 1 of the Project Site will consist of the remaining approximately 11.6 acres on the north and west portions of the site, which are currently occupied by the 9-hole pitch-and-putt golf course, driving range, and clubhouse facility. Modifications to the existing facilities (the driving range and the golf course portions adjacent to Lot 2) are necessary to accommodate the lot split and

Project development. Approximately 22 of the surface parking spaces within the existing parking lot along Whittsett Avenue will be retained to service the golf course, driving range, and clubhouse. The remainder of the existing parking lot (70 parking spaces) will be removed to accommodate the senior housing development. In addition, the golf course will have a shared parking arrangement to use the excess 113 parking spaces within the subterranean parking structure associated with the senior housing development on Lot 2, which will require a Zone Variance for golf course parking in the proposed R3 zone. The total 135 subterranean and surface parking spaces designated and used for the golf course, driving range, and clubhouse will exceed the current 92 surface parking spaces that serve the existing Weddington Golf & Tennis facility. The minor reconfiguration of the golf course and driving range will require a Conditional Use Permit to allow these uses in the A (Agricultural) Zone. A Zone Variance may also be required for over-in-height fencing and yard setback encroachments, and Revocable Permits may be required to retain the golf course in existing City and County rights-of-way.

Additional actions may include permits from the Department of Building and Safety for grading and building; permits from the Department of Public Works for street, sewer, and drainage issues; and other discretionary and ministerial approvals necessary to obtain building permits and complete construction.

In summary, the Project consists of the following elements:

- Subdivision of Project Site into Lot 1 (approx. 11.6 acres) and Lot 2 (approx. 4.5 acres);
- Retention of the existing golf course and related facilities, inclusive of minor configuration modifications;
- Demolition of the sixteen tennis courts;
- Construction of a senior living center, inclusive of 200 residential condominium units and common areas, and 613 subterranean parking spaces.

Proposed Land Uses

The Project involves two separate uses: the continuation of recreational uses on Lot 1 and the establishment of new multi-family residential uses on Lot 2.

Lot 1 of the Project Site will continue the operation of the existing Weddington Golf Course, a 9-hole, 3-par pitch-and-putt facility, and the associated driving range. The existing clubhouse and associated facilities would also continue to operate at their current locations. The golf course will remain largely unchanged from the existing configuration. However, certain changes will be implemented on the southeastern portions of the golf course to accommodate the subdivision and senior housing development. The green/hole for hole number five will be moved approximately 25 feet to the northwest, and the tee for hole number six will be moved approximately 90 feet to the west, thus shortening the length of the holes by the respective amounts. The driving range consists of a 100-foot-high driving range screening fence, ground level tees and necessary lighting for nighttime play. The driving range will also remain largely unaltered, however, to

accommodate the subdivision, the southern screening fence will be moved approximately 21 feet to the north, which will eliminate three of the 24 existing driving range tees.

Sixteen existing tennis courts on proposed Lot 2 would be removed and replaced with up to 200 multi-family residential condominium units (reserved for seniors) and ancillary community activity services and facilities. In addition, a tot-lot style playground would be provided for both public use as well as use by the Project residents’ guests. A small building at the northeast corner of the Lot 2 would also serve as a self-service retail hut for the driving range on Lot 1.

With respect to the development of the 200 senior independent living condominium units, the proposed senior retirement community will be age-restricted for seniors aged 55 and older; however, the Applicant anticipates the average age of residents upon move-in will be approximately 75 years of age. Interior common areas will be provided on the entire ground floor of two buildings and on approximately one-third of the ground floor of two other buildings, providing approximately 40,000 square feet of communal living area. The buildings will surround, and be separated by, a combination of approximately 109,176 square feet of landscape and hardscape. The Studio City Senior Living Center will accommodate both residential and common resident-serving uses, as shown in *Table II-2: Summary of Uses and Square Footages in Project*.

TABLE II-1
SUMMARY OF USES AND SQUARE FOOTAGES IN PROJECT

Lot No.	Lot Area (SF)	Proposed Use(s)	Total Floor Area (LAMC)
1	504,764	Golf course, driving range, clubhouse, and putting green (all existing)	4,342 sf (for existing clubhouse facility)
2	196,946	200-unit senior living campus including six buildings, playground, landscape, and hardscape	336,000 sf (for senior housing and common areas)

Site Plan Layout, Circulation and Access

Figure II-6: Proposed Site Plan, shows proposed Lot 2 relative to proposed Lot 1 on the Project Site. Generally, the senior housing development will be situated on the southeastern portion of the Project Site, on an area currently occupied by sixteen tennis courts and related appurtenances. The remainder of the Project Site will be occupied by the existing golf course, driving range, and clubhouse facility, which will continue operation. An approximately 22-space surface parking lot will be retained on Lot 1 along Whitsett Avenue and an approximately 613-space subterranean parking garage will be developed under the senior housing development on Lot 2.

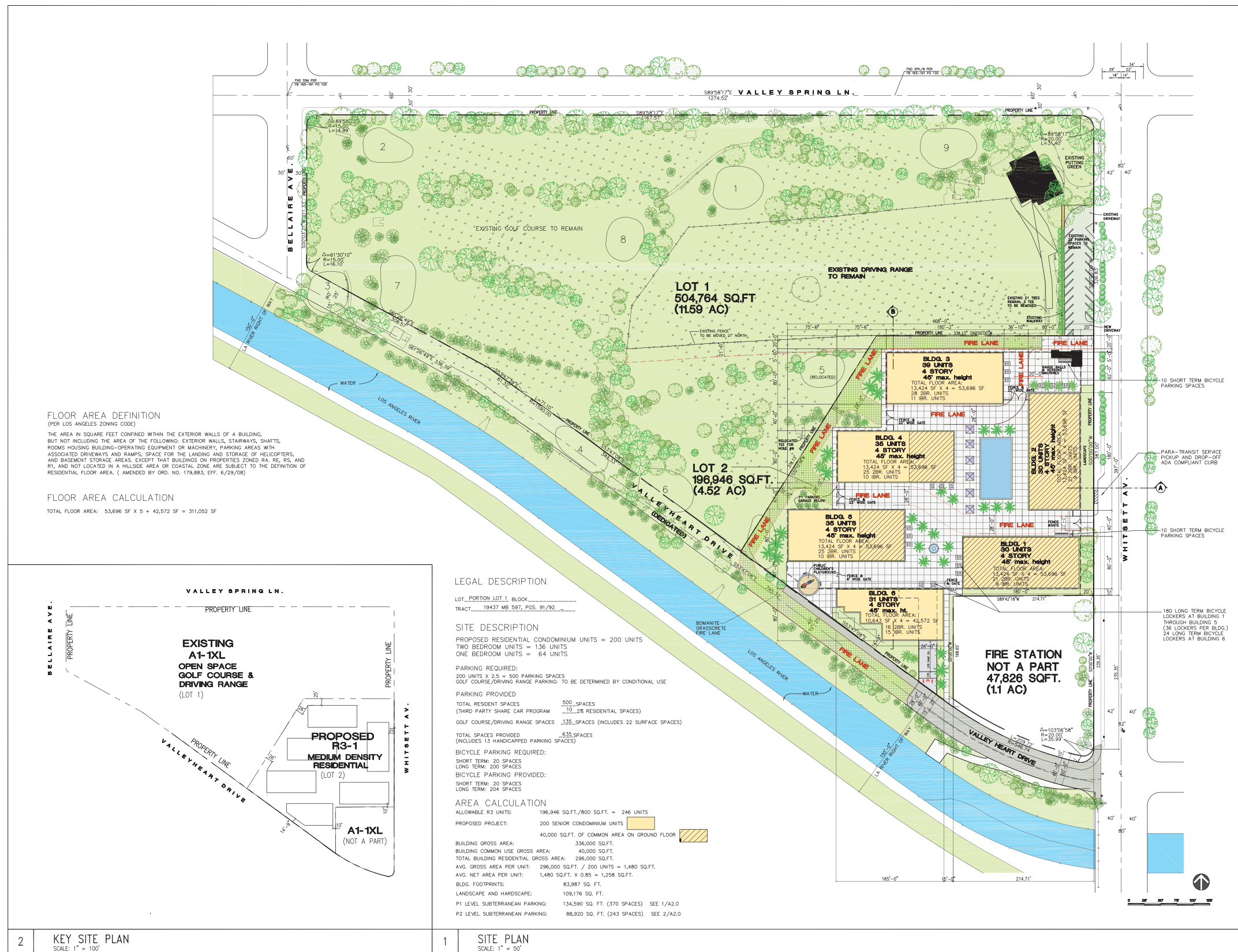


FIGURE II-6
PROPOSED SITE PLAN

Access and circulation for the Project are shown on *Figure II-7: Site Access and Circulation*. Primary automobile access to the SCSLC will be provided via the westerly extension of Valleyheart Drive, which will be improved and extended as part of the proposed Project. An inbound/outbound driveway for access to the subterranean parking garage will be provided off the extension of Valleyheart Drive. Secondary automobile access will be provided along Whitsett Avenue through two driveways (one inbound and one outbound) for access to the 22-space surface parking lot intended for golf course, driving range, and clubhouse patrons. A description of the proposed Project Site access and circulation scheme is provided in the following paragraphs.

- *Valleyheart Drive*

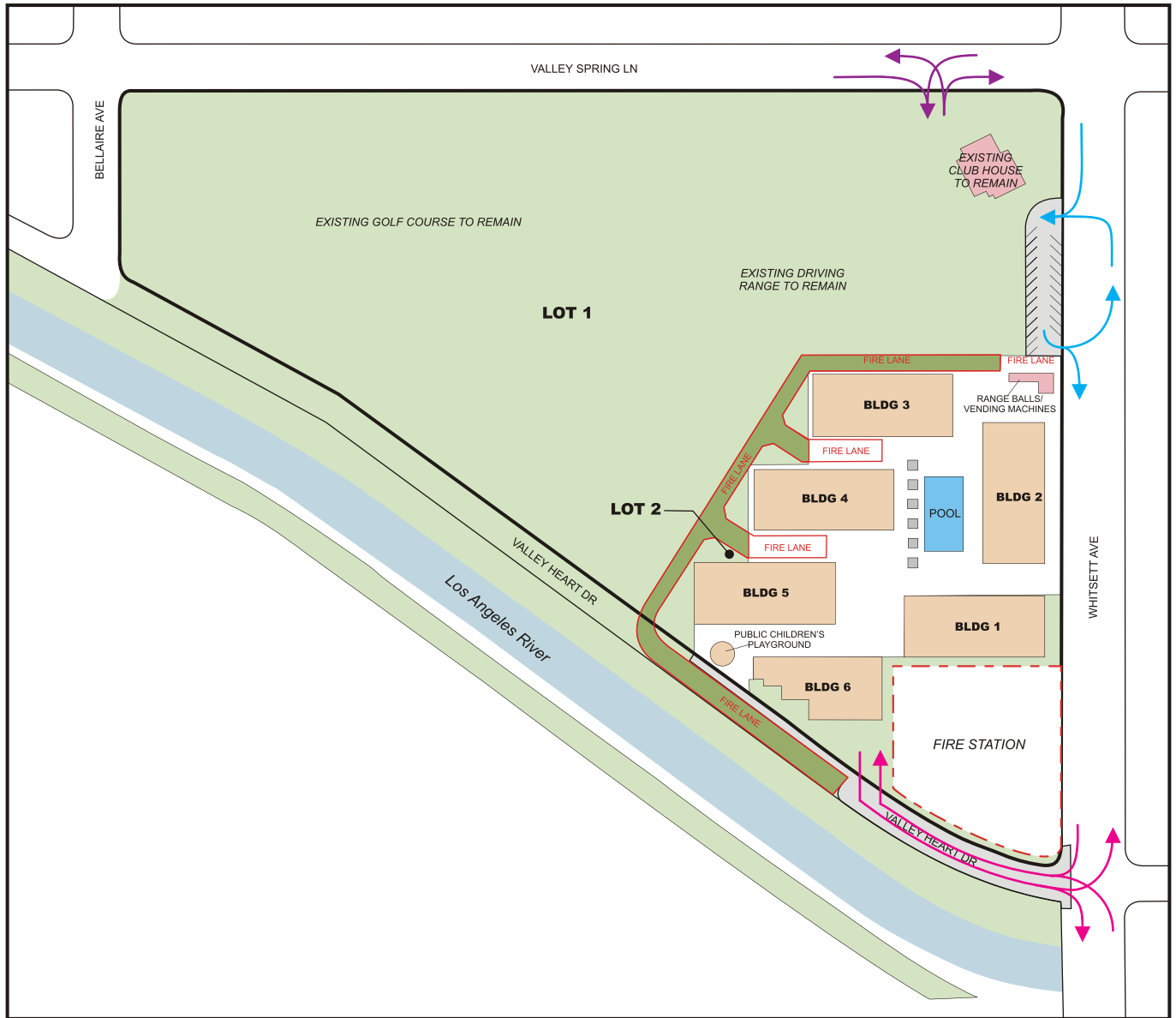
Access to the proposed Project will be provided from the Valleyheart Drive roadway extension, which currently extends westerly from Whitsett Avenue adjacent to the Los Angeles fire station site and the southerly property frontage. The roadway will be further extended and improved to City of Los Angeles roadway design standards, as necessary to provide access to the Project. It is anticipated that public access on Valleyheart Drive will terminate at the Project entrance/exit driveway; however, a fire lane for emergency/LAFD access will also be provided, extending from the terminus of Valleyheart Drive at the Project driveway to the western property line of Lot 2. Further details on emergency access to the Project are provided in *Section IV.K.1: Environmental Impact Analysis – Public Services: Fire Protection* of this Draft EIR. The Valleyheart Drive extension currently accommodates full access (i.e., left-turn and right-turn ingress and egress turning movements) onto and from Whitsett Avenue and will continue to do so after development of the Project.

- *Project Access No.1: Subterranean Parking Driveway*

This Project driveway will be located on the north side of Valleyheart Drive, along the southerly property frontage, at the southeast corner of the Project Site. The proposed Project driveway will be located approximately 260 feet west of Whitsett Avenue. This driveway will accommodate right-turn ingress and left-turn egress turning movements into and out of the Project onto/from Valleyheart Drive. This driveway will provide access for senior housing residents/guests and golf course/driving range/clubhouse patrons to an internal ramp, which extends to the subterranean parking garage situated beneath the senior housing buildings. The planned Project driveway will be constructed to City of Los Angeles design standards.

- *Project Access No. 2: Whitsett Avenue Inbound/Outbound Driveways*

Additional Project driveways will be provided via inbound and outbound driveways along the west side of Whitsett Avenue, south of Valley Spring Lane. These driveways will provide access to and from the planned 22-space surface parking lot for use by golf course, driving range, and clubhouse patrons. The Whitsett Avenue inbound driveway currently exists and is situated immediately south of Valley Spring Lane. The inbound driveway will remain in its current location and will be reconstructed, as necessary, to satisfy City of Los Angeles design standards.



- ◀▶ SCSLC INBOUND/OUTBOUND DRIVEWAY
- ◀▶ GOLF COURSE / DRIVING RANGE / CLUBHOUSE DRIVEWAY
- ◀▶ LOADING DRIVEWAY

FIGURE II-7
SITE ACCESS AND CIRCULATION

SOURCE: PLANNING ASSOCIATES, INC.



The Whitsett Avenue outbound driveway will be situated approximately midway along the Project's Whitsett Avenue property frontage. The outbound driveway will be constructed to City of Los Angeles design standards.

Building Elevations, Floor Plans, and Architectural Treatment

Figure II-6: Proposed Site Plan, Figure II-8: Elevations and Sections, Figure II-9: Buildings 1 Through 5 Typical Floor Plan, and Figure II-10: Building 6 Typical Floor Plan, show the general configuration for the six proposed buildings that comprise the senior living center campus on Lot 2. All buildings will be four stories tall and up to 45 feet in height. Two buildings will contain 30 dwelling units, two buildings will contain 35 dwelling units, one building will contain 31 units, and one building will contain 39 units for a total of 200 units. All buildings will contain both two-bedroom and one-bedroom condominium units. Two buildings will have direct frontage on Whitsett Avenue and will be directly visible from the street, with other buildings visible in the back. The two buildings fronting on Whitsett Avenue will contain common activity space on the entire ground level of the buildings. Common activity space will also partially occupy the ground floors of two additional buildings. The entrances into all the buildings will face the interior courtyard of the development, which will be fenced and gated.

In compliance with the provisions for the proposed R3-1 zoning on Lot 2, no building or structure on the Project Site will exceed 45 feet in height above grade as defined by LAMC Section 12.21.1. The architectural style and treatment will be consistent throughout all the buildings. Primarily, the facades will be treated with a combination of cultured stone, cement plaster, and glass as shown in *Figure II-8: Elevations and Sections*. Clay tile roofing, painted shutters for windows, wrought iron balusters for balconies, and residential light fixtures are also proposed as part of the façade treatments.

The Project will be designed in accordance with the LAMC with regards to graffiti removal and deterrence. Specifically, in all buildings, the first nine feet, measured from grade, of exterior walls and doors must be built and maintained with a graffiti-resistant finish consisting of either hard, smooth, impermeable surfaces such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both. The only exception to this requirement is if a building owner files a "Covenant and Agreement Regarding Maintenance of Building (Graffiti Removal)" with the Los Angeles Department of Building and Safety, agreeing to remove the graffiti within seven days of the graffiti being applied or within 72 hours of being notified by the Department of Building and Safety to remove the graffiti. If the building owner fails to abide by the Covenant and Agreement, the Covenant and Agreement may be terminated by the Department of Building and Safety and the above requirements would apply to the building owner.

Parking

The Project will provide a total of 635 parking spaces, including 613 spaces in the subterranean parking garage associated with Lot 2 and 22 spaces in the surface parking lot to be located adjacent to the driving range and associated with Lot 1. The subterranean parking for the Project is shown on *Figure II-11: Proposed Parking Plan*. Of the 613 subterranean parking spaces, a



FIGURE II-8
ELEVATIONS AND SECTIONS



FIGURE II-9
BUILDINGS 1 THROUGH 5 TYPICAL FLOOR PLAN



FIGURE II-10
BUILDING 6 TYPICAL FLOOR PLAN

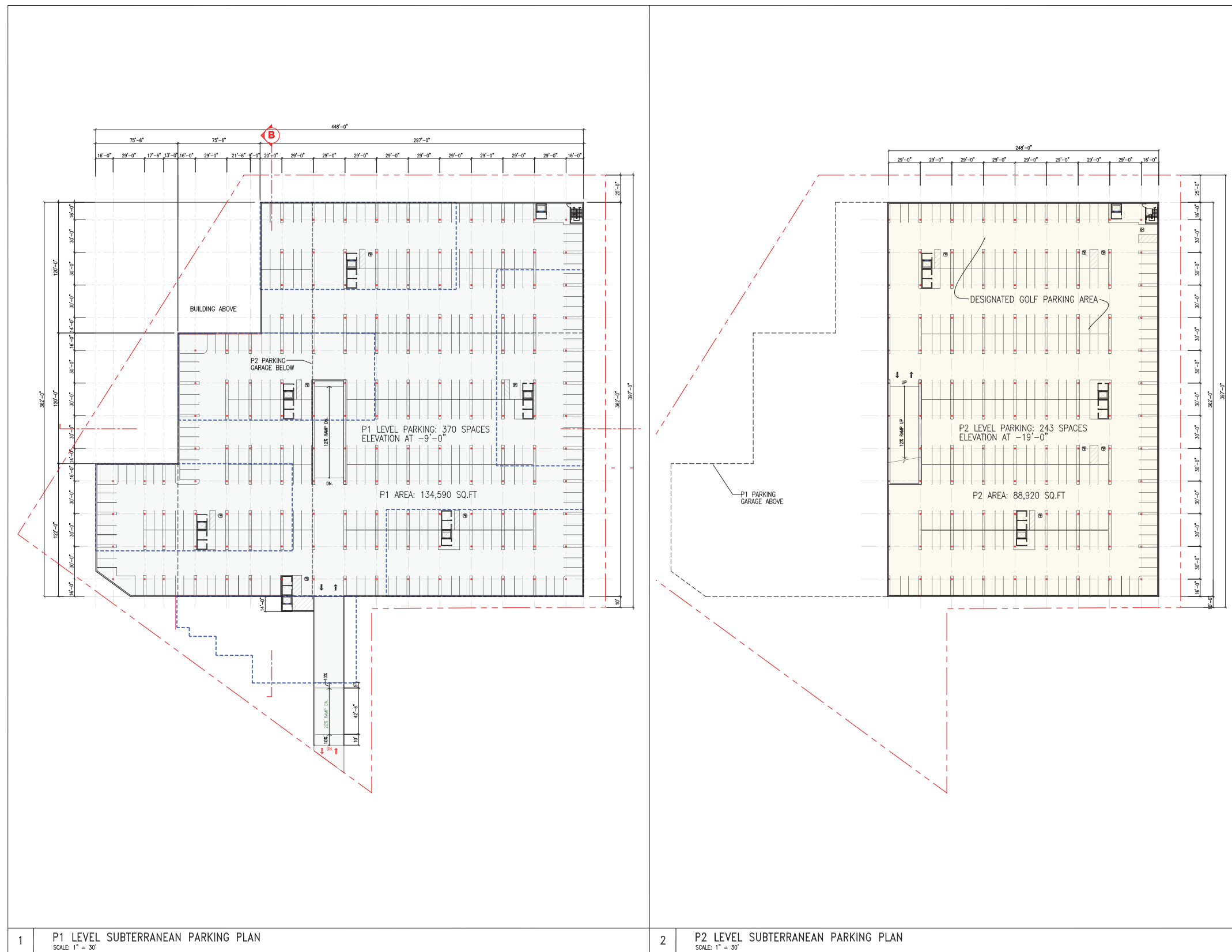


FIGURE II-11
PROPOSED PARKING PLAN

total of 500 spaces (provided at a ratio of 2.5 spaces per dwelling unit) will be allocated for residents and guests of the senior residential development and a total of 113 spaces will be allocated for employee parking and parking for patrons of the golf course, driving range, and clubhouse. These 113 spaces, in combination with the existing 22 surface parking spaces on Lot 1 will provide a total of 135 spaces to be designated and reserved for the golf course, driving range, and clubhouse patrons and employees.

The 613 subterranean parking spaces will be provided entirely within two levels of a new subterranean parking garage in Lot 2. Parking level P1 will contain 370 spaces for the exclusive use by senior residents and their guests. Residents and their guests will also have access to 130 of the 243 spaces on the lower parking level P2. The remaining 113 spaces on parking level P2 (plus the existing 22 surface parking spaces) would be designated for the golf course/driving range/clubhouse uses located on the adjacent Lot 1, as previously noted.

As part of the parking supply, the Project will provide a minimum of 13 handicap-accessible spaces in order comply with the American with Disabilities Act (ADA).⁵

Pedestrian Environment and Transit

The proposed Project has been designed to encourage pedestrian activity and walkability.⁶ As shown in *Figure II-6: Proposed Site Plan*, pedestrian walkways are planned throughout Lot 2 to facilitate connectivity to the local recreational facilities and public sidewalks, in a manner intended to promote walkability.⁷ Specific characteristics defining walkability for the proposed Project are discussed in *Section IV.M: Environmental Impact Analysis - Transportation and Circulation* of this Draft EIR. The Project Site is adjacent to and accessible from nearby commercial uses (e.g., retail, restaurant, etc.) and other amenities along the Ventura Boulevard corridor, as well as adjacent to public bus transit stops. Pedestrian walkways within Lot 2, as well as the adjacent sidewalks, will be appropriately landscaped and hardscaped to provide a “friendly” walking environment, including lighting and wayfinding signage.

Transit access is readily available through the Metropolitan Transit Authority (the “Metro”) bus service stops along adjacent roadways. *Figure II-12: Existing Transit Routes* shows the existing transit stops that serve the Project area, which will continue to serve the area and the Project.

⁵ The American with Disabilities Act (ADA) requires a minimum of two percent (2.0%) of the on-site parking supply as handicap spaces for parking facilities with 501 to 1,000 spaces, with one in every eight handicap spaces also being van accessible.

⁶ Walkability is a term to describe the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. For example, refer to <http://www.walkscore.com/>, which identifies desirable walkability characteristics. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. and rating the ease to which one can lead a “car-lite” lifestyle for accessing these important community needs.

⁷ Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.

Project Landscaping/Lighting/Signage

The proposed landscaping is generally illustrated in *Figure II-6: Proposed Site Plan*. Landscaping and lighting on Lot 1 will remain essentially unchanged. However, minor changes to Lot 1 will require landscaping modifications, including the replacement of turf and green to accommodate the movement of the southern driving range fence, relocation of golf hole number five, and relocation of the tee for golf hole number six; possible removal (and subsequent replacement or recycling) of trees bordering Lot 2 to accommodate grading and excavation for the subterranean parking garage; and the removal and relocation of four of the potentially historic “golf ball” light standards, which are currently situated in the existing surface parking lot along Whitsett Avenue, to accommodate development of the senior housing development.

Landscaping, lighting and signage associated with Lot 2 will be designed to address the public interface around Lot 2 perimeter and to address the internal space for the SCSLC residents. Perimeter landscaping for Lot 2 adjacent to Whitsett Avenue (the eastern edge) will reinforce the pedestrian interface along the public right-of-way by creating a pleasant street experience and by buffering the sidewalk from the adjacent street and buildings. Landscaping along the north and west Lot 2 perimeter will act as dual function to visually screen off the SCSLC development from the golf course on Lot 1 and to provide privacy by buffering the residents from the golf course. Landscaping in the vicinity of the parking garage driveway and the playground along the south edge, and at the golf course/driving range pedestrian access at the northeast corner of Lot 2, will be designed to assist in the easy identification of and access to these areas.

Landscaping within the interior of Lot 2 is designed to reinforce the campus-style setting of the SCSLC. It establishes an outdoor plaza-style area that serves to extend the community activity areas from indoors to outdoors. Outdoor Project amenities, such as the lap pool, children’s playground, seating areas, fountains, and sculptures would be located throughout the large plaza area, interconnecting the five SCSLC buildings. Accent landscaping laced throughout the plaza would include landscape trees and shrubs to serve as focal points and planters.

All signs for the Project would be of an identifying or directional nature only and shall be arranged and located so as not to be a distraction to vehicular traffic. It is intended that signage be designed to facilitate walkability and pedestrian access. Animated or flashing signs are not proposed. The sign program will be submitted separately to the City for review and approval.

Project Utilities and Service Access

The Project Site is currently served by City of Los Angeles infrastructure, including sanitary sewer, water, and roadways. No unplanned expansion of infrastructure in the community is proposed.

Operational Characteristics

The golf course, driving range, and clubhouse will operate essentially unchanged from existing operations. The senior community development would operate in a manner in which residents would own their dwelling unit and an undivided interest in the residential common areas. A

homeowners' association would be established with a limited administrative function related to the residential common areas. The Applicant will retain ownership and operate the community areas and outdoor facilities. The community areas will include a large dining room and multipurpose room for guest speakers and community events, an arts and crafts room, library, computer room, exercise room, mail room, and administrative offices. The campus will function as a "senior living center", providing a services program in which residents are obligated by contract to participate by paying an applicable monthly fee. Services will include:

- Maintenance of the entire campus, excluding individually owned units
- Weekly housekeeping of individual units
- 24- hour security
- Concierge services
- Dining room with sit-down service
- Arts and crafts
- Exercise facilities
- Onsite programs and outings
- Planned community events
- Neighborhood van service
- Wellness clinic

In order to retain a residential population of senior residents 55 years and older, the owner of the senior living center will operate as owner of the dwelling units in the case of death or resale. Should an owner of a dwelling unit pass away, the dwelling unit is transferred back to the owner of the development and resold to another senior resident. If a profit is made on the resale, the beneficiary or beneficiaries of the former owner of the dwelling unit will have right to a portion of the profit (to be agreed upon by the owner of the development). If an owner of a dwelling unit wishes to sell the unit, it must be resold back to the owner of the development for resale at fair market price. Similarly, the former owner of the dwelling unit will be entitled to a portion of the profit made from resale (to be agreed upon by the owner of the development).

The Project design and operational characteristics incorporate Project Design Features ("PDFs")⁸ that minimize or avoid adverse impacts. Because PDFs are already incorporated into the Project, they do not constitute mitigation measures, but nonetheless are credited toward reducing potential impacts. The Project incorporates many "sustainable" or "green" strategies that target sustainable site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. Project sustainable strategies include the following:

- Site location of the proposed senior housing adjacent to the existing golf course will allow use of the existing greenery as a heat absorption source, thus creating a steady micro-climate, helping to increase occupant comfort, and potentially lower air-conditioning and energy usage.

⁸ Project Design Features (PDFs) are specific design and/or operational characteristics proposed by the Project Applicant that are incorporated into the Project to avoid or reduce its potential environmental effects. The role of PDFs in the analysis for this EIR is discussed in *Section IV: Environmental Impact Analysis* of this Draft EIR.

- The Project will attempt to use as many regional construction materials as possible to reduce environmental impacts associated with the transportation of materials.
- The Project will use water-efficient landscaping and native drought-tolerant plants.
- The Project will use stormwater infiltration and detention basins to manage stormwater runoff and limit disruption and pollution of natural water flows.
- The Project will contain easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials for recycling.
- The Project will use natural light as the primary source of light in all dwelling units. Lighting systems will be controllable to achieve maximum efficiency.
- The proposed Project would include exterior lighting that would minimize nighttime illumination.
- The Project energy performance will be 20% more effective than required by California Title 24 Energy Design Standards, 2010 Edition, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions.
- The Project will be designed to provide separate HVAC units for each dwelling unit and for common areas, thus providing a high level of thermal comfort controllability and satisfaction.
- The Project design will incorporate roofing that serves to reduce unwanted heat absorption and minimize energy consumption.
- The Project intends to achieve at least LEED (Leadership in Energy and Environmental Design) Platinum, Gold, or Silver status.

Grading, Construction and Phasing

Although an exact construction schedule is not known at this time, demolition, grading, and construction for the SCSLC Project on the Development Site of the Project Site is anticipated to take approximately 24 months.

Three primary construction phases are anticipated: 1) demolition of existing development (i.e., tennis courts) on the Development Site; 2) excavation, grading, and preparation of the Development Site; and 3) construction of the SCSLC and parking structure on proposed Lot 2. The minor construction activity anticipated on the Development Site within the southeastern portions of proposed Lot 1 related to adjustments to the driving range and golf course greenways/fairways configuration will most likely occur concurrent to the site preparation stage on Lot 2.

Demolition, grading, and construction activities are anticipated to begin in year 2014 and occupancy of the SCSLC Project is planned during year 2016. It is anticipated that the golf course, driving range, and clubhouse would continue to operate without significant disruption throughout the construction on the Development Site

Demolition of the tennis courts will generate construction waste (primarily concrete, asphalt, green waste, and fencing). During construction activities, per compliance with the City of Los Angeles Construction and Demolition (C&D) Waste Recycling Ordinance, the Applicant will recycle non-hazardous demolition and/or construction debris, therefore reducing waste materials being transported to landfills serving the Project area. In order to minimize construction waste taken to landfills, the Applicant will require primary construction contractors to provide separate receptacles for materials that can be recycled such as wood scraps, metal scraps, and cardboard. Individual contractors will be required to emphasize diversion planning to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. Some of these materials may be temporarily stockpiled at the Project Site until they are either incorporated into the new construction and/or removed for off-site recycling.

Grading of the Development Site is expected to entail minor cuts and fills from the existing grades to establish the building pads and to provide surface drainage for the site. However, major excavation will be required to establish the two levels of subterranean parking on Lot 2. Soils are not anticipated to be imported to the Development Site; however, an estimated 82,000 cubic yards of earth materials excavated from Lot 2 is anticipated to be exported.

Construction activities generating noise are limited to the hours between 7 A.M. and 9 P.M. from Monday through Friday and between 8 A.M. and 6 P.M. on Saturday. The City of Los Angeles Noise Control Ordinance (No. 144,331), which applies to construction activities being undertaken within 500 feet of a residential zone (such as the Project Site), prohibits noise that is "loud, unnecessary, and unusual, and substantially exceeds the noise customarily and necessarily attendant to the reasonable and efficient performance of work." Construction activities will be scheduled in compliance with City regulations.

Project Assumptions

The Project Description, and hence the analysis in this EIR, assumes that, unless otherwise stated, the Project will be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*), as well as all applicable statewide regulations. Also, this analysis assumes that construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works *Additions and Amendments to the Standard Specifications For Public Works Construction* (AKA "The Brown Book," formerly Standard Plan S-610)).

Other Project assumptions related to the analysis "baseline" and other Related (cumulative) Projects are discussed in *Section III: General Overview and Environmental Setting* of this Draft

EIR, and Project “net” and “credit” assumptions are discussed in *Section IV: Environmental Impact Analysis*.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

Furthermore, as the proposed Project consists of the development of a senior living center with 200 independent dwelling units, the proposed senior retirement community will be age-restricted for seniors aged 55 and older. However, it should be noted that the Applicant anticipates the average age of residents upon move-in will be approximately 75 years of age.

II. PROJECT DESCRIPTION

G. PROPOSED PROJECT DESIGN FEATURES AND COMPLIANCE MEASURES ASSUMED IN IMPACT ASSESSMENT

CEQA Guidelines, Section 15126.4(A), “The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed...which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project.” This EIR clarifies these “other measures” into Project Design Features (PDFs) and Compliance Measures and has used this information to support reasonable assumptions about the proposed Project. PDFs and Compliance Measures, as used herein, are defined more specifically as follows:

Project Design Features - PDFs are specific design and/or operational characteristics incorporated into the Project that would avoid or reduce its potential environmental effects. The impact analyses in this Draft EIR include the PDFs because they are proposed by the Applicant as integral to the Project. They do not constitute Mitigation Measures because they are not applied in addition to the Project as proposed to reduce significant impacts determined in the EIR. They are delineated in the EIR, however, for the EIR to be as informative as possible and so that they will appear in the checklist of the Mitigation Monitoring and Reporting Program.

Compliance Measures - Compliance Measures are existing requirements and reasonably anticipated standard conditions that are based on local, State, or federal regulations or laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code, South Coast Air Quality Management District Rules, local agency fees, etc. The City may impose additional conditions during the approval or building permit processes, as appropriate. Because Compliance Measures are neither Project specific nor a result of development of the Project Site, they are not considered to be either PDFs or Mitigation Measures. Since these regulations are required by law and shall be conditioned through the entitlement approval or building permit processes, they are incorporated into the impact analyses as “built-in” measures credited to the Project to reduce impacts. As such, the Compliance Measures are described in this Draft EIR to help establish the baseline impacts resulting from the Project, but are not part of the Mitigation Program.

Applicable PDFs and Compliance Measures that were considered in the analysis of potential environmental impacts are discussed in each issue section of this DEIR. However, a complete compilation of the PDFs and Compliance Measures is also provided below.

1. PROJECT DESIGN FEATURES (PDFs)

The analysis includes the following Project Design Features are implemented as integral features of the Project. It should be noted that several PDFs are repeated in various environmental categories, as they apply to each respective environmental category.

Aesthetics PDFs

- The Project shall include an exterior lighting design that will minimize nighttime illumination.

Air Quality PDFs

- Project shall be located so that the proposed senior housing is adjacent to the existing golf course to allow use of the existing greenery as a heat absorption source, thus creating a steady micro-climate, helping to increase occupant comfort, and lower air-conditioning and energy usage.
- The landscaping for the SCSLC shall use water efficient landscaping and native drought tolerant plants.
- The Project shall attempt to use as many regional construction materials as possible to reduce environmental impacts associated with the transportation of materials.
- The Project shall contain easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials for recycling.
- The Project shall use natural light as the primary source of light in dwelling units. Lighting systems will be controllable to achieve a maximum efficiency.
- The Project shall use exterior lighting that would minimize nighttime illumination.
- The SCSLC energy performance goal shall be 20% more effective than required by California Title 24 Energy Design Standards, 2010 Edition, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions.
- The SCSLC shall be designed to provide separate HVAC units for each dwelling unit and for common areas, thus providing a high level of thermal comfort controllability and satisfaction.
- The Project design shall incorporate roofing that serves to reduce unwanted heat absorption and minimize energy consumption.
- The Project shall achieve LEED Platinum, Gold, or Silver status.

Cultural Resources PDFs

- In order to physically distinguish and differentiate between the two proposed parcels, appropriate landscaping, such as the placement of trees or shrubs at the parcel boundary to act as a natural screen between the two properties, shall be used to create a buffer between Lot 1 and Lot 2.

Hydrology and Water Quality PDFs

- Stormwater from the roofs shall be reclaimed by conveying runoff through roof downspouts via an underground storm drain pipe network to a pre-treatment system to remove debris and sediment from runoff and then conveyed to an infiltration trench and/or drywell for infiltration purposes. If infiltration is found not feasible, the use of capture and reuse BMPs or biofiltration BMPs that would store, evaporate, detain, and/or treat runoff may be used.
- Various landscape areas shall be developed along the building perimeters. Landscaped areas shall be graded, where possible, to flow directly to an infiltration trench and/or drywell, for infiltration purposes, or intercepted by a series of planter drains, area drains, etc., and conveyed to the selected infiltration system through a subsurface PVC storm drain pipe. An overflow pipe shall be provided to discharge excess stormwater that cannot be infiltrated during a heavy storm event. Overflow from the infiltration trench shall be discharged to the Los Angeles River open channel. If infiltration is found not feasible, the use of capture and reuse BMPs or biofiltration BMPs that will store, evaporate, detain, and/or treat runoff may be used.
- Hardscaped pedestrian walkways shall be graded in coordination with existing topography to sheet flow storm runoff into landscaped areas, where possible, or to various catch basins and curb inlet catch basins with filter inserts to be treated prior to discharging into a bio-retention basin. A series of cleanouts shall be provided for the new subsurface pipe network at appropriate distances and/or bends.

Land Use and Planning PDFs

- The landscaping for the SCSLC shall use water efficient landscaping and native drought tolerant plants.
- The Project shall make use of stormwater infiltration and detention basins to manage stormwater runoff and limit disruption and pollution of natural water flows.
- The Project shall install a high efficiency irrigation system and have its design reviewed by the City as part of the required Landscape Plan review.
- The Project shall include display and distribution of transit information for both residents and visitors.

- The Project shall utilize recaptured or reclaimed water for at least 50% of the irrigation needs of the Project.
- The Project design incorporates subterranean parking that shall be located below the buildings and street level. Therefore, the parking shall not be located between the buildings and the street and/or River.
- Vehicle access for the Project shall be from a single driveway leading to the subterranean parking area that shall be provided from Valleyheart Drive (which shall lead from Whitsett Avenue).
- The Project minimizes the number of driveways needed to serve the site and the driveways shall be designed to accommodate the anticipated demand for each driveway.\
- The Applicant shall require that landscape maintenance contractors employed at the SCSLC complete a class related to native plant gardening to ensure that they are qualified to maintain the health of native vegetation employed into the landscape palette.
- The Project shall include a children’s playground for public use along its southern edge.
- Pedestrian walkways within the Project shall provide linkages from the SCSLC residential and community building to key areas on three sides of the development, including linkages to: the LA River greenway toward the south; the Whitsett Avenue street frontage to the east; and the golf course recreational facilities to north.
- Pedestrian walkways within the Project and the adjacent sidewalks shall be appropriately landscaped and adorned to provide a “friendly” walking environment for residents, visitors and the public, including lighting and wayfinding signage.
- Project landscaping in the vicinity of the parking garage driveway and the public playground along the south edge, and at the golf course/driving range secondary pedestrian access at the northeast corner of Lot 2, shall be designed to assist in the easy identification of and access to these areas.
- Buildings oriented along the Whitsett Avenue frontage shall incorporate common area/community use areas in the ground-floor space so that larger window openings and architectural transparency features shall visually link interior gathering areas with the active streetscape.
- The Project buildings and individual dwelling units shall be designed so that private open spaces (i.e., step-out patios and balconies) are oriented toward the living center perimeter, embracing both the Whitsett Avenue street and L.A. River development frontages.

- The Project shall be designed as several (six) smaller building components, thus providing view corridors through the Project such that intermittent views of Weddington Golf Course (an urban landmark) are maintained from both Whitsett Avenue and the L.A. River greenway.
- The Project shall provide building or site signage limited only to that necessary to provide address identification, business and operational identification, building name, wayfinding, and transit information.
- The Project design for the parking structure layout shall allocate 2% of the residential (i.e., excluding the overflow golf) parking spaces for use by a third party shared car (or equivalent) program.
- The Project shall be designed specifically to limit development to the Development Site, including Lot 2 and small southeastern portions of Lot 1, thus avoiding disturbance of any potential historic components on the Project Site.
- The Project shall include 109,176 square feet of outdoor landscape and hardscape area. The outdoor landscaped area shall be designed as an extension of the indoor living space by creating an atmosphere for active use, exercise, socializing and coordinated events. The common area plaza connecting the six senior living center buildings shall function predominately as a common recreational area. The plaza area shall include a pool, outdoor lounge area, and a public children's playground.

Population and Housing PDFs

- The Project shall be age-restricted for seniors aged 55 and older and shall target support for a resident population with an average age of approximately 75 years (upon move-in).
- The Project shall provide for resident ownership of individual dwelling units and an undivided interest in the residential common areas. Individual resident-occupant ownership (rather than rental arrangement) shall be arranged through purchase agreements coordinated by the Project Applicant/Manager. Resale of units shall be facilitated and/or monitored through the Project Applicant/Manager to ensure that ownership is reserved for senior residents 55 years and older. For example, when an owner of a dwelling unit passes away or needs to relinquish ownership, the unit shall be transferred back (at market value to the owner or beneficiaries) to the Project Applicant/Manager and resold to another senior resident.

Recreation and Parks PDFs

- The Project shall include 109,176 square feet of outdoor landscape and hardscape area. The outdoor landscaped area shall be designed as an extension of the indoor living space by creating an atmosphere for active use, exercise, socializing, and coordinated events. The common area plaza connecting the six senior living center buildings shall function

predominately as a common recreational area. The plaza area shall include a pool, outdoor lounge area, and a public children's playground.

- The Project shall include approximately 30,000 square feet of indoor common-use activity center area. These areas shall be used for exercise areas, craft rooms, organized social activities and similar recreational uses for the residents and their guests.
- The Project shall include private balconies and small patios in some of the residential units that offer opportunities for private open space and recreation use.
- The Project shall be designed to retain the golf course, driving range and clubhouse currently on the Project Site, essentially unchanged. It is anticipated that these facilities shall continue to be privately-owned and made available for use by the public or the adjacent Project residents on a fee basis.

Transportation and Circulation PDFs

- The Project design incorporates subterranean parking that will be located below the buildings and street level. Therefore, the parking shall not be located between the buildings and the street and/or Los Angeles River.
- Vehicle access for the Project shall be from a single driveway leading to the subterranean parking area that will be provided from Valleyheart Drive (which will lead from Whitsett Avenue).
- The Project shall minimize the number of driveways needed to serve the site and the driveways shall be designed to accommodate the anticipated demand for each driveway.

Utilities – Energy PDFs

- The Project shall attempt to use as many regional construction materials as possible to reduce environmental impacts associated with the transportation of materials.
- The senior housing shall be located adjacent to the existing golf course to allow utilization of the existing greenery as a heat absorption source, thus creating a steady micro-climate, helping to increase occupant comfort, and lower air-conditioning and energy usage.
- The Project design shall incorporate roofing that serves to reduce unwanted heat absorption and minimize energy consumption.
- The Project shall use water efficient landscaping and native drought tolerant plants.
- The Project shall use stormwater infiltration and detention basins to manage stormwater runoff and limit disruption and pollution of natural water flows.

- The Project shall contain easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials for recycling.
- The Project shall utilize natural light as the primary source of light in all dwelling units. Lighting systems shall be controllable to achieve maximum efficiency.
- The Project energy performance shall be 20% more effective than required by California Title 24 Energy Design Standards, 2010 Edition, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions.
- The Project shall be designed to provide separate HVAC units for each dwelling unit and for common areas, thus providing a high level of thermal comfort controllability and satisfaction.
- The Project shall achieve the equivalent of LEED Platinum, Gold, or Silver status.

Utilities – Water PDFs

- The landscaping for the Project shall use water efficient landscaping and native drought tolerant plants.
- The Project shall utilize recaptured or reclaimed water for at least 50% of the irrigation needs on proposed Lot 2 of the Project Site.

2. COMPLIANCE MEASURES

The analysis assumes that the Project will be constructed and operated in accordance with all applicable codes, regulations and standard practices, including the following measures. It should be noted that several Compliance Measures are repeated in various environmental categories, as they apply to each respective environmental category.

Aesthetics Compliance Measures

- As required by LAMC Section 12.40, the site shall be required to prepare a Landscape Plan, which shall address replacement of removed trees.
- The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Section 91.6306.
- The residential component of the Project shall be subject to the City of Los Angeles Zoning Code, Lighting Regulations, Chapter 9, Article 3, Section 93.0117, which limits light source intensity and reflective glare.

- Exterior lighting shall be directed onsite to minimize nighttime lighting illumination and light spillover onto neighboring properties.

Air Quality Compliance Measures

- The Project shall comply with applicable CARB regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- The Project shall comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the District. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.
- During construction and demolition activities, non-hazardous construction and demolition debris shall be recycled and/or salvaged per the City's Construction and Demolition (C&D) Waste Recycling Ordinance.

Biological Resources Compliance Measures

- Any work on non-removed (e.g., saved) trees shall be in accordance with the City of Los Angeles' preservation tree policies.
- The Project landscape plan should include provision for 15-gallon, 24" box or 36" box specimen trees, to replace any "of size" trees removed. Such replacement should be on a 1:1 ratio basis.
- The City of Los Angeles Tree Protection Guidelines and landscape requirements shall require that new landscaping, including trees, be integrated into the new construction area, and shall require at a minimum a 1:1 replacement for any tree removed. The Applicant shall be required to submit a Landscape Plan for City review and approval. Such review shall ensure that the Project conforms to the City's policies and guidelines for tree protection and replacement.

Cultural Resources Compliance Measures

- Standard conditions imposed by the City of Los Angeles require that a qualified archeological monitor will be present during construction to observe for potential

archaeological resources and take appropriate measures to evaluate and process any archeological resources encountered during construction.

Geology, Soils and Seismicity Compliance Measures

- Design and construction of the Project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.
- All grading and earthwork shall be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork Specifications in an approved Geotechnical Report.

Greenhouse Gas Emissions Compliance Measures

- The Project shall comply with applicable CARB regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.
- The Project shall comply with the applicable regulations and standards of the City of Los Angeles Construction & Demolition (C&D) Waste Recycling Ordinance.
- The Project shall comply with the applicable regulations and standards of the City of Los Angeles Green Building Code.
- The Project shall comply with the applicable regulations and standards of the City of Los Angeles Bicycle Parking Ordinance.
- The Project shall comply with the applicable regulations and standards of the City of Los Angeles Landscape Ordinance and associated Irrigation Guidelines.

Hydrology and Water Quality Compliance Measures

- The Project Applicant shall be required to implement a SUSMP, which shall outline the stormwater treatment measures or post-construction Best Management Practices (BMPs) required to control pollutants associated with storm events up to the 3/4-inch precipitation level.
- The Project shall comply with the Low Impact Development (LID) Standards that are intended to promote the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater, including, but not limited to, high-flow biotreatment devices, vegetated swales, filter strips, bioretention facilities, planter boxes, bioinfiltration facilities, and dry wells.

- The Project's stormwater management features shall focus on meeting or exceeding the goals of the General Construction Permit, as well as SUSMP and LID.
- Since Lot 2 accounts for approximately 4.52 acres, the Project shall implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall be designed to address the following objectives:
 - All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity shall be controlled;
 - Where not otherwise required to be under a Regional Water Quality Control Board (RWQCB) permit, all non-stormwater discharges shall be identified and either eliminated, controlled, or treated;
 - BMPs are effective and shall be used in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity to the Best Available Technology/Best Control Technology (BAT/BCT) standard;
 - Calculations and design details as well as BMP controls for the site run-off shall be complete and correct;
 - Stabilization BMPs installed to reduce or eliminate pollutants after construction shall be completed;
 - Shall identify post-construction BMPs, which are those measures to be installed during construction that are intended to reduce or eliminate pollutants after construction is completed (post-construction BMPs are required for all sites by Section XIII.B); and
 - Shall identify and provide methods to implement BMP inspection, visual monitoring, Rain Event Action Plans (REAPs) and Construction Site Monitoring Program (CSMP) requirements to comply with the General Permit.
- In order to implement a SWPPP, the sediment and receiving water risk factors shall be calculated to determine the overall combined risk level for this Project.
- Since the Project is adjacent to the Los Angeles River, the combined risk level for this Project can be hypothesized to be a minimum of Risk Level 2; it may also be determined to be a Risk Level 3 based on final calculations of the sediment risk factor. As such, the following Risk Level 2 or 3 requirements shall be met:
 - Compliance with narrative effluent standards;

- Good site management “housekeeping”;
 - BMP implementation to control all non-stormwater discharges during construction;
 - Erosion control BMP implementation;
 - Sediment control BMP implementation;
 - Effectively manage all run-on, runoff within the site and all runoff that discharges off the site;
 - Ensure all inspection, maintenance, repair and sampling activities are performed or supervised by a Qualified SWPPP Practitioner (QSP) certified and trained by the California Stormwater Quality Association;
 - Ensure the Qualified SWPPP Practitioner develops a Rain Event Action Plan (REAP) forty-eight (48) hours prior to any likely precipitation event;
 - Develop and implement a Construction Site Monitoring Program (CSMP);
 - Collect water quality samples or runoff that is discharged offsite;
 - Prepare and electronically submit an Annual Report no later than September 1st of each year for the duration of construction.
- Construction BMPs shall be designed and maintained as part of the implementation of the SWPPP in compliance with the General Construction Permit. Implementation of the SWPPP shall begin when construction commences, before any site clearing and grubbing or demolition activity. During construction, the SWPPP shall be referred to regularly and amended as changes occur throughout the construction process. The Notice of Intent (NOI), Amendments to the SWPPP, Annual Reports, Rain Event Action Plans (REAPs), and Non-Compliance Reporting shall be posted to the State’s SMARTS website in compliance with the requirements of the General Construction Permit. All of the following BMPs shall be included as part of the Project to manage construction stormwater run-off:
 - **Erosion Control BMPs** protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMP shall be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels.
 - **Sediment Control BMPs** are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMP shall be based on keeping sediments on site and controlling the site boundaries.
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- **Wind Erosion Control BMPs** consists of applying water to prevent or minimize dust nuisance.
- **Tracking Control BMPs** consists of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. All sites shall have a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- **Non-Stormwater Management BMPs** are also referred to as “good housekeeping practices,” which involve keeping a clean, orderly construction site.
- **Waste Management and Materials Pollution Control BMPs** consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.
- The proper disposal, storage or use of hazardous materials such as cleaners, agents, solvents, or other construction or operations related activities shall occur in accordance with regulatory requirements. Any non-stormwater discharge shall be controlled and properly disposed of through either approved connections to the sanitary sewer system or transported to an approved processing facility to prevent the contamination of the Project Site’s soils or groundwater. In addition, loading docks and storage areas shall be designed to provide spill containment and prevent contaminants from reaching the groundwater.
- The following BMPs shall be included as part of the SUSMP for the Project to manage post-construction stormwater run-off:
 - Promote evapotranspiration and infiltration by increasing the overall footprint of landscaped areas and promoting the use of native and/or drought tolerant plants.
 - Provide storm drain system stenciling and signage to discourage illegal dumping.
 - Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system.
 - Provide evidence of ongoing BMP maintenance as part of a legal agreement with the City of Los Angeles. Recorded covenant and agreements for BMP maintenance are part of standard building permit approval processing.
 - Design post-construction structural or treatment control BMPs to either treat or infiltrate stormwater runoff. Stormwater treatment facilities and systems shall be designed to meet the requirements of the SUSMP manual.

- Volumetric Treatment Control BMPs shall be designed to capture the volume of runoff from a 0.75-inch storm event, prior to discharging to the public storm drain system.
- Flow based Treatment Control BMPs shall be designed to the same standards as the volume-based control BMPs. The flow of runoff produced from the storm event shall be equal to or at least 0.2 inches per hour.
- Treatment devices shall be sized and designed to meet the above requirements outlined in the SUSMP manual.
- The Project shall be designed to comply with all local and State regulations regarding the control of pollutants of concern that may affect the quality of groundwater underlying the Development Site. Compliance with both the Construction General Construction Permit and Los Angeles County SUSMP shall require the implementation of both construction related and post-construction Best Management Practices (BMPs) for the safe handling and disposal of contaminants and pollutants of concern.

Land Use and Planning Compliance Measures

- The City of Los Angeles Tree Protection Guidelines and landscape requirements shall require that new landscaping, including trees, be integrated into the new construction area, and shall require at a minimum a 1:1 replacement for any tree removed. The Applicant shall be required to submit a Landscape Plan for City review and approval. Such review shall ensure that the Project conforms to the City's policies and guidelines for tree protection and replacement.
- The Project Applicant shall be required to implement a SUSMP, which shall outline the stormwater treatment measures or post-construction Best Management Practices (BMPs) required to control pollutants associated with storm events up to the 3/4-inch precipitation level.
- The Project shall comply with the Low Impact Development (LID) Standards that are intended to promote the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.
- The Project's stormwater management features shall focus on meeting or exceeding the goals of the General Permit, as well as, SUSMP and LID.
- In compliance with the SUSMP for the management of post-construction stormwater runoff, the Project shall promote evapotranspiration and infiltration by increasing the overall footprint of landscaped areas.
- In compliance with the SUSMP for the management of post-construction stormwater runoff, the Project shall design post-construction structural or treatment control BMPs to

either treat or infiltrate stormwater runoff. Stormwater treatment facilities and systems shall be designed to meet the requirements of the SUSMP manual.

- The Project design shall integrate trash/recycling enclosures so that dumpsters and trash bins are not visible to the general public from either the Greenway or the street. Trash/recycling bin storage areas shall be incorporated within the subterranean parking area with bins being ported to Valleyheart Drive for pick-up. Any trash enclosure area not entirely screened within the parking structure shall be screened from view by the general public through architecturally treated enclosures and/or landscaping.
- The Project design shall screen from public view all exterior rooftop and ground-level mechanical equipment, including HVAC equipment, exhaust fans, wireless telecommunication facility equipment cabinet enclosures and antennas, and satellite dishes. Rooftop equipment shall be located within rooftop wells and screened by the perimeter mansard roof treatment. Ground level equipment shall be screened with architectural enclosures and/or landscaping as appropriate. Building mounted equipment (such as antennas) shall be incorporated into the architectural treatment of the building façade to blend and reduce visibility from the street, river greenway, and golf course views.
- The Project shall provide lighting throughout the site that shall distribute light evenly across the property and shall be positioned to prevent harsh glares on public rights-of-way or adjacent properties.
- The Project shall provide long-term and short-term bicycle parking in accordance with the Bicycle Parking Ordinance (Ordinance No. 182,386).
- Exterior lighting shall be directed onsite to minimize nighttime illumination and light spillover onto neighboring properties.
- The three primary pedestrian accesses to the development shall be established to accommodate ADA compliance and allow for residents requiring special mobility accommodations to easily and safely transition from the Project to the public interface and transit pick-ups/drop-offs at those key pedestrian linkage points. Also, incidental pedestrian access from the subterranean parking structure shall be served by with multiple elevator corridors offering direct access to each residential building above.
- New trees integrated into the Project shall be selected to minimize the potential for impacts and incompatibility with other existing, remaining trees, to reflect native and indigenous species, and to reflect the transitioning character or the Los Angeles River interface. Hence, it is required that the Project tree program incorporate recommendations of the Cal-IPC (California Invasive Plant Council- www.caHpc.org) for avoiding non-native and invasive tree species and incorporating a variety of native trees that encourage and support California native wildlife habitat.

Noise Compliance Measures

- The Project shall comply with the City's Noise Ordinance (Ord. No. 156,363) to ensure that construction activities are conducted in accordance with the Los Angeles Municipal Code (LAMC).
- In compliance with the LAMC, construction activity shall be limited to between 7:00 A.M. and 9:00 P.M. on weekdays and 8:00 A.M. and 6:00 P.M. on Saturdays. Construction activity shall be prohibited on Sundays and federal holidays.

Public Services – Fire Compliance Measures

- The Project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as established as an element of the City of Los Angeles General Plan.
 - Adequate access to the site for fire protection service vehicles and personnel shall be provided. A diagram of the site shall be sent to the Fire Department for their review, and their recommendations and requirements shall be incorporated into the final design.
 - If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane.
 - When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.
 - Fire lanes shall be designated and maintained as follows:
 - Fire lanes shall have a minimum clear roadway width of 20 feet when no parking is allowed on either side.
 - Those portions of a fire lane which must accommodate the operation of Fire Department aerial ladder apparatus shall have a minimum clear roadway width of 28 feet when no parking is allowed on either side.
 - Those portions of a fire lane 30 feet on either side of a private fire hydrant shall have a minimum clear roadway width of 28 feet. No parking shall be permitted within those portions of the roadway which are within 30 feet of and on the same side of the roadway as a private fire hydrant.
 - Where parking is allowed on only one side of a required fire lane, parking shall be on the same side of the roadway as the hydrants.
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- Where parallel parking is allowed on either side of a fire lane, the roadway width shall be increased eight feet for each parking lane.
- Where access requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- Fire lanes shall be paved to the City Engineer's standards for public alleys.
- Any person owning or having control of any facility, structure, group of structures or premises, shall maintain all fire lanes in an unobstructed manner.
- Fire lanes shall be posted with signs not less than 17 inches by 22 inches in size, with lettering not less than one inch in height, stating "*NO PARKING — DESIGNATED FIRE LANE. VIOLATORS WILL BE CITED VEHICLE CODE SECTION 22500.1. VEHICLES PARKED IN VIOLATION WILL BE TOWED AWAY AT OWNER'S EXPENSE.*" Signs shall also contain a telephone number of the Los Angeles Police Department which may be called by the person owning the vehicle to find out where it has been towed. Signs shall be in plain view at all entrances to required fire lanes and the spacing of signs shall be as required by the Chief. The bottom of such signs shall be six feet above the adjacent ground surface.
- The owner of the property shall be responsible for the installation of approved fire lane signs on private roadways.
- All fire hydrants shall have 2 1/2" x 4" outlets or 4" x 4" outlets and conform to the minimum standards of the American Water Works Association for wet barrel hydrants. A minimum of one fire hydrant is to be provided at each intersection. "Built-up" type single 2-1/2" outlet hydrants (6" pipe surmounted by an angle valve) shall be used in areas having a static water pressure of 210 P.S.I. or more.
- Where a response distance is greater than 1.5 miles, all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Chief.
- When access to or within a structure or premises is unduly difficult because of secured openings or where immediate access is necessary for lifesaving or fire fighting purposes, the Chief has the authority to order the owner or person having control of the structure or premises to install an access box in an approved location accessible to the Fire Department. The access box shall be of a type approved by the Chief and shall contain all keys, access cards, buttons, switches, locks, and actuators determined by the Chief to be necessary for access.

Public Services – Police Compliance Measures

- As part of the LAPD “Design Out Crime” program and the techniques employed by the Crime Prevention Through Environmental Design Guidelines, the Project Applicant shall consult with the LAPD Crime Prevention Unit on any suggested crime prevention features appropriate to the design of the Project, and shall incorporate such measures to the extent feasible and practical.

Recreation and Parks Compliance Measures

- In accordance with LAMC Section 17.12, the Applicant shall implement one of the following: 1) dedicate parkland to meet the requirements of the City of Los Angeles General Plan and Los Angeles Municipal Code; 2) pay in-lieu fees for any land dedication requirement shortfall; or, 3) provide on-site improvements equivalent in value to the in-lieu fees for recreation and parks facility credit.

Transportation and Circulation Compliance Measures

- In accordance with Los Angeles Municipal Code Section 91.70067, hauling of construction materials shall be restricted to a haul route or haul route memo approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction.
- A parking and driveway plan shall be prepared for approved by the appropriate District Office of the Bureau of Engineering, the Department of Transportation, and/or the Department of City Planning.
- Access for the handicapped shall be located in accordance with the requirements of the Handicapped Access Division of the Department of Building and Safety.
- In compliance with future RIO District requirements, the Project design for the parking structure layout shall allocate 2% of the residential (i.e., excluding the overall golf) parking spaces for use by a third party shared car (or equivalent) program.

Utilities – Energy Compliance Measures

- The Project shall comply with the applicable provisions of the City of Los Angeles Green Building Code, including, but not limited to:
 - Installed gas-fired space heating equipment shall have an Annual Fuel Utilization Ratio (AFUE) of 0.90 or higher;
 - Installed electric heat pumps shall have a Heating Seasonal Performance Factor (HSPF) of 8.0 or higher;

- Installed cooling equipment shall have a Seasonal Energy Efficiency Ratio (SEER) higher than 13.0 and an Energy Efficiency Ratio (EER) of at least 11.5;
- Installed tank type water heaters shall have an Energy Factor (EF) higher than 0.60;
- Installed tankless water heaters shall have an Energy Factor (EF) higher than 0.80;
- Contractors shall perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow;
- Building lighting in the kitchen and bathrooms within the dwelling units shall consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaries); and,
- Installed swimming pool circulation pump motors shall be multi-speed or variable-speed. The pump motor controls shall have the capability of operating the pump at a minimum of three speeds; low speed, medium speed, and high speed. The daily low speed shall not exceed 300 watts. The daily medium speed shall be adjustable.

Utilities – Water Compliance Measures

- The Applicant shall be required to submit a Landscape Plan for City review and approval. Such review will ensure that the Project conforms to the City’s policies and guidelines for compatible plantscape and hardscape materials, including those related to non-invasive and LA River compatible species as required under the RIO.
- The Project shall comply with all Water Closet, Urinal, and Showerhead Regulations in the LAMC.
- The Project shall comply with Title 20 (Public Utilities and Energy) and Title 24 (Building Standards Code) of the California Code of Regulations.

II. PROJECT DESCRIPTION

H. INTENDED USES OF THIS EIR

This Draft EIR will be used by the City during its determination to grant permits and approvals as described in the preceding section. This Draft EIR may also be used by Responsible Agencies during their determination to grant any necessary permits.