



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



Los Angeles City Planning Commission

Date: February 10, 2011
Time: After 8:30 a.m.
Place: City Hall
200 N. Spring Street, 10th Floor
Los Angeles, CA. 90012

Public Hearing: December 20, 2010
Appeal Status: To City Council
Expiration Date: March 5, 2011
Multiple Approval: Vesting Zone change is appealable by the applicant to City Council if disapproved in whole or in part. Per LAMC Sec. 12.36 (Multiple Entitlements) Site Plan Review is appealable to City Council.

Case No.: CPC-2010-2841-VZC-SPR-CDO
CEQA No.: ENV-2008-2610-EIR, SCH No. 2008101153

Related Cases: N/A
Council No.: 11
Plan Area: Westchester
Specific Plan: N/A
Certified NC: Westchester-Playa-del Rey
GPLU: Community Commercial
Zone: [Q]C4-1-CDO and [Q]RAS4-1-CDO

Applicant: David J. Nagel, Decron Properties; Playa N & F Enterprises; LP and Playa Manchester LP
Representative: Elizabeth Smagala, or C. J. Laffer of Jeffer Mangels Butler and Mitchell

PROJECT LOCATION: 7250, 7260, 7270, 7280, 7296 and 7298 W. Manchester Avenue and 8624 S. Rayford Drive

PROPOSED PROJECT: Demolition of approximately 24,000 square feet of retail uses and the construction of a mixed-use structure containing approximately 256,698 square feet of floor area consisting of 260 dwelling units and 5,053 square feet of ground floor commercial (retail and restaurant) space. The proposed project would be a predominately 4-story building with a maximum height of 58 feet and would provide a total of 501 parking spaces in two levels of subterranean parking. The project is located on a 131,854 square foot (sq. ft.) site currently classified in the [Q]C4-1-CDO and [Q]RAS4-1-CDO Zones however, in order to accommodate the project as proposed, the Applicant would need the following approvals.

REQUESTED ACTIONS:

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, Certification of **Environmental Impact Report (EIR)** ENV-2008-2610-EIR, SCH No. 2008101153 for the above referenced project and Adoption of the proposed mitigation monitoring program, the required findings, and the Statement of Overriding Considerations.
2. Pursuant to Section 12.36 of the Municipal Code, concurrent processing of all entitlements listed below.
3. Pursuant to Section 12.32 of the Municipal Code a **Vesting Zone Change** from [Q]C4-1-CDO (Commercial Zone) and [Q]RAS4-1-CDO (Residential/Accessory Services Zone) to (T)(Q)RAS4-1.
4. Pursuant to Section 13.08 of the Municipal Code, a **Determination** that the proposed project substantially complies with the Community Design Overlay (CDO) Guidelines and Standards.
5. Pursuant to Section 16.05 of the Municipal Code, **Site Plan Review Approval** for a project which creates or results in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Certify and recommend** that the City Council certify Environmental Impact Report ENV-2008-2610-EIR, SCH No. 2008101153, **Adopt the Statement of Overriding Considerations, and the Mitigation Monitoring Report.**
2. **Disapprove a Vesting Zone Change** from [Q]C4-1-CDO (Commercial Zone) and [Q]RAS4-1-CDO (Residential/Accessory Services Zone) to (T)(Q)RAS4-1 as filed
3. **Approve and Recommend** that the City Council Adopt a **Vesting Zone Change** from [Q]C4-1-CDO (Commercial Zone) and [Q]RAS4-1-CDO (Residential/Accessory Services Zone) to (T)(Q)RAS4-1-CDO (see attached maps) subject to the attached Conditions of Approval.
4. **Approve** a Design Overlay Plan Approval.
5. **Approve** the requested **Site Plan Review** findings.
6. **Adopt** the attached Findings, including the Environmental Findings.
7. **Recommend** that the applicant be advised that time limits for effectuation of a zone in the “T” Tentative classification or “Q” Qualified Classification are specified in Section 12.32.G of the L.A.M.C. Conditions must be satisfied prior to the issuance of building permits and, that the “T” Tentative classification be removed in the manner indicated on the attached pages.
8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that the mitigation conditions, identified as “(MM)” on the condition pages, are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

MICHAEL J. LOGRANDE
Director of Planning

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Exhibits:

- A – Maps
 - A1 – Vicinity Map (required)
 - A2 – Radius Map (required)

- B - Plans
 - Site Plan
 - Elevation Plan
 - Landscape Plan

- C – Environment Document – ENV-2008-2610-EIR, SCH No. 2008101153 - Separate Attachment that is part of the Case File and sent under a separate earlier cover letter.

- D – Others, photos and correspondence

PROJECT ANALYSIS

PROJECT SUMMARY

This report contains discussions, recommendations, findings, and conditions for the Demolition of approximately 24,000 square feet of retail uses and the construction of a mixed-use structure containing approximately 256,698 square feet of floor area and will have a Floor Area Ratio of approximately 1.95:1. The Proposed Project will consist of 260 dwelling units and 5,053 square feet of ground floor commercial (retail and restaurant) space. The proposed project would be a predominately three to six-story building with a maximum height of 58 feet and would provide a total of 501 parking spaces in three levels of parking of which two levels would be subterranean. The project is located on a 131,854 square foot (sq. ft.) site currently classified in the [Q]C4-1-CDO and [Q]RAS4-1-CDO Zones.

The commercial uses will be located on the ground/podium level of the northwest portion of the site at the intersection of Manchester Avenue and Rayford Drive. The residential uses along with a pool, an office and a multipurpose/gym are located on the remaining ground/podium level. The second through fourth floors are entirely residential units. The completed buildings will be approximately 35 feet from the southern property line that is adjacent to single family dwellings that have their frontage on Villanova Avenue. This 35 foot wide area will continue to serve as a rear driveway for the adjacent Playa del Oro development and the proposed project. The height of the project is stepped down from the Playa del Oro development reducing the massing of the building where it is closest to the residential uses in the adjoining area to the south and west.

Parking. The proposed project provides approximately 501 parking spaces in two levels of subterranean parking. The case records indicate that the Los Angeles Municipal Code (LAMC) requires 32 parking spaces for the commercial uses and a total of 405 parking spaces for the residential uses. Therefore, 437 parking spaces are required. The Project would provide 501 parking spaces, which are 64 parking spaces in excess of what is required by LAMC. The proposed parking ratio for the commercial portion of the project will be approximately 1 space for every 158 sq. ft. of floor area or 32 parking spaces. Approximately 144 parking spaces for the residential uses will be in a tandem configuration. The proposed amount of 501 parking spaces is in excess of LAMC parking standards for proposed uses.

Vehicular access to the project site would be provided primarily from a main driveway on Manchester Avenue and one service driveway on an alley located south of the project site that connects to Rayford Drive. A second driveway from Rayford Drive also leads to the subterranean parking area for the project. These access points would allow ingress and egress however traffic exiting on to Rayford Drive would be required to turn right (north bound) away from the single family residential areas. The vehicular access on Manchester Boulevard and the alley would be shared with the Playa del Oro development. Pedestrian access to the project site would be provided along with a landscaped buffer on both Manchester Avenue and Rayford Drive.

PROJECT SITE DISCUSSION

The proposed project site is located within the Westchester Community Plan area of the City of Los Angeles and encompasses the following addresses: 7250, 7260, 7270, 7280, 7296 and 7298 W. Manchester Avenue and 8624 S. Rayford Drive. The Westchester Community Plan was adopted on April 13, 2004 (pursuant to Council File 04-0297, CPC-1998-0010-CPU). The land use designation for the site is Community Commercial with corresponding zones of C2, C4, CR, RAS3 and RAS4. Additional designations from the Community Plan include Zoning

Information Code (ZI) 2404 noting that the site is in the Loyola Village Community Design Overlay and is a Community Center. ZI-2374 discloses that the site is located within the Los Angeles State Enterprise Zone Area. The western half of the site is zone [Q]C4-1-CDO while the eastern portion is zoned [Q] RAS4-1-CDO. The site consists of 4 parcels that total approximately 131,854 square feet (3.03 acres) that is currently developed with three existing structures which contain eight separate commercial uses totaling 24,000 sq. ft. All structures are to be demolished. The subject site topography is slightly sloping with a grade change of approximately 19 feet from the lowest point in the northeast portion of the site nearest the property line adjacent Playa del Oro development to the highest point near Manchester Avenue and Rayford Drive, a distance of approximately 500.

The site is in walking distance to Rapid Bus Service on Lincoln Boulevard and would offer significant public transportation opportunities and access for future residents, employees and patrons.

Vesting Zone Change

The Vesting Zone Change request is to change from [Q]C4-1-CDO and [Q]RAS4-1-CDO to (T)(Q)RAS4-1-CDO. The requested zone is a corresponding zone for the Community Commercial Land Use Designation for the site. The request will permit the development of approximately 256,698 square feet of mixed use development. This zone change request includes the retention of the Community Design Overlay to the subject property's zoning. The requested zone change would provide consistent zoning for all the properties facing Manchester Avenue and Lincoln Boulevard.

Site Plan Review

Site Plan Review approval is requested for a development project that results in an increase of more than 50 dwelling units or 50,000 gross square feet of non-residential floor area. The proposed project is the development of a mixed-use structure containing approximately 256,698 square feet of floor area consisting of 260 dwelling units and 5,053 square feet of ground floor commercial (retail and restaurant) space.

Community Design Overlay Determination

A Community Design Overlay Determination that the proposed project substantially complies with the Loyola Village Community Design Overlay Guideline and Standards.

Background

Existing Uses

The western portion of the project site is currently developed with three existing structures which contain eight separate commercial uses, totaling 24,000 square feet, including Re/Max Realty, Sunflower Health Food Store, a Pilates/yoga studio, ADA Creation (a gift shop), a karate/martial arts studio, All Cities Real Estate, an automotive repair center, and Graphaids art supply store.

The eastern portion of the project site is currently vacant.¹ This portion of the project site was previously occupied by buildings associated with the former Furama Hotel. These buildings were demolished in 2006.

The western portion of the project site supports a total of five trees that meet the City's trunk diameter criterion and/or protected status. Two of the trees are Coast Live Oaks and three are mature ornamental trees, defined as non-protected species.²

Project History

The project site is part of a larger site, the Lincoln-Manchester Property, owned by affiliates of Decron Properties Corp., which is generally bounded by Manchester Avenue, Lincoln Boulevard, Loyola Boulevard, Villanova Avenue and Rayford Drive, and consists of approximately 13 acres (see Figure III-1, Project History). The southeast portion of the Lincoln-Manchester Property is developed with a retail center anchored by a 31,000 square foot supermarket, a bowling alley, and a two-level parking structure. An affiliate of Decron Properties Corp. (Applicant), has redeveloped a portion of the Lincoln-Manchester property, with the construction of multi-family residential, retail, and restaurant uses at the southwest corner of Manchester Avenue and Lincoln Boulevard pursuant to approvals granted by the City Council on May 19, 2004 in Case No. CPC 2003-5554-VZC-SPR (Council File 04-0443). Specifically, the City Council granted Site Plan Review approval for the construction, use, and maintenance of a mixed-use project consisting of 539 new multi-family residential units, 27,600 square feet of retail and renovation of the former Furama Hotel tower (currently named the Custom Hotel).³ In addition to the Site Plan Review approval, the City Council also adopted Ordinance No. 175,996 on May 19, 2004 effecting a Vesting Zone Change from C2-1 and P-1 to (T)(Q)RAS4-1 for the approximately 6.8 acre portion of the Lincoln-Manchester Property located at the southwest corner of Manchester Avenue and Lincoln Boulevard. As part of the approval of the Zone Change and Site Plan Review, the City Council found that the potential environmental impacts of the mixed-use project and the renovation of the former Furama Hotel tower can be reduced to a less than significant level with the implementation of specified mitigation measures and adopted a Mitigated Negative Declaration (ENV 2002-7628-MND).

At the time of the Site Plan Review and Ordinance approvals for the mixed-use project (now known as Playa del Oro), the Applicant owned the approximately 1.12-acre property located at the northeast corner of Manchester Avenue and Rayford Drive and occupied by a real estate office (Remax) and other commercial uses (7298 Manchester Avenue, 7296 Manchester Avenue, and 8624 Rayford Drive). Subsequently, the Applicant acquired the approximate .33-acre property located adjacent to the Playa del Oro site at 7280 Manchester Avenue and

¹ In 2004, City Council adopted a Mitigated Negative Declaration (MND) for the Playa del Oro mixed-use development, a portion of which has recently been constructed on the property that adjoins the project site. A portion of the Playa del Oro development originally included a 134-unit multi-family residential building on the westerly end of the Playa del Oro site (the eastern portion of the current project site), which will no longer be constructed. In lieu of constructing the previously-approved, vested and mitigated 134-unit building, the Applicant proposes to construct the Proposed Project. See section III. Project Description, for a description of the Proposed Project.

² Playa Manchester Project Tree Report, August 2009, included as Appendix J to this Draft EIR.

³ The May 19, 2004 Site Plan Review approval included the approximate 0.75-acre site developed with the former Furama Hotel tower building. The Applicant no longer owns the former Furama Hotel tower property, which has been redeveloped with a 250-room stand alone hotel, the Custom Hotel.

formerly occupied by Gerald's Hardware. The Applicant now proposes to combine these sites (7298 Manchester Avenue, 7296 Manchester Avenue, 8624 Rayford Drive, and 7280 Manchester Avenue) with an approximately 1.58-acre portion of the Playa del Oro site previously approved for 134 units to form a larger, approximately 3.03-acre, project site.

As approved, the 539-unit Playa del Oro project was to be constructed in three separate buildings. Two of the buildings, which will contain 405 dwelling units, are currently under construction. However, construction of the third building, which would contain 134 units, has not commenced. The 134-unit building is considered to be part of the baseline conditions because it has already undergone review under CEQA and City Discretionary actions for the Playa del Oro project. In lieu of constructing the previously-approved, vested and mitigated 134-unit building, the Applicant proposes to construct the Proposed Project, which comprises 260 dwelling units, resulting in a net increase of 126 dwelling units. Therefore, EIR and staff report analyze the incremental effects of constructing an additional 126 dwelling units on the expanded site.

Public Transportation Opportunities

Several bus routes traverse the Westchester, Playa del Rey, Marina del Rey, and LAX areas. The two public transit operators providing service to the immediate project vicinity are the Los Angeles County Metropolitan Transportation Authority (Metro) and the Santa Monica Big Blue Bus Lines (BBB). The bus routes directly serving the project site are described below:

Metro Bus Service:

Metro Line 115/315 provides daily service between Playa del Rey and the City of Norwalk, generally traveling along Manchester Avenue and Firestone Boulevard. This line passes by the project site on Manchester Avenue and has an eastbound and a westbound bus stop just east of Lincoln Boulevard. Bus headways in the project site vicinity are approximately 15 minutes during the weekday peak-hours. Frequent service is also available on weekends and holidays to serve the beach-going public.

Big Blue Bus Service:

Line 3 runs on a daily basis between UCLA and the MTA Green Line Station at Aviation Boulevard and Imperial Highway. It travels primarily along Lincoln Boulevard with portions traveling along Wilshire Boulevard, Montana Avenue, 4th Street, Manchester Avenue, Sepulveda Boulevard, 96th Street (including a stop at the LAX Transit Center), Airport Boulevard, and Aviation Boulevard. It utilizes the same bus stop adjacent to the project site as MTA Line 115. Line 3 has headways of approximately 15 minutes throughout most of the day Monday through Friday, 30 minutes throughout most of Saturday, and 30 minutes throughout most of Sunday.

Line R3, the Lincoln Boulevard Rapid line, is a part of the City of Santa Monica "Rapid Blue" Program. Line R3 travels from Wilshire Boulevard and 4th Street in the City of Santa Monica to the Metro Green Line Aviation Station near LAX. Line R3 travels along the densely populated ten-mile stretch of Lincoln Boulevard and has a stop on Lincoln Boulevard and Manchester Avenue. Headways are approximately 15 minutes during the weekday peak-hour. No service is provided on Saturdays, Sundays, or holidays.

In addition to these three lines, many more transit opportunities are available via transfers to other lines or transit providers. When these transfer opportunities are considered, all areas within the Los Angeles region are accessible using public transit. Thus, some of the persons

going to and from the project site could choose to utilize public transit. However, for a conservative analysis, none of the future project trips have been assigned to public transit.

Surrounding Zones and Uses

Much of the surrounding area was developed more than 50 years ago. Multi-family uses were also developed more than 50 years ago along Manchester Avenue west of the subject site. The heights of the surrounding structures are varied from one to four stories.

North: R3-1 and R1-1 – Properties on the north side of Manchester are fully developed with a church and multifamily buildings. Further north is a single family residential area that fronts on 85th Street, Colegio Drive and Rayford Drive.

East: RAS4-1 – Commercial uses are located on three corners of the intersection of Manchester Avenue and Lincoln Boulevard with the Westchester Recreation Center on the southeast corner. Mixed Use Commercial and Residential uses are on the adjoining lots east of the site on the south side of Manchester. This adjoining site was previously developed as a hotel and was recently re-developed as a mixed use project commonly known as Playa del Oro project that includes the Custom Hotel, grocery store, and multifamily residential dwelling units. The building heights on this adjoining site range from one to twelve stories. The Westchester Recreation Center is developed with a library, City of Los Angeles Agency Offices, and recreation facilities.

South: R1-1 and PF-1XL – Properties adjacent to the south side of the subject site are zoned R1-1, are fully developed with single family dwellings and have their frontage on Villanova Avenue. Loyola Village Elementary School is on the south side of Villanova between Rayford Drive and 89th Place. .

West: R1-1 and R3-1 – West of the subject site on both sides of Manchester Avenue the properties are zones R3-1. The north side is developed with multifamily dwellings and the south side is developed with a church and an associated school. Properties with frontage on 85th Street, 87th Street, 88th Place and 88th Street are zoned R1-1 and developed with single family dwellings.

Streets and Circulation

Manchester Avenue: adjacent to the north side of the project site is a designated Major Highway Class II that is dedicated to a variable width between 100 and 107 feet.

Rayford Drive: adjacent to the west side of the Project site is a designated Local Street that is dedicated to a width of approximately 60 feet.

Lincoln Boulevard: approximately 200 feet to the east of the subject site is a designated Major Highway Class I that is dedicated to a variable width between 100 and 118 feet.

Villanova Avenue/87th Street: approximately 100 feet south of the Project site is a designated Local Street that is dedicated to a width of approximately 60 feet.

Issues

TRAFFIC

An Environmental Impact Report ENV-2008-2610-EIR, SCH No. 2008101153 was prepared for this project. A traffic study and an Analysis was prepared, reviewed by the City of Los

Angeles Department of Transportation (DOT) and mitigation measures identified. The EIR concluded that traffic and parking related impacts could be mitigated to levels that are less than significant. A constituent, that attended the public hearing, questioned project related traffic circulation and the amount of the parking. In particular, the constituent's perception is that the safety of traffic circulation on Rayford Drive would be diminished. That person asked for restricted parking controls on Rayford Drive to allow for greater maneuverability. It should be noted that dedications and improvements would be considered if found to be necessary in the EIR or by DOT or Bureau of Engineering.

NOISE

An Environmental Impact Report ENV-2008-717-EIR, SCH No. 2007031050 was prepared for this project that included a noise analysis. This analysis concluded that a portion of the construction noise could not be mitigated to a level of insignificance. After reviewing the benefits that this project will produce, a Statement of Overriding Consideration has been prepared for this project.

Walkability Analysis: The site is located south of Manchester Avenue and west of Lincoln Boulevard, both transit corridors and transit stops are within 700 feet of the site. The streets in the area are characterized by a grid pattern. There is an established pattern of commercial uses along Lincoln Boulevard and other commercial uses surround the subject site. Although many of the shops are older, they provide retail and commercial services. The proposed mixed use project will provide significant amounts of residential dwellings and commercial uses with increases in job opportunities. The project will provide pedestrian enhancements including: The primary entrance from Manchester Avenue is at-grade and ADA compliant; Driveways for parking and loading areas are on Manchester Avenue and Rayford Drive away from areas of higher pedestrian activity; and transparent windows at grade for access to commercial uses and reducing perceived building mass.

CONCLUSION

The Department recommends the proposed project as conditioned in this report. The project will redevelop a parcel with a new mixed use project. The Westchester-Playa del Rey Community Plan designates this site for Community Commercial uses and associated zone. The redevelopment of the site as a mixed use project will secure the integrity of this land designation in an appropriate area. The Zone Change request to RAS4-1-CDO, a corresponding zone is appropriate for the site. The redevelopment of this site will provide many job opportunities and provide a supporting atmosphere for the Loyola Village community. The project features architectural elements that are sympathetic to the surrounding commercial and residential uses such as: step-back heights at sensitive areas; appropriate amounts of landscaped set backs; vehicular access points are located away from pedestrian walk ways and residential uses; and the permitted increased amounts of signage is located away from the direct views of the residential uses.

The issues raised by community members have been addressed by the project's proposed mitigation measures and conditions volunteered by the applicant that were developed in consultation with the community members. The Department recommends the inclusion of the applicant volunteered conditions to address the concerns of the community, the Council Office and other Departments.

The EIR identified Noise and Vibration impacts that could not be mitigated to a level of insignificance. However a Statement of Overriding Considerations is included that clearly and substantially identifies several reasons for approving the construction of the project including;

the appropriate location and land use designation; the opportunity to increase the number jobs; the revitalization of older commercial corridors; and supports current City policies of locating higher residential densities near major employment centers and transit routes, where existing public service facilities and infrastructure can support additional development.

Development in older urban areas usually present challenges for the developer and the community, who become accustomed to existing surroundings and conditions. The project as conditioned fulfills several of the Community Plan's goals and objectives.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedication(s) and Improvement(s): Prior to the issuance of any building permits, except demolition, excavation, or foundation permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Department of Public Works, Bureau of Engineering Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).

1. Responsibilities/Guarantees.

- a. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- b. Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. **The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.**

2. Transportation Dedications and Improvements. The applicant shall consult with the Bureau of Engineering and the Department of Transportation (DOT) for any dedications or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, department of Public Works. They must be constructed and completed prior to issuance of any Certificate of Occupancy to the satisfaction of DOT and the Bureau of Engineering.

The dedications and improvements shall include, but not be limited to, the following:

K-1. In accordance with LADOT standards, a "No left-turn" sign for westbound traffic will be installed along the alley at Rayford Drive and a "No right-turn" sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic. (MM)

3. Power Facilities - Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The developer must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05N of the Los Angeles Municipal Code.

4. Street Lighting. Street lighting and street light relocation may be required to the satisfaction of the Bureau of Street Lighting.

IMPROVEMENTS - Construct new street light: one (1) on Lincoln Boulevard. If street widening per BOE improvement conditions, relocate and upgrade street lights; five (5) on Manchester Avenue, seven (7) on Lincoln Boulevard and four (4) on Loyola Boulevard.

SPECIFIC - Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

5. Street Trees. If determined necessary, construct tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division (213) 485-5675 of the Bureau of Street Services.

6. Sewers. If determined necessary, construct sewers to the satisfaction of the City Engineer. If it is found that the adjacent sewer infrastructure has insufficient capacity for the Proposed Project, the developer shall be required to build another sewer line with direct flow to the nearest, larger line that has the available capacity. All sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

SEWER CAPACITY EVALUATION - Available Capacity - Based on the estimated flows, it appears the sewer system might be able to accommodate the total flows for your proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk and through curb drains or connection to the catch basins.

7. Parking Area and Driveway Plans Parking area and driveway plans shall be submitted to the Citywide Planning Coordination Section of the Department of Transportation, Construction Services Counter (201 North Figueroa Street, Suite 400, Station 3) and the Bureau of Engineering, prior to the issuance of a building permit. A parking area and driveway plan may be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' and proper documentation

verifying the existing or previous use, square footage and shall include following minimum design features:

- a. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress and security gate(s) and the property line when the driveway is serving more than 300 and 100 parking spaces respectively.
 - b. All driveways should be 30 feet wide for two-way operations and 16 feet wide for one-way operations.
 - c. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
 - d. All delivery truck loading and unloading will take place on the site with no vehicles having to back into to the project site via any of the project driveways.
 - e. The applicant shall comply with any applicable fees identified in Section 19.15 of the Los Angeles Municipal Code. This section was added by Ordinance No. 180542 and pertains to DOT fees associated with development review activities including traffic study review, condition clearance, permit issuance, site plan review, etc
8. Recreation and Parks. Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
 9. Schools. MITIGATION MEASURE J-4 - The applicant shall be required to pay Los Angeles Unified School District (LAUSD) developer school fees to the satisfaction of the administering agency (MM)
 10. Fire Department. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: Fire lanes, where required, shall be a minimum of 20 feet in width clear to the sky; All structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

MITIGATION MEASURE J-1 - The project applicant shall submit a plot plan to LAFD prior to occupancy of the project, for review and approval, which shall provide the capacity of the fire mains serving the project site. Any required upgrades shall be identified and implemented prior to occupancy of the project (MM)

MITIGATION MEASURE J-2 - The Proposed Project shall comply with all fire code and ordinance requirements for building construction, emergency access, water mains, fire flows, and hydrant placement. Prior to the issuance of a certificate of occupancy for any phase of the project, the applicant shall implement all fire code and ordinance requirements to the satisfaction of the Los Angeles Fire Department. (MM)

MITIGATION MEASURE J-3 - The design of the project site shall provide adequate access for Fire Department equipment and personnel to the structure. (MM)

- a. Building designs for multi residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than

150ft horizontal travel distance from the edge of the public street, private street or Fire Lane.

- b. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
 - c. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.
 - d. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - e. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - f. Entrance to the main lobby shall be located off the address side of the building.
11. Police Department. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.
12. Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning off the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

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

(Q) QUALIFIED CONDITIONS OF APPROVAL

Section 2. Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

A. Entitlement Conditions

1. **Use.** Use of the subject property shall be limited to the use and area provisions of the RAS4-1-CDO zone permitting a mixed use development with commercial uses on the ground level and residential uses as defined in Section 12.11.5 of the Municipal Code, except where conditions herein may be more restrictive. Residential uses shall be permitted on the ground floor subject to the limitations contained herein.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, elevations, and floor plans labeled “Exhibit B,” stamped and dated February 10, 2011, or as modified by the City Planning Commission, attached to the subject case file. Prior to the issuance of any permits for the subject project, detailed development plans, including a complete landscape and irrigation plan shall be submitted for review and approval by the Department of City Planning for verification of compliance with the imposed conditions. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.

The following project is approved: The construction of a mixed-use structure containing approximately 256,698 square feet of floor area consisting of 260 dwelling units and 5,053 square feet of ground floor commercial (retail and restaurant) space. The height shall be a maximum 58 feet. The proposed project includes 501 parking spaces in three levels of parking of which two levels would be subterranean. Prior to the issuance of any building permits for the subject project, detailed development site and elevation plans including complete landscape and irrigation plan by a licensed landscape architect or architect, shall be submitted to the Department of City Planning for verification of compliance with the imposed conditions.

In accordance with the site plan, elevations, and section drawings labeled “Exhibit B,” stamped and dated January 8, 2009 attached to the subject case file shall include, but not limited to the following elements as shown in the exhibit:

3. **Commercial Floor Area.** The total floor area of non-residential, ground-floor commercial uses on the subject property shall not exceed 5,053 net square feet, as defined by Section 12.03 of the Municipal Code.
4. **Residential Density.** Not more than 260 dwelling units may be constructed on the subject property.
5. **Parking.** The project shall provide parking pursuant to Municipal Code Section 12.21 .A4. Parking garages shall provide a total of 501 parking spaces. A minimum parking ratio of one (1) parking space per 157 sq. ft. of floor area for the commercial uses as shown on the plans dated January 8, 2009.
 - a. Residential guest parking spaces shall be provided in addition to Municipal Code required parking and which shall be readily accessible, conveniently

- located and specifically reserved for guests at a rate of 0.25 parking space per dwelling unit.
- b. Residential guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Department of City Planning and shall indicate the number of reserved guest parking spaces.
 - c. If any residential guest parking is located behind security gates, the following shall be apply:
 - 1) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking.
 - 2) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to the units served by the secured guest parking.
 - 3) The security gate shall be set back at least **40-feet** from the public **right-of-way** so as to provide a waiting are for guest vehicles and to prohibit blockage or interference with the public right-of way by waiting guest vehicles.
 - 4) Alternatives to the provisions of this condition may be approved by the Department of City Planning provided that the intent of readily accessible guest parking facilities and no interference with the public right-of-way is assured.

FEES

- d. No fees for residential parking shall be charged for the first required parking space assigned to each dwelling unit. Fees for additional residential parking may be included in the rental, lease, or comparable fees charged to tenants of the project.
- e. No fees may be charged for guest parking for residential tenants.
- f. The property owner shall require, in all lease or rental agreements with non-residential tenants, that free on-site parking be offered to all employees or offer transit passes to employees as an incentive.
- g. A plan or procedure shall be prepared for use of parking facilities by tenants, customers, employees and guests, such as a parking pass or validated parking plan.

6. Parking (Structure).

- a. Solid decorative walls or decorative baffles which block light and deflect noise shall be installed along the side of the structure which faces adjacent residential uses, where applicable.
- b. Solid spandrel panels a minimum of 3-foot **6 inches** in height shall be installed at the ramps of the structure which are adjacent to residential uses, or residentially zoned land, so as to minimize headlight glare, where applicable.
- c. Light standards on any uncovered, above ground level area of the street shall not be higher than the adjacent perimeter walls.
- d. Garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.
- e. NOISE REPORT. The property owner shall retain an acoustical engineer to submit evidence that the walls, baffles and other noise mitigation measures will substantially reduce noise impacts on the adjacent residential uses.

- f. NOISE (SWEEPING). Mechanical Sweeping and cleaning of surface areas of the subject property which is audible beyond the boundaries of the subject property shall be limited to the following hours:
- 1) Monday through Friday: 7:00 AM to 6:00 PM;
 - 2) Saturday: 8:00 AM to 6:00 PM; and
 - 3) Sundays and Legal Holidays: Prohibited.

7. Transportation - Site Access and Circulation

A. DOT Development Review Section

- 1) Projects within the Coastal Transportation Corridor Specific Plan Ordinance No. 168,999 area are subject to the provisions of this Ordinance.
- 2) Final DOT approval on site plans for projects within Ordinances No. 168,999 and 171,492 should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Ave., Los Angeles, 90045.

B. DOT Fee Ordinance - The applicant shall comply with any applicable fees identified in Section 19.15 of the Los Angeles Municipal Code. This section was added by Ordinance No. 180542 and pertains to DOT fees associated with development review activities including traffic study review, condition clearance, permit issuance, site plan review, etc.

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

B. Environmental Conditions (MM)

8. Biological Resources

- A-1. Prior to the issuance of a grading permit, the Project Applicant shall provide a Mitigation Planting Plan to compensate for the loss of two Coast Live Oaks, and three mature ornamental trees. The Mitigation Planting Plan shall include a minimum 2:1 replacement of Coast Live Oaks with a minimum 24-inch box size (i.e. a minimum of four new 24-inch box Coast Live Oaks) and additional trees sufficient to replace the crowns of the removed protected trees, and a 1:1 replacement of mature non-protected species with a minimum 24-inch box size (i.e. a minimum of three new 24-inch box ornamental trees). The plantings may occur at project entry points, common areas, or along the Manchester Avenue right-of-way.

It is understood that this Mitigation Planting Plan would be only a part of the overall project landscape plans, which should also include additional trees and understory plantings of climate-adapted plant material.

All planting plans shall be to the satisfaction of the City of Los Angeles Urban Forestry Division of the Bureau of Street Services, the Department of Planning and the Advisory Agency. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

- A-2. When planted in or adjacent to vehicular use areas the genus or genera of the tree(s) shall provide a minimum crown of 30'-50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas. (MM)
- A-3. Removal of all trees in the public right-of-way shall require the approval of the Board of Public Works. (MM)
- A-4. The project applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three (3) years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new tree bond to the satisfaction of the Bureau of Engineering. Subsequently the original owner's bond may be exonerated. (MM)
- A-5. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement tree or of the tree which is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency and shall also consult the evaluation of trees guidelines approved and adopted for professional plantmen by the International Society of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information, or guidelines. (MM)
- A-6. Prior to the exoneration of the bond, the owner of the project site shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years. (MM)
- A-7. Construction activities associated with the Proposed Project (including disturbances to native and non-native vegetation, structures, and substrates) shall take place outside of the breeding bird season which generally runs from March 1 – August 31 (as early as February 1 for raptors and as early as November 1 for great blue herons) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). As defined in the Fish and Game Code Section 86, take means to hunt, pursue, catch, capture, or kill, or attempt to hunt pursue, catch, capture, or kill. (MM)
- A-8. If construction activities cannot feasibly avoid the breeding bird season, thirty days prior to the disturbance of suitable nesting habitat, the Applicant shall arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected

native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel shall be instructed on the sensitivity of the area. (MM)

- A-9. The Applicant shall record the results of the described protective measures to document compliance with applicable State and federal laws pertaining to the protection of native birds. (MM)

9. Aesthetics

- B-1. Project lighting, including security lighting, shall be directed onto the project site, and all lighting shall be shielded from adjacent roadways and off-site properties. (MM)
- B-2. Atmospheric light pollution shall be minimized by utilizing lighting fixtures that cut-off light directed to the sky. (MM)
- B-3. All glass to be incorporated into the exterior of the building shall be either of low-reflectivity, or accompanied by a non-glare coating. (MM)
- B-4. On-site signs shall be subject to the requirements of the LAMC. (MM)

10. Cultural Resources –

ARCHAEOLOGICAL RESOURCES

- D-1. A covenant and agreement shall be recorded between the Proposed Project and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any archaeological resources are encountered during Project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (SCCIC), or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. If an archaeological survey, study or technical report is prepared, copies shall be submitted to the SCCIC. (MM)

PALEONTOLOGICAL RESOURCES

- D-2. A covenant and agreement shall be recorded between the Proposed Project and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any paleontological materials are encountered during the course of the project any paleontological materials are encountered during the course of the project development, the project shall be halted. The services of a qualified paleontologist approved by the City or County of Los Angeles and the Los Angeles County History Museum (LACM) Vertebrate Paleontology shall be

retained to assess the resources and evaluate the impact. If a paleontological survey, study or technical report is prepared, copies shall be submitted to the LACM. (MM)

HUMAN REMAINS

D-3. If human remains are discovered at the project site during construction, work at the construction site shall be suspended, and the City of L.A. Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment of disposition of the remains. (MM)

11. Hazards and Hazardous Materials

- E-1. For USTs currently in use and any found to be present on-site, a qualified UST consultant shall decommission the UST in compliance with the LAFD and other applicable state agencies. (MM)
- E-2. Prior to construction, further investigation is required to assess the potential for subsurface groundwater and soil contaminants in the vicinity of the former Gerald's Hardware Store on-site. If contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with the Department of Building and Safety and other applicable State regulations. (MM)
- E-3. Prior to the issuance of a building permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified abatement consultant that no contaminated soils are present on-site. If contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with the Department of Building and Safety and other applicable State regulations. (MM)
- E-4. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified PCB abatement consultant that no PCBs are present on-site. If PCBs are found to be present, a qualified abatement consultant shall abate the site in compliance with the applicable City, State, and federal rules and regulations. (MM)
- E-5. All suspect ACMs known to be on-site, as well as any suspect ACMs discovered during future construction activities at the site, shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abate the buildings in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and federal rules and regulations. (MM)
- E-6. A Lead Based Paint (LBP) survey shall be conducted to determine the existence of any LBP on-site. Any contractor who would disturb lead containing surfaces shall be notified of the hazard and their requirement to comply with the applicable City, State, and federal regulations. Any additional LBP identified shall be abated by a qualified abatement consultant in accordance with all applicable City, State, and federal regulations. (MM)
- E-7. Because the project site is located in a City-designated Methane Buffer Zone, the applicant shall be required to comply with Division 71 of the Los Angeles Municipal Code detailing the inclusion of a methane mitigation system. (MM)

12. Hydrology and Water Quality –

SHORT-TERM CONSTRUCTION IMPACTS

- F-1. All earthwork on the project site shall be performed in accordance with the requirements of the City of Los Angeles Department of Building and Safety, the City of Los Angeles Civil Engineer of Record, and the Storm Water Pollution Prevention Program. (MM)
- F-2. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. (MM)
- F-3. Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. (MM)
- F-4. Pavement at material spills shall not be hosed down. Dry cleanup methods shall be used whenever possible. (MM)
- F-5. Waste containers shall be covered and maintained. Uncovered waste containers shall be stored under a roof or covered with tarps or plastic sheeting. (MM)
- F-6. Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets. (MM)
- F-7. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. (MM)

SURFACE WATER RUNOFF/WATER QUALITY IMPACTS

- F-8. Project applicant(s) are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. All structural or treatment control BMPs shall be maintained for the life of the project. (MM)
- F-9. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion. (MM)
- F-10. Maximize trees and other vegetation at the site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. (MM)
- F-11. Reduce impervious surface area by using impermeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers (i.e., turf block); and granular materials (i.e., crushed aggregates, cobbles). (MM)
- F-12. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation. (MM)
- F-13. Toxic wastes must be discarded at a licensed regulated disposal site. Waste containers must be stored either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight waste containers with lids. Drip pans or absorbent materials shall be used

whenever grease containers are emptied. Containers shall be washed in an area with a properly connected sanitary sewer. (MM)

- F-14. Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde. (MM)
- F-15. Utilize natural drainage systems to the maximum extent practicable. (MM)
- F-16. Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable. (MM)
- F-17. Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil. (MM)
- F-18. All storm drains inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons prohibiting illegal dumping must be posted at public access points along channels and creeks within the project area. The legibility of any stencils and/or signs must be maintained. (MM)
- F-19. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. (MM)
- F-20. The hazardous materials storage area must be paved and sufficiently impervious to contain leaks and spills. (MM)
- F-21. The hazardous materials storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area. (MM)
- F-22. The owner of the property shall prepare and execute covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer's instructions (MM)
- F-23. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits, or channels from erosion by discharge velocities by installing a rock outlet protection. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. (MM)

13. Noise

CONSTRUCTION NOISE

- H-1 The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. (MM)
- H-2 Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays. (MM)
- H-3 Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors

and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. (MM)

- H-4 Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. (MM)
- H-5 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers. (MM)
- H-6 The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. (MM)
- H-7 Barriers such as plywood structures or flexible sound control curtains shall be erected between the Proposed Project and the existing single-family residences to the south as well as the proposed multi-family residential uses associated with the Playa del Oro project to the west to minimize the amount of noise to the maximum extent feasible during construction. (MM)
- H-8 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. (MM)
- H-9 The project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety. (MM)
- H-10 Two weeks prior to the commencement of construction at the project site, notification must be provided to the immediate surrounding off-site residential and church that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. (MM)

Construction Vibration

- H-11 The operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, and jackhammers, shall be prohibited within 45 feet of the existing off-site single-family residences and proposed multi-family residential buildings located immediately south and east of the project site boundary, respectively, during project construction. Instead, small rubber-tired bulldozers shall be used within this area during demolition, grading, and site preparation operations. (MM)

Operational Noise

- H-12 All new mechanical equipment associated with the Proposed Project shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. (MM)
- H-13 All exterior windows associated with the proposed residential uses at the project site shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The

applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. (MM)

- H-14 The side of the proposed parking structure facing the existing single-family residences to the south of the project site and the proposed multi-family residential uses associated with the Playa del Oro development to the east of the project site shall be fully enclosed. As an alternative, the Proposed Project Applicant may submit evidence to the City's Department of Building and Safety of an alternative design that does not fully enclose the portions of the parking structure facing the single-family residences to the south and the multi-family residential uses to the east, and that achieves noise attenuation such that noise levels from the parking structure would not exceed 61.7 dBA at the project site's property line adjoining the single-family residences to the south and the multi-family residential uses to the west. (MM)

14. Utilities Services

WATER SUPPLIES

- L-1. The landscaped irrigation system shall be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) shall water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone). (MM)

Automatic irrigation timers shall be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times shall be adjusted for all zones seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property. (MM)

The irrigation systems shall also meet the following requirements:

- Weather-based irrigation controller with rain shutoff;
 - Flow sensor and master valve shutoff (large landscapes);
 - Matched precipitation (flow) rates for sprinkler heads;
 - Drip/microspray/subsurface irrigation where appropriate;
 - Minimum irrigation system distribution uniformity of 75 percent;
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and
 - Use of landscaping contouring to minimize precipitation runoff.
- L-2. Drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, the Sunset Magazine website or consult a landscape architect. (MM)
- L-3. The Project Applicant shall use recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary). (MM)
- L-4. The Project Applicant shall install ultra-low-flush high-efficiency toilets (1.28 gallons/flush or less, includes dual flush), ultra-low-flush high-efficiency urinals (0.5 gallons/flush or less, includes waterless), and water-saving showerheads (2.0 gallons/minute or less). Low flow faucet

- aerators shall be installed on all sink faucets with a faucet flow rate of 1.5 gallons/minute or less. (MM)
- L-5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). Cooling towers shall be operated at a minimum of 5.5 cycles of concentration. (MM)
- L-6. The Project Applicant shall install domestic water heating systems located in close proximity to point(s) of use. Tank-less and on-demand water heaters shall be used as feasible. (MM)
- L-7. The Project Applicant shall install high-efficiency clothes washers (water factor of 6.0 or less) where clothes washers are provided, and high-efficiency dishwashers (Energy Star rated) shall be installed where dishwashers are provided. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated. (MM)
- L-8. The Project Applicant shall install onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). (MM)
- L-9. Single-pass cooling systems shall be prohibited. (MM)
- L-10. The Project Applicant shall install metering systems as follows:
- All dwelling units shall have individual metering and billing for water use (MM) ; and
 - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering. (MM)

SOLID WASTE

- L-11 In compliance with City Ordinance 171,687, the construction contractor will provide space for recycling containers. (MM)
- L-12. In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes. (MM)
- L-13. In compliance with AB 939, to facilitate the on-site separation and recycling of construction-related wastes, the construction contractor shall provide temporary waste separation bins on-site during construction. (MM)
- L-14. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site. (MM)

ELECTRICITY SUPPLIES

- L-15. Windows shall be designed to reduce thermal gain and loss and thus cooling loads during warm weather, and heating loads during cool weather (e.g., tinting, double pane glass, etc.). (MM)
- L-16. Thermal insulation that exceeds requirements established by the State of California Energy Conservation Standards shall be installed in walls and ceilings. (MM)

- L-17. High-efficiency lamps shall be installed for all outdoor security lighting. (MM)
- L-18. Time control interior and exterior lighting shall be installed. These systems shall be programmed to account for variations in seasonal daylight times. (MM)
- L-19. Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and thus increase lighting efficiency. (MM)
- L-20. If applicable, the Applicant shall coordinate with LADWP and fund the installation of the upgraded facilities as needed to maintain an adequate electricity distribution system and/or to connect the project site to the surrounding infrastructure. (MM)

15. Land Use and Planning - Project plans shall be submitted to the Department of City Planning's Urban Design Studio for review and compliance with the Walkability Checklist prior to submittal for plan check. (MM)

C. Other Conditions

- 16.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- 17.** The exterior of all buildings, fences, and all other structures, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- 18.** The subject property including associated parking facilities, sidewalks, and landscaped planters adjacent to the exterior walls along the all property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
- 19. Lighting.** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- 20. Wall.** A solid decorative masonry wall, a minimum of 6-feet in height, shall be constructed along any common property line between the subject property and any adjoining property containing a single-family residential use, if no such wall already exists along said property line. There shall be no openings, except for a lockable gate provided for landscape maintenance work or as may be required by the Municipal Code. The wall shall be measured from the subject property at the lowest grade adjacent to the wall.
- 21. Landscaped Buffer.** A landscaped buffer shall be planted along the southerly property line adjacent to single-family residential uses to the south, in the area indicated on the conceptual landscape plan (Sheet L-1) labeled Exhibit "A" and dated September 16, 2010, attached to the file.

Fast growing trees shall be planted in the landscape buffer and shall not be less than 36 inch box, 1 1/2 -inch to 2-inch caliper trunk, trees which are not less than 8-feet

tall, at the time of planting, and shall be placed to provide visual screening between the subject site and adjacent single-family residential uses.

- 22. Wall (Trash and Storage).** Solid masonry block walls, a minimum of 6-feet in height, shall enclose trash and other storage areas. There shall be no openings except for gates. The areas shall be buffered so as not to result in noise, odor or debris impacts on any adjacent uses. The area shall not be adjacent to any single-family use. All outside trash containers on the subject property shall be enclosed and shall be located so as not to result in noise or odor impacts on any adjacent residential use. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. Trash pickup shall take place only between 7:00 AM and 8:00 PM Monday through Friday, and 10:00 AM to 4:00 PM on Saturday. There shall be no pick up on Sunday or legal holidays.
- 23. Noise (Receiving, Trash, Storage Areas).** Any activities associated with areas devoted to trash compacting, loading and unloading, receiving, and the "tote and bale" enclosure, shall be limited as follows: Monday through Friday, 7:00 AM to 8:00 PM; Saturday, 10:00 AM to 4:00 PM; no receiving, trash, or storage area use shall be allowed on Sunday or legal holidays.
- 24. Utilities (Solid Waste)** - Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and appropriately recycled as a part of the Project's regular solid waste disposal program.
- 25. Construction**
- a. Construction-related Parking. Off-street parking shall be provided for all construction-related employees generated by the proposed project. No employees or subcontractor shall be allowed to park on the surrounding local streets serving residential areas for the duration of all construction activities.
 - b. Truck Traffic Restricted Hours. Truck traffic directed to the project site for the purpose of delivering construction materials or construction-machinery shall be limited to the hours beginning at 7:00 AM and ending at 6:00 PM, Monday through Friday. No construction truck deliveries shall occur outside of that time period. No truck queuing related to such construction deliveries to the project site shall occur on any local or collector street within the project vicinity outside of that time period.
 - c. Construction workers shall be encouraged to carpool or vanpool to the Project Site during construction of the Proposed Project to reduce vehicle trips.
 - e. Projects involving the import/export of 20,000 cubic yards of more of dirt shall obtain haul route approval by the Department of Building and Safety.
- 26. Traffic** - Loading and unloading activities shall not interfere with traffic on any public street with no vehicles having to back into to the project site via any of the project driveways. Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning.

- 27. Rooftop Screening.** Any structure on the roof, such as air conditioning units, antennae, and other equipment, except solar panels, shall be fully screened from view from any existing adjacent residential uses as seen from grade.
- 28.** Exterior security grills or permanently affixed security bars, or roll-down grills that conceal storefront windows shall be prohibited.
- 29. Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24 hours of any complaint received on this hotline.

D. Administrative Conditions

- 30. Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 31. Payment of Fees -** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid in full to the Department of City Planning.
- 32. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
- 33. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 34. Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
- 35. Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 36. Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 37. Project Plan Modifications.** Any correction and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yard or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This

process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission or Board.

38. Utilization of Concurrent Entitlement. The subject Site Plan Review requires completion of all applicable conditions of approval herein to the satisfaction of the Department of City Planning and the effective date of the Zone Change, and Site Plan Review shall coincide with that of the associated Zone Change on the property involved.

The applicant/owner shall have a period of three years from the effective date of the subject grant for the Site Plan Review to effectuate the terms of this entitlement by securing a building permit.

Thereafter, the entitlements, except for the zone change shall be deemed terminated and the property owner shall be required to secure a new authorization for the use. If a building permit is obtained during this period, but subsequently expires, this concurrent entitlement determination but not the zone change shall expire with the building permit.

39. Corrective Conditions. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

40. Indemnification. The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS

General Plan Findings

1. **General Plan Land Use Designation.** The subject property is located within the Westchester-Playa del Rey Community Plan area, adopted on April 13, 2004 (pursuant to Council File 04-0297). The Westchester Community Plan designates the subject site as Community Commercial with corresponding zones of C2, C4, CR, RAS3 and RAS4.
2. **General Plan Text.** The following Westchester-Playa del Rey Community Plan's land use objectives are consistent with the proposed development:

Objective 1-1 Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Westchester-Playa del Rey Community Plan Area to the year 2025.

Objective 1-2 Locate housing near commercial centers, public facilities, and bus routes and other transit services, to reduce vehicular trips and congestion and increase access to services and facilities.

The project is consistent with these objectives in that it will result in 260 additional new residential units being built in the Loyola Village CDO a community center which includes hotels, large retail commercial buildings, a local City government center for Westchester, and a public golf course. It is located at the intersection of two major highways with rapid bus and local bus lines and within one mile of both Loyola Marymount University and the Otis Art Institute as well as Los Angeles International Airport.

3. The **Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvements of Rayford Drive to designated Local Street standards and Manchester Avenue to Major Highway Class II standards will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.
4. The **Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
5. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the street which adjoin the subject property.

6. **Vesting Zone Change Findings**

The Westchester-Playa del Rey Community Plan, a part of the General Plan for the City of Los Angeles, designates the Project Site for "Community Commercial" use, which corresponds to the C2, C4, and CR zones. As part of its action adopting the new RAS zoning classifications, the City Council directed the Planning Department to update the City's 35 community plans to include the new RAS4 zone as corresponding zones in all commercial land use categories that allow R4 density housing. See Supplemental Staff Report to the Planning and Land Use Management Committee of the Los Angeles City Council dated July 2, 2002. Because the "Community Commercial" designation for the

Project Site allows R4 density housing as well as retail and restaurant uses, the proposed RAS4 zoning classification is consistent with the City's General Plan.

Public Necessity. The proposed mixed-use project conforms to the requirements of the RAS4 Residential/Accessory Services zone. The purpose of the RAS4 zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors.⁴ The RAS4 zone is also intended to provide a tool to accommodate projected population growth in mixed-use and residential projects that is compatible with existing residential neighborhoods.⁵

The Proposed Project will increase the housing opportunities in the Westchester-Playa del Rey Community of Los Angeles by providing 260 units of new housing, including 63 studio units, 105 one-bedroom units, 74 two-bedroom units and 18 three-bedroom units. The compatible design of the mixed-use Proposed Project will enhance the neighborhood and will contribute to the revitalization of the aging commercial corridors along Lincoln Boulevard and Manchester Avenue. (See elevations submitted herewith) The Proposed Project will include building articulation along the rear property line and other features that will ensure that the project is compatible with existing residential neighborhoods in the area. The project reflects "smart growth" principles by combining residential and neighborhood-serving commercial uses in a unified development plan, thereby promoting the public convenience, general welfare and good zoning practice.

Convenience. The objectives of the Westchester-Playa del Rey Community Plan are: "Locate housing near commercial centers, public facilities, and bus routes and other transit services, to reduce vehicular trips and congestion and increase access to services and facilities."; and "Strengthen and enhance the major commercial districts of the community into distinctive, pedestrian-friendly areas providing shopping, civic, social, and recreational activities. ." Changing the existing zone to the RAS4-1-CDO Zone and developing a mixed use project that complements the adjoining Playa del Oro development is consistent with the objectives of the Community Plan. The increase in the number of dwelling units and commercial floor area in this Community Center will insure the redevelopment of Loyola Village. The Public Convenience is also served by locating employment opportunities centrally in the community near a variety of other services. There are multiple public transportation opportunities near the subject site along Lincoln Boulevard and Manchester Avenue.

Good Zoning Practices The subject site is planned for Community Commercial use and has corresponding zones of C2, C4, CR, RAS3 and RAS 4. The proposed change of zone is consistent with good zoning practice because it will provide for development of an mixed use project that complements the adjoining Playa del Oro mixed use development. The proposed project, at the proposed floor area, scale and layout, will prove to be a compatible addition to the local neighborhood, serving to infuse vitality and a sense of place into the redeveloping area of Loyola Village and would follow the principals of good planning and redevelopment practice.

7. Site Plan Review Findings. Pursuant to Section 16.05 of the Municipal Code:

A. The project complies with all applicable provisions of this Municipal Code and any applicable Specific Plan.

⁴ LAMC § 12.11.5.

⁵ *Id.*

The Project complies with all zoning requirements of the Municipal Code proposed RAS4 zone, except as varied by this action.

The Residential Accessory Services Zone, RAS4, is a mixed use zone proposed for the Site. The RAS4 zone permits both retail and residential uses. Residential densities are based on the R4 zone which permits multi-family dwelling units.

The proposed Project in the RAS4 area consists of 260 dwelling units and 5,053 square feet of ground-floor commercial/retail and restaurant space and will comply with the zoning regulations as to use and floor area limitations.

Off-street parking must be provided, per Section 12.21-A.4 of the Municipal Code. The proposed Project of 260 residential units is comprised of 63 studios, 105 one-bedroom units, 74 two-bedroom units, and 18 three-bedroom units. Based on this configuration, the Municipal Code requires that the project provide a minimum of 405 parking spaces for the residential component. Additionally, the 5,053 square feet of ground-floor commercial/retail and restaurant space requires 32 parking spaces.

The Project applicant is providing a total of 501 parking spaces. The project will have 64 parking spaces in excess of Municipal Code requirements. The 501 on-site parking spaces satisfy the Municipal Code's requirement of 437 parking spaces.

The Floor Area Ratio for the proposed mixed use project is 1.95:1.

The proposed project is located within the Coastal Transportation Corridor Specific Plan (CTCSP) area. The CTCSP requires the applicant to submit a Transportation Demand Management Plan to DOT prior to the issuance of any building permit. In addition, if required, prior to issuance of demolition/building permits, the project shall comply with any applicable requirements of the Coastal Transportation Corridor Specific Plan.

B. The project is consistent with the General Plan

The Westchester-Playa del Rey Community Plan, a part of the General Plan for the City of Los Angeles, designates the Project Site for "Community Commercial" use, which corresponds to the C2, C4, CR, RAS3 and RAS4 zones. As part of its action adopting the new RAS zoning classifications, the City Council directed the Planning Department to update the City's 35 community plans to include the new RAS4 zone as corresponding zones in all commercial land use categories that allow R4 density housing. See Supplemental Staff Report to the Planning and Land Use Management Committee of the Los Angeles City Council dated July 2, 2002. Because the "Community Commercial" designation for the Project Site allows R4 density housing as well as retail and restaurant uses, the proposed RAS4 zoning classification is consistent with the City's General Plan.

C. The project is consistent with any applicable adopted redevelopment plan.

This finding is not applicable to the proposed project because the subject property is not located in an adopted redevelopment plan area.

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

The Project consists of pertinent improvements which will be compatible with the existing and future developments on the neighboring properties. The neighboring properties consist of one and two story buildings. Single family residential houses are located south of the subject site on Villanova Avenue. Multi-family residential buildings are on the north side of Manchester Avenue of the site but are not adjacent. The project has been designed to be compatible with existing and future development on neighboring properties. The proposed project has been designed—both functionally and aesthetically—within the context of the residential and a variety of commercial uses in the vicinity of the property, and in conformity with the residential and commercial policies of the Westchester Community Plan. The Applicant has developed a site design and building architecture, ensuring that the final site improvements will be aesthetically pleasing and visually and physically compatible with surrounding development.

The Project will comply with height, bulk, and setback requirements of the RAS4 zone and there are no related zone variance or adjustment requests. The rear setback for property will be at least 35 feet, in satisfaction of Municipal Code's requirements for the RAS4 zone.

Parking Facilities. The Project fully complies with the LAMC parking requirements. The project will provide 501 parking spaces, 64 in excess of the Municipal Code required parking of 437 parking spaces. The eight levels of parking provide adequate amounts of parking minimizing any impacts to the parking supplies of the surrounding streets.

The Project will provide an internal access road to the rear of the property, westerly adjacent to the single-family residential area. It will be possible for all uses on the subject site to access the other uses without using public streets. In addition, the roadway will allow for continued use of Rayford Drive to access the project.

Loading Areas. Loading areas are regulated in the RAS4 zone as per Section 12.21-C.6 of the LAMC. Accordingly, the Project's loading areas are located away from the single-family residential area to the west.

Lighting. The Project will contain sufficient street and grounds lighting of the court yards, parking entrances and pedestrian areas of the Property in order to provide a secure and safe area for employees and neighbors. The Project will provide shielded lighting on the exterior.

Landscaping. The Project will contain paving and landscaping at the outer visible perimeters of the site and the interior court yards. The amounts of landscaping exceed the requirement of the LAMC.

- E. The project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effect of the project and/or additional findings as may be required by CEQA.*

An Environmental Impact Report, ENV-2008-2610-EIR, SCH No. 2008101153, has been prepared for this project in full compliance with the California Environmental Quality Act. The Project will address all mitigation measures necessary to assure compliance with the terms of the traffic study Project. Such mitigation and monitoring measures will be incorporated into the project's Environmental conditions of approval and Mitigation Monitoring Program, or additional findings will be made as required by the California

Environmental Quality Act, pursuant to the appropriate environmental document prepared for the project by the City of Los Angeles.

9. Loyola Village Community Design Overlay

In accordance with the Design Overlay Plan Approval procedures of Section 13.08.E 3 of the LAMC and the Loyola Village CDO (Ordinance No. 180,797):

The project complies with the adopted Community Design Overlay Design Guidelines and Standards.

The proposed project is the construction of a mixed-use structure containing approximately 256,698 square feet of floor area consisting of 260 dwelling units and 5,053 square feet of ground floor commercial (retail and restaurant) space. The proposed project would be a predominately 4-story building with a maximum height of 58 feet and would provide a total of 501 parking spaces in two levels of subterranean parking. As conditioned herein, the project has been reviewed by staff and has been found to be in substantial conformance with the design guidelines and standards. The design standards of the Loyola Village CDO applicable to the subject project include, but are not limited to, Standards 2a, 2,b, 4a, 5a,5b, 5d, 6c, 7a,7b, 11a, 13a, and 13e.

The mixed use project is a permitted use in the recommended RAS4 zone. The proposed project is a continuation of the Playa del Oro mixed use project adjacent to the subject site. The project will provide increased amount of commercial opportunities and increases the amount of dwelling units.

The proposed mixed use project is consistent with the intent and standards of the CDO as follows:

1. Parking is located to the rear of the property and/or in subterranean levels;
2. Adequate lighting is provided through out the site;
3. Building colors are appropriate for the architectural style and complement the surrounding buildings;
4. Upper levels of residential uses are differentiated from the ground level; and
5. Primary Entrances are on Manchester Avenue and are well defined.

The Project strictly complies with nearly all of the CDO Guidelines and Standards, and furthers the underlying goals and objectives of the CDO. For example, “the CDO is designed to reduce trips within the commercial district and increase pedestrian activity” and “the purpose of the Loyola Village CDO is to ensure that development within the Loyola Village area reflects the overall vision of a cohesive, pedestrian-friendly and vibrant commercial district.” In designing the mixed-use Project with 5,053 square feet of community-serving commercial space at the corner of Rayford and Manchester, the Applicant has attempted to increase pedestrian activity to create a vibrant commercial district without substantially increasing vehicle trips to and from the Project Site.

Further, Design Principle No. 2 states that the CDO Guidelines and Standards “provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent, physical site data, as well as the goals, desires, and needs of the Westchester Community.” As evidenced by the strong support of the neighborhood council, the Project is well-suited to the needs of the Westchester Community.

Although the Project includes some ground-floor residential units, which does not strictly comply with CDO Guideline 6, the physical site characteristics are such that the Project's

ground floor uses are directly across from residential uses on the northern side of Manchester Avenue. Further, the proposed location of ground-floor residential units is the only portion of the CDO that is immediately across from residential uses. Therefore, by reducing some of the Project's impacts on nearby residential properties, the Project's ground-floor residential units are appropriate for the location.

The structures, site plan, and landscaping are harmonious in scale and design with existing development and any cultural, scenic, or environmental resources adjacent to the site and in the vicinity.

The Proposed Project is architecturally consistent, in terms of massing, height, scale, and design treatments, with the Playa del Oro project located immediately adjacent to the east, at the corner of Lincoln Boulevard and Manchester Avenue.

The Proposed Project also does not strictly comply with CDO Standard 1a, which states that for projects with ground-floor commercial uses, "the ground-level exterior streetwall of any new construction...should be located not more than 2 feet from any property line abutting the front yard." (p. 10) Instead, the Project's ground-level exterior streetwall is located approximately 7 feet from the front property line along Manchester Avenue. However, the Project has been designed in such a manner so as to maintain consistency with the physical setback of the adjacent Playa del Oro project, which was the result of a compromise with the Westchester Community.

Thus, as a mixed-use, pedestrian-friendly development, the Project will satisfy the goals and objectives set forth in the CDO Guidelines and Standards, while maintaining compatibility and design harmony with the surrounding community.

An Environment Impact Report ENV-208-2610-EIR SCH 2008101153 was prepared in compliance with the State CEQA guideline.

10. Environmental Findings (CEQA) –

HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS ALL OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY PLANNING COMMISSION OF THE CITY OF LOS ANGELES HEREBY FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

I. CERTIFICATION OF EIR

The City Planning Commission of the City of Los Angeles (the "City") hereby certifies that the Final Environmental Impact Report State Clearinghouse (SCH) No. 2008101153, dated October, 2010 (the "Final EIR") for the project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. in connection with the following approvals granted to Decron Properties (the "Applicant"). This Final EIR is being certified in connection with all discretionary or ministerial approvals and permits required to implement the Project.

Based on the City's Environmental Review Committee, the City determined an EIR was necessary to analyze the potential environmental effects of the proposed project. The Notice of Preparation for a draft EIR (the "Draft EIR") was circulated for a 45-day review period starting on March 18, 2010 and ending on May 3, 2010. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

Aesthetic/Visual; Aesthetic/Shade/Shadow; Air Quality; Cultural Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing and Employment; Public Services – Fire Protection, Police Protection, School, Recreation and Parks, and Libraries; Traffic, Transportation and Parking; Utilities and Services – Water, Sewer, Solid Waste, Electricity, and Natural Gas

On April 18, 2008 the City released the Draft EIR for public comment. The comment period was 45 calendar days, ending on June 2, 2008. The lead agency also accepted comment letters after the comment period closed. The lead agency received 13 written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received between April 18 and June 3, 2008 are included in the Final EIR.

III. FINDINGS

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the “Guidelines”) require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- A. The first possible finding is that “Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (Guidelines Section 15091 (a)(1)); and
- B. The second possible finding is that “Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” (Guidelines Section 15091(a)(2)); and
- C. The third possible finding is that “Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR.” (Guidelines, Section 15091(a)(3)).

The Department of City Planning served as the Lead Agency under CEQA with respect to the Project. In approving the City Planning Commission’s Determination and making these findings, the City Planning Commission has considered the Initial Study, the Draft EIR, the Final EIR, and the Revised Final EIR, and

- 1. Finds, pursuant to Public Resources Code Section 21081(a)(1), that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment as identified in the Revised Final EIR; and
- 2. Finds, pursuant to State CEQA Guidelines Section 15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Revised Final EIR; and
- 3. Finds, that the Revised Final EIR has been completed in compliance with CEQA and is adequate under CEQA for approval of the Director’s Determinations and all other City permits, entitlements, and discretionary approvals for the Project;

and

4. Rejects the alternatives set forth in Section III.F below, for the reasons set forth in that Section.

A. Impacts Found To Be Insignificant - The City Planning Commission has determined that there is no substantial evidence that the proposed Project would result in any potentially significant impacts in the environmental subject areas presented below and no mitigation is required.

1. AGRICULTURAL RESOURCES

The Playa Manchester project site is located in a heavily urbanized area in the Westchester community of the City of Los Angeles and does not include any State-designated agricultural lands. The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively referred to as "Farmland"), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Westchester area is not included in the Important Farmland Category and the adjacent properties are not utilized for agricultural purposes.⁶

According to the Important Farmland in California map of 2004, the project site is on land that is considered "Out of Survey Area."⁷ The western portion of the project site is currently developed with three existing structures which contain eight separate commercial uses, including: two real estate offices; a health food store/acupuncture office; a pilates/yoga studio; a gift shop; a karate/martial arts studio; an automotive service center; and an art supply store. The eastern portion of the project site is currently vacant. Furthermore, the project site is zoned [Q]C4-1-CDO (C4: Commercial with limitations and Multi-Family residential, Height District 1, and Community Design Overlay district⁸) and [Q]RAS4-1 (RAS4: Residential/Accessory Services Zone, Height District 1, and Community Design Overlay district), and is not designated for use as agricultural land pursuant to the maps prepared for the California Farmland Mapping and Monitoring Program.⁹ Additionally, the project site

⁶ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map, 1998, Map.

⁷ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2004, Map, website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm; accessed June 25, 2008.

⁸ As discussed in Section IV.G. Land Use and Planning, the project site is located within the Loyola Village Community Design Overlay district.

⁹ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2004, Map, website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm; accessed June 25, 2008.

is not under a Williamson Act Contract.¹⁰ Therefore, development of the Proposed Project would not convert any farmland to a non-agricultural use.

2. BIOLOGICAL RESOURCES

The western portion of the site is currently occupied by three one-story structures, which contain eight separate retail uses; the eastern portion of the site (adjacent to the Playa del Oro project) is vacant. The project site is located in an urbanized area, and does not contain any species identified as a candidate, sensitive, or special status species in regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The western portion of the project site supports a total of five trees which meet the City's trunk diameter criterion and/or protected status. Implementation of the Proposed Project would require the removal of two Coast Live Oaks and three mature ornamental trees, defined as non-protected species having a 12 inch diameter (caliper) or more at four and one half (4.5) feet above natural grade (Diameter at Breast Height – DBH) (refer to Appendix J, *Playa Manchester Project Tree Report*, dated August 2009). City of Los Angeles Protected Tree Ordinance No. 177,404 provides that a protected species tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. The Ordinance also requires that for each protected species tree removed, a minimum of two trees of the same species (minimum 15 gallon size) shall be planted and that the size and number of the replacement trees shall approximate the value of the trees to be replaced. In addition, a bond must be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated. Further, the City Planning guidelines require that desirable mature ornamental trees (i.e., those with a DBH of 12" and over) be replaced at a 1:1 ratio. To reduce potentially significant impacts to protected tree species and non-native tree species which are at least 12 inches in diameter which would be removed by the Proposed Project, the mitigation measures listed below shall be implemented.

The project site is located in an urbanized area in the Westchester community of the City of Los Angeles. No riparian or other sensitive habitat areas are located on or adjacent to the project site.¹¹ Therefore, implementation of the Proposed Project would not result in any adverse impacts on riparian habitat or other sensitive natural communities.

Review of the National Wetlands Inventory identified no protected wetlands on the project site or in the immediate area.¹² Therefore, the project site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act and no impacts on riparian or wetland habitats would occur with buildout of the Proposed Project.

¹⁰ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2004, Map, website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm; accessed June 25, 2008.

¹¹ City of Los Angeles, Department of City Planning, *Environmental and Public Facilities Maps, Significant Ecological Areas, September 1, 1996*.

¹² *National Wetlands Inventory, U.S. Fish & Wildlife Service, website, <http://www.nwi.fws.gov>, accessed March 20, 2008.*

As discussed, the project site has no riparian or wetland habitats and no significant ecological areas through or on the project site. As the project site has been previously disturbed by heavy urban development, there are no wildlife corridors on or through the project site. Buildout of the Proposed Project would not result in the interference of the movements of any migratory fish species or any other migratory wildlife species. As such, the buildout of the Proposed Project would not interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. There would be no impacts with the development of the Proposed Project.

The project site and its vicinity are not part of or included in any adopted California Department of Fish and Game (CDFG), U.S. Fish and Wildlife Service (USFWS) Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, State, or federal habitat conservation plans.^{13,14} As such, no impacts to habitat conservation plans would occur as a result of the buildout of the Proposed Project.

As discussed, the Proposed Project would not result in impacts on sensitive natural communities, including riparian or wetland habitats; migratory wildlife corridors or native wildlife nursery sites; or habitat conservation plans. As such, with implementation of Mitigation Measures A-1 through A-6, impacts related to biological resources would be less than significant.

MITIGATION MEASURES

A-10. Prior to the issuance of a grading permit, the Project Applicant shall provide a Mitigation Planting Plan to compensate for the loss of two Coast Live Oaks, and three mature ornamental trees. The Mitigation Planting Plan shall include a 2:1 replacement of Coast Live Oaks with a minimum 24-inch box size (i.e. a minimum of four new 24-inch box Coast Live Oaks), and a 1:1 replacement of mature non-protected species with a minimum 24-inch box size (i.e. a minimum of three new 24-inch box ornamental trees). The plantings may occur at project entry points, common areas, or along the Manchester Avenue right-of-way.

It is understood that this Mitigation Planting Plan would be only a part of the overall project landscape plans, which should also include additional trees and understory plantings of climate-adapted plant material.

All planting plans shall be to the satisfaction of the City of Los Angeles Urban Forestry Division of the Bureau of Street Services, the Department of Planning and the Advisory Agency. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

¹³ California Department of Fish and Game. 2006. California Natural Diversity Database, website <http://www.dfg.ca.gov/biogeodata/cnddb/>, September 12, 2008.

¹⁴ U.S. Fish & Wildlife Service, Habitat Conservation Plans, http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReport, September 12, 2008.

- A-11. When planted in or adjacent to vehicular use areas the genus or genera of the tree(s) shall provide a minimum crown of 30'-50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas.
- A-12. Removal of all trees in the public right-of-way shall require the approval of the Board of Public Works.
- A-13. The project applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three (3) years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new tree bond to the satisfaction of the Bureau of Engineering. Subsequently the original owner's bond may be exonerated.
- A-14. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement tree or of the tree which is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency and shall also consult the evaluation of trees guidelines approved and adopted for professional plantmen by the International Society of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information, or guidelines.
- A-15. Prior to the exoneration of the bond, the owner of the project site shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

3. CULTURAL RESOURCES

There are no known historic resources on or adjacent to the project site. There are currently three single-story structures existing on the western portion of the project site; the eastern portion of the project site is currently vacant. According to the Los Angeles County Office of the Assessor, the oldest building on the western portion of the project site, the Graphids art supply store, was constructed in 1964.¹⁵ The remaining structures on the western portion of the project site were constructed in 1989.¹⁶ Therefore, none of the structures meet the minimum fifty-year age requirement for consideration as a landmark at the national or state levels. Additionally, none of the on-site or adjacent buildings meet the criteria for designation under the California Register of Historical Resources, nor are they

¹⁵ Los Angeles County Office of the Assessor, Property Maps and Data, website: <http://maps.assessor.lacounty.gov/mapping/viewer.asp>, July 27, 2009.

¹⁶ Los Angeles County Office of the Assessor, Property Maps and Data, website: <http://maps.assessor.lacounty.gov/mapping/viewer.asp>, August 7, 2009.

identified as a California Historical Landmark or listed on the National Register of Historic Places, National Register Information System (NRIS).^{17,18,19} Furthermore, the closest City of Los Angeles Historic-Cultural Monuments are the Loyola Theater, located at 8610 South Sepulveda Boulevard, approximately 1.25 miles east of the project site, and the Los Angeles International Airport Theme Building, located at 201 Center Way, approximately one mile southeast of the project site.²⁰ Therefore, no project impact on historical resources would occur.

4. GEOLOGY AND SOILS

A Geotechnical Engineering Investigation Report was prepared for 7250-7270 West Manchester Avenue (Playa del Oro site). The Geotechnical Engineering Investigation Report is contained in Appendix K to this Draft EIR. The Playa del Oro site is directly adjacent to the project site and therefore is comprised of similar subsurface conditions, including regional faulting, seismic activity, and liquefaction conditions.

The project site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no active surface fault traces identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on the project site.^{21,22} The project site is not located within a designated Alquist-Priolo Zone.²³ No known or potentially active faults pass through the project site.²⁴ The fault closest to the project site is the active Newport Inglewood Fault, located 3.64 miles the east of the project site, just east of the San Diego Freeway (I-

¹⁷ California Register of Historical Resources, website: http://www.parks.ca.gov/?page_id=21747, July 27, 2009.

¹⁸ California Office of Historic Preservation, California Historical Landmarks, California Historical Landmarks Listed by County, Los Angeles, website: http://www.parks.ca.gov/?page_id=21427, July 27, 2009.

¹⁹ California Office of Historic Preservation, National Register, National Register Information System, Search by Location, Search by State and City, website: <http://www.nr.nps.gov/nrlloc1.htm>, July 27, 2009.

²⁰ City of Los Angeles Department of City Planning, Office of Historic Resources, Historic-Cultural Monuments Listing, City Declared Monuments, website: <http://www.preservation.lacity.org/files/HCM%20Database%20Updated%20113007.pdf>, accessed April 21, 2008.

²¹ Active faults are classified by the State Division of Mines and Geology as faults showing evidence of surface displacement within the last 11,000 years.

²² City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Alquist-Priolo Special Study Zones and Fault Rupture Study Areas in the City of Los Angeles, 1996.

²³ City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Alquist-Priolo Special Study Zones and Fault Rupture Study Areas in the City of Los Angeles, 1996.

²⁴ Geotechnical Engineering Investigation, Proposed Apartment Building, 7250 – 7270 West Manchester Avenue, Playa Del Rey, California, Prepared by Geotechnologies, Inc., October 11, 2004.

405).²⁵ The City of Los Angeles Seismic Safety Element does include the Newport Inglewood Fault within a Fault Rupture Study Area. In addition, the City of Los Angeles Uniform Building Code, updated since the 1994 Northridge Earthquake, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. As such, impacts related to ground rupture from known earthquake faults would be less than significant.

As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The project site is located west of the Newport Inglewood Fault Zone.²⁶ Potential impacts from seismic ground shaking are present throughout Southern California and would be of comparable intensity at the project site as it would be for large parts of the City of Los Angeles and the region. The Proposed Project would be required to comply with existing codes which reduce seismic risks to an acceptable level; thus, the Proposed Project would have a less than significant impact with regard to seismic ground shaking.

According to the Environmental and Public Facilities Maps of the City Planning Department of the City of Los Angeles, the project site is not located within a potentially liquefiable area.²⁷ Furthermore, a liquefaction analysis of the soils underlying the project area was performed indicating that these soils would not be prone to liquefaction during 475-year return period ground motion.²⁸ As such, buildout of the Proposed Project would not expose people or structures to adverse impacts related to liquefaction. No impacts with respect to liquefaction would result.

The project site contains gently varying topography but no slopes adequate to support landslide conditions. The project site is not classified by the City of Los Angeles as being within a landslide hazard area.²⁹ Additionally, development must comply with building regulations set forth by City Building Codes, which require site analysis and remedial measures of unstable slopes prior to development. Therefore, the Proposed Project would not expose people or structures to adverse effects resulting from landslides and no project impacts would occur.

The project site is relatively flat and subterranean excavation would be limited to that necessary for the installation of the foundation, utilities, and subterranean parking. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts

²⁵ United States Geological Survey, Earthquake Hazards Program, Quaternary Fault and Fold Database of the United States, Interactive Fault Map, website: <http://earthquake.usgs.gov/regional/qfaults/>, accessed April 21, 2008.

²⁶ Environmental and Public Facilities Maps, Los Angeles City Planning Department: Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, September 1, 1996.

²⁷ City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Areas Susceptible to Liquefaction in the City of Los Angeles, September 1, 1996.

²⁸ Geotechnical Engineering Investigation, Proposed Apartment Building, 7250 – 7270 West Manchester Avenue, Playa Del Rey, California, Prepared by Geotechnologies, Inc., October 11, 2004.

²⁹ City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Landslide Inventory and Hillside Areas in the City of Los Angeles, September 1, 1996.

to acceptable levels. In addition, all on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavation, and fills.

The area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Proposed Project. During construction, the Proposed Project would be required to prevent the transport of sediments from the project site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs would be detailed in a Storm Water Pollution Prevention Program (SWPPP), which is required to be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Storm Water Regulations. The implementation of the required construction BMPs would ensure that soil erosion impacts would be less than significant.

Long-term operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil. The majority of the project site would be covered by a structure and by paving while the remaining portions of the project site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Proposed Project. With implementation of operational BMPs (in compliance with NPDES requirements) long term impacts related to erosion or loss of the top soil would be less than significant.

The project site is not known to be in an area susceptible to liquefaction.³⁰ Areas prone to liquefaction tend to have both alluvial soil and ground water levels close to the surface, which create expansive soil. The on-site soils are very low in expansion range.³¹ Safe construction will be assured through compliance with the City of Los Angeles Building Code, which includes building foundation requirements appropriate to site conditions. As such, no impacts with respect to unstable or expansive soils are anticipated.

The project site is located in a developed urban area in the Westchester community of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are any proposed as part of the Proposed Project. As the use of septic tanks or alternative wastewater disposal systems would not be required, no impact with respect to this issue would occur.

5. MINERAL RESOURCES

The Playa Manchester project site is not located within an area containing significant mineral deposits (Mineral Resource Zone 2 Areas MR-Z) or a surface mining district.³² The project site is currently zoned [Q]C4-1-CDO (C4: Commercial with

³⁰ Environmental and Public Facilities Maps: Areas Susceptible to Liquefaction in the City of Los Angeles, Los Angeles City Planning Department, September 1, 1996.

³¹ Geotechnical Engineering Investigation, Proposed Apartment Building, 7250 – 7270 West Manchester Avenue, Playa Del Rey, California, Prepared by Geotechnologies, Inc., October 11, 2004.

³² City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.

limitations and Multi-Family residential, Height District 1, and CDO: Community Design Overlay district) and [Q]RAS4-1-CDO (RAS4: Residential/Accessory Services Zone, Height District 1, and CDO: Community Design Overlay district), and no classified or designated mineral deposits of statewide or regional significance are known to occur on or near the project site.

The project site is not located in oil field or drilling areas as designated by the City of Los Angeles.³³ Additionally, the project sites are located outside of any City of Los Angeles oil drilling or surface mining supplemental use districts. Furthermore, no oil wells or mineral operations currently exist on-site. Therefore, the Proposed Project would not cause the permanent loss of, or access to any significant oil resources and no impacts on oil or mineral resources would occur.

6. AESTHETICS – SHADE SHADOW

A cumulative shading impact may occur if a related project was in construction adjacent to or near the Proposed Project and resulted in a shadow overlap such that the new combined shadow would be cast upon shadow-sensitive uses in excess of the three-hour threshold. The only related project which could have the potential to create a cumulative shading impact is the Playa del Oro mixed-use development (Related Project No. 1) located directly adjacent and east of the project site. Because this related project would achieve roughly the same height as the Proposed Project, it can be assumed that shadow lengths would be similar to the Proposed Project. At 9:00 A.M., the shadows would similarly be cast to the northwest and only abut, not shade, the nearby multi-family residential uses. The remainder of the uses located north of the Playa del Oro project are commercial in nature. As such, the shadows cast to the north would not cast upon shadow-sensitive uses. Therefore, no cumulatively considerable shading impacts would occur.

MITIGATION MEASURES

There are no mitigation measures required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to the shading of shadow-sensitive uses as a result of the buildout of the Proposed Project would be less than significant.

7. AIR QUALITY

AQMP Consistency

Cumulative development can affect implementation of the 2007 AQMP. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2007 AQMP will not be obstructed by such growth and

³³ City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Oil Field and Oil Drilling Areas in the City of Los Angeles, September 1996.

cumulative impacts would be less than significant. Additionally, since the Proposed Project is consistent with SCAG's growth projections, and would minimize the VMT within the community in which the Proposed Project is located, it would not have a cumulatively considerable contribution to this impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2007 AQMP would be less than significant.

CONSTRUCTION IMPACTS

Because the Basin is currently in non-attainment for ozone, PM₁₀, and PM_{2.5}, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact. With respect to determining the significance of the Proposed Project's contribution to regional emissions, the SCAQMD neither recommends quantified analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed previously, construction of the Proposed Project would not exceed the SCAQMD's threshold of significance for any of the criteria pollutants during all phases of construction. Therefore, the daily construction emissions associated with these criteria pollutants generated by the Proposed Project would not be cumulatively considerable. Therefore, the cumulative impact of the Proposed Project for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions during construction would be less than significant.

OPERATIONAL IMPACTS

Due to the non-attainment of ozone, PM₁₀, and PM_{2.5} standards in the Basin, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in non-attainment. With respect to operational emissions, the SCAQMD has indicated that if an individual project results in air emissions of criteria pollutants (CO, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the Proposed Project region is in non-attainment under an applicable federal or state ambient air quality standard. As discussed previously, operational emissions associated with the Proposed Project would not exceed the SCAQMD's thresholds of significance for any of the criteria pollutants. Therefore, the cumulative impact of the Proposed Project for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions during operation would be less than significant.

LOCALIZED CO IMPACTS

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations. As discussed previously, the existing 1-hour and 8-hour CO concentrations at the study intersections currently do not exceed their respective national or State ambient air quality standards. For impacts associated with future 1-hour and 8-hour CO concentrations, the SCAQMD recommends an evaluation of potential localized CO impacts resulting from a project when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service

(LOS) of C or worse, and/or if the LOS at the intersections worsens from C to D or worse. Based on the traffic study prepared for the Proposed Project, none of the future (2012) traffic volumes, which are based on the projected future traffic volumes from the Proposed Project, future ambient growth, and related projects in the project area, would meet these criteria at the seven analyzed study intersections. As such, an evaluation of potential localized CO impacts associated with the Proposed Project would not be necessary. Therefore, CO hotspots would not occur near these intersections in the future, and this cumulative impact would be less than significant; no significant project cumulative impact would occur for CO. It is also unlikely that future projects will result in long-term future exposure of sensitive receptors to substantial pollutant concentrations because CO levels are projected to be lower in the future due to improvements in vehicle emission rates predicted by the ARB. Therefore, the cumulative impact of the Proposed Project is considered to be less than significant.

CONSISTENCY WITH GENERAL PLAN AIR QUALITY ELEMENT

As is true for the Proposed Project, development of the related projects would also be reviewed for consistency with the City's air quality policies by the City of Los Angeles, in accordance with the requirements of CEQA, which require findings of policy consistency prior to approval of entitlements for development. For this reason, the cumulative impact associated with consistency of related projects with the City's air quality policies would be less than significant. In addition, as noted above, development of the Proposed Project would be consistent with the City's applicable air quality policies. Therefore, the cumulative impact of the related projects in combination with the Proposed Project would be less than significant.

GLOBAL CLIMATE CHANGE

In the absence of established quantitative thresholds to evaluate impacts associated with GHG emissions, consistency with adopted programs and policies to reduce GHG emissions has been suggested as a method to qualitatively evaluate the significance of cumulative impacts. A project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 cannot yet be evaluated because they are still under development. Nonetheless, the CAT has recommended strategies for implementation at the statewide level to meet the goals of GHG reduction. As shown in Table IV.C-18, the Proposed Project is consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California as identified in the 2006 CAT Report and the recent ARB's Scoping Plan. In addition to complying with the CAT strategies, implementation of the proposed Los Angeles Green Building Program standards could further reduce emissions. Therefore, the potential impact on global warming resulting from implementation of the Proposed Project would not be cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required for the Proposed Project.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The level of significance for the Proposed Project's air quality-related impacts would be less than significant without implementation of mitigation.

8. LAND USE AND PLANNING

Cumulative land use impacts could occur if other related projects in the vicinity of the project site would result in land use impacts in conjunction with the Proposed Project. A total of 19 proposed or approved projects were identified that could potentially contribute to the cumulative effects of the Proposed Project (as listed in Section II, Environmental Setting). Development of the Proposed Project, in conjunction with the related projects, would result in an intensification of existing prevailing land uses in the project vicinity. Specifically, Related Project Nos. 1 and 2 are the closest in proximity. These projects would be required to either generally conform to the zoning and land use designations for the project site or be subject to specific findings and conditions which are based on maintaining general conformance with the land use plans applicable to the area. As such, development of the Proposed Project and related projects is not anticipated to substantially conflict with the intent of the City's General Plan regarding the future development of the Westchester-Playa del Rey community, or with other land use regulations required to be consistent with the General Plan, such as the Planning and Zoning Code. Development of the Proposed Project, in conjunction with the identified related projects, would not be expected to result in cumulatively considerable effects with respect to land use regulations.

MITIGATION MEASURES

The applicant shall be required to comply with all applicable zoning requirements and to incorporate traffic modifications and/or pay any required fees set forth in the Coastal Transportation Corridor Specific Plan, as determined by the Department of Transportation. Compliance with these regulations will reduce project impacts to a less than significant level. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts on land use compatibility and zoning would be less than significant.

9. POPULATION, HOUSING, AND EMPLOYMENT

Of the 19 related projects identified in the project area, seven (related projects nos. 7, 8, 9, 10, 11, 15, and 18) are located outside of the City of Los Angeles. As these projects are located outside of the Los Angeles subregion, they would have no bearing upon population, housing, and employment forecasts. As such, they will not be included among the related projects in the cumulative impacts tables below.

POPULATION

Based on the City's current household demographics (e.g., an average of 2.967 persons per household), the construction of 126 additional residential units on the project site would be expected to result in an increase in approximately 374 net permanent residents in the City of Los Angeles.³⁴ As shown in Table IV.I-3, Estimated Cumulative Population Generation, development of the Proposed Project combined with the related projects would result in a cumulative population growth of approximately 12,891 residents, which would be within the growth forecasts

³⁴

Population Generation is $(2.967 \times 126) = 374$ residents.

presented by SCAG for the City of Los Angeles from 2000 to 2015. The Proposed Project's and the related projects' combined contribution to this growth would represent approximately 3.1 percent of the total. Alone, the Proposed Project would represent approximately 2.9 percent of the cumulative population increase. Therefore, cumulative impacts would be less than significant.

HOUSING

The Proposed Project would result in an increase of 126 residential and joint live/work units. As shown in Table IV.I-4, Cumulative Housing Development, the related projects would develop approximately 4,219 new units within the project area, resulting in a total of 4,345 new housing units when combined with the Proposed Project's 126 additional housing units. SCAG forecasts the addition of approximately 153,665 housing units within the City from 2000 to 2015. The Proposed Project combined with the related projects represents approximately 2.8 percent of the housing growth. Therefore, the Proposed Project and related projects additional housing units would be within the SCAG forecast.

Construction of the Proposed Project itself would be within the year 2000 to year 2015 SCAG forecasts for housing units in Census Tract 2766.02. The Proposed Project would add approximately 126 additional residential and joint live/work units, which is 487 units fewer than what is forecasted for Census Tract 2766.02 between years 2000 and 2015, representing approximately 20.6 percent of the total. As the Proposed Project and related projects combined would be within the SCAG forecast for the Los Angeles subregion, cumulative impacts would be less than significant.

EMPLOYMENT

The Proposed Project would result in a net decrease in employment on the project site of up to approximately 54 employees. However, as shown in Table IV.I-5, Estimated Cumulative Employment Generation, the related projects would generate approximately 11,663 jobs, and when combined with the Proposed Project, would result in approximately 11,609 jobs in the project area. Therefore, although implementation of the Proposed Project would result in the loss of jobs on-site, job growth is forecast for the project area and the City of Los Angeles. The addition of 11,609 jobs is within the year 2000 to 2015 SCAG employment forecast for the City of Los Angeles, representing approximately 14.1 percent of expected growth.

Cumulative growth within the region would be consistent with SCAG projections for the City of Los Angeles. The Proposed Project, therefore, would not be cumulatively considerable and would result in a less than significant cumulative impact.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in less than significant impacts on population, housing, and employment.

10. PUBLIC SERVICES – POLICE

Implementation of the Proposed Project in combination with ambient growth and the related projects identifies in Section II, Environmental Setting, would further increase the demand for police protection services in the project area. As discussed previously, the Proposed Project is located within the Westchester-Playa del Rey Community Plan Area, which has an existing police service population of approximately 200,000 people. In addition, of the 19 related projects identified, 11 related projects (Related Project Nos. 1, 2, 3, 4, 6, 7, 13, 14, 15, 17, and 19) would also be served by the Pacific Community Police Station. One related project (Related Project No. 5) would be served by the West Los Angeles Community Police Station. The seven remaining related projects (Related Project Nos. 8, 9, 10, 11, 12, 16, and 18) are not located within the City of Los Angeles and would not be served by LAPD. As shown in Table IV.J-3, Estimated Cumulative Police Service Population, the residential population associated with the Proposed Project, ambient growth, and the 11 related projects in the Pacific Community Police Service Area would result in a 24,555-person cumulative increase in the police service population for the Pacific Community Police Station, of which the Proposed Project would comprise approximately 1.4 percent. This cumulative increase in police service population would require approximately 37 additional officers to maintain the existing officer-to-population ratio in the entire Westchester-Playa del Rey Area.³⁵

The need for 37 additional officers would not create a need for a new or expanded facility. Similar to the Proposed Project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each related project would also contribute additional tax revenue that could be used for commensurate expansion of police services and the hiring of additional police officers. Therefore, cumulative impacts with respect to police protection services would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to police protection services would be less than significant.

11. PUBLIC SERVICES – LIBRARY SERVICES

Implementation of the Proposed Project in combination with the related project identified in Section II, Environmental Setting, would be expected to further increase demand for library services in the project vicinity. However, only those related projects in the City of Los Angeles that would patronize the same library, as the Proposed Project will be analyzed in the cumulative discussion. Of the 19 related projects, nine would be served by the Westchester-Loyola Village Branch Library (Related Project Nos. 1-5, 7, and 17-19). Nine related projects (Related Project Nos. 6, 8, and 10-16) would be served by the Playa Vista Branch Library and one related project (Related Project No. 9) would be served by the Venice-Abbot Kinney

³⁵

$[(24,525 \text{ new persons}) \div (685 \text{ persons per officer})] = 37 \text{ officers.}$

Memorial Branch Library. In general, the employees and students that would be generated by the related projects would not be expected to patronize local libraries to a great extent, as they typically would not have long periods of time during their work or school days to visit library facilities and would be more likely to use libraries near their homes during non-work or non-school hours. Further, Related Project Nos. 4 and 17 are located on the Loyola Marymount University campus, which has its own university library facilities. Thus, only the related projects that would generate residents are utilized for this cumulative analysis. Of the nine related projects that would be served by the Westchester-Loyola Village Branch Library, one includes a residential component (Related Project No. 1).

As shown in Table IV.J-10, Cumulative Residents Generated, the Proposed Project, in combination with the related project containing a residential component, would result in a cumulative increase of 1,974 residents who would demand library services. As with the Proposed Project, the related projects would be subject to LAPL review to determine if the residential populations generated by these projects would be within the maximum service population for the libraries serving the projects and whether payment of fees would be necessary to reduce the level of impact on library facilities. Through this process, cumulative impacts to library facilities would be less than significant.

MITIGATION MEASURES

Because no significant impacts to library services were identified, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to library services would be less than significant.

12. UTILITIES AND SERVICES – SEWER

Implementation of the Proposed Project in combination with the related projects identified in Section II, Environmental Setting, would increase the demand for wastewater services provided by LABS. As shown in Table IV.L-6, Cumulative Wastewater Generation, the related projects within the City of Los Angeles, Culver City, and Marina Del Rey would generate an estimated 1,385,225 gpd of wastewater.

The LABS would provide sewer conveyance for the identified related projects, although it does not provide the current flow levels and remaining capacities in the sewer lines serving the related projects. However, each of the related projects would need to obtain a final approval from the LABS for a sewer capacity connection permit. The sewer line capacity for each related project would be evaluated on a case-by-case basis, and any upgrades that could be needed would be implemented prior to issuance of any occupancy permits. Therefore, cumulative impacts to wastewater conveyance infrastructure would be less than significant.

It is assumed that all of the related projects would rely on the wastewater treatment services provided by the HTP. As shown in Table IV.L-6, Cumulative Wastewater Generation, the estimated wastewater generated by the related projects in combination with the Proposed Project would be 1,403,815 gpd. As previously discussed, the design capacity of HTP is 450 million gallons per day and HTP's current average wastewater flow is 362 million gpd. Therefore, the HTP has a

remaining capacity of approximately 88 million gpd. The cumulative sewage generation would be within the design capacity of HTP representing about 1.6 percent of the remaining capacity. Cumulative impacts to wastewater treatment capacity would be less than significant.

MITIGATION MEASURES

Because no significant impacts related to sewer service were identified, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to sewer service would be less than significant.

13. UTILITIES AND SERVICES – NATURAL GAS

Cumulative Natural Gas Consumption, the related projects within the City of Los Angeles, Culver City, and Marina Del Rey would consume an estimated 985,474 cf of natural gas per day. The Proposed Project would generate a net demand increase estimated at 14,446 cf per day. The natural gas consumption of the Proposed Project in combination with the related projects would be approximately 999,920 cf per day (see Table IV.L-16).

According to the 2008 California Gas Report, natural gas supplies from the southwestern United States (i.e., the San Juan Basin and the Permian Basin) are expected to meet Southern California's gas demand.³⁶ Furthermore, Title 24 of CCR establishes energy conservation standards for new construction. These energy conservation standards address insulation, glazing, lighting, shading, and water and space heating systems. With modern energy efficient construction materials, the Proposed Project and the related projects would be consistent with the City's energy conservation standards by helping to reduce demand for natural gas. As such, cumulative impacts to natural gas supplies as a result of the buildout of the Proposed Project and the related projects would be less than significant.

MITIGATION MEASURES

Because no significant impacts related to natural gas service have been identified, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to natural gas supplies and infrastructure would be less than significant.

³⁶ The Southern California Gas Company, Energy Efficiency, Advanced Home Program, Program Application and Forms, 2006-2008 Participant Handbook, <http://www.socalgas.com/construction/ahp/>, September 9, 2008.

B. Impacts Determined To Be Potentially Significant, But Can Be Mitigated To Less Than Significant Levels.

14. AESTHETICS VIEWS

Development of the Proposed Project in conjunction with the related projects, identified in Section III, Environmental Setting, would result in a mix of new development and redevelopment, or infilling, of residential, educational, industrial, and commercial land uses in the Westchester community. Only identified projects adjacent to or in close proximity to the Proposed Project would have the potential to contribute to a cumulatively considerable effect on aesthetics. Of the identified related projects, there is one related project located adjacent to the project site that may contribute a cumulatively considerable aesthetic impact, the Playa del Oro project (Related Project No. 1).

Development projects in proximity to the Proposed Project have the potential to contribute to blockage of scenic vistas and a substantial increase in the amount of light and glare in the area. The nearest related project to the Proposed Project is the adjacent Playa del Oro project to the east. However, as no views of particular aesthetic value exist through the project site, development of the Playa del Oro project would not contribute to the obstruction of any significant view. Therefore, development of the Proposed Project, in conjunction with the Playa del Oro project, is not anticipated to contribute to the blockage of a scenic view. Additionally, development of the Playa del Oro project would not be expected to substantially change the overall ambient light levels or create an extensive source of potential new glare. Any additional glare from the related projects would be subject to the City's reflective materials design standards, which limits the amount of reflective surface areas and materials that can be used for a given project. The potential light and glare created from this related project would not be cumulatively considerable.

Development of the remaining related projects throughout the Westchester community, in conjunction with the Proposed Project, would result in a substantial change to the visual environment. However, the most common scenic resources of value are trees and historic structures, both of which are protected by City policies and regulations. As no substantial scenic resources are located in the area surrounding the project site, development of the related projects in conjunction with the Proposed Project would not result in a cumulatively considerable reduction in scenic resources. Furthermore, the development of the related projects is expected to be consistent with the height, mass, and visual character of the existing urban Westchester community. Therefore, the Proposed Project in conjunction with the related projects would not result in a significant impact related to the aesthetic and visual character of the area.

MITIGATION MEASURES

- B-5. Project lighting, including security lighting, shall be directed onto the project site, and all lighting shall be shielded from adjacent roadways and off-site properties.
- B-6. Atmospheric light pollution shall be minimized by utilizing lighting fixtures that cut-off light directed to the sky.
- B-7. All glass to be incorporated into the exterior of the building shall be either of low-reflectivity, or accompanied by a non-glare coating.

B-8. On-site signs shall be limited to the maximum allowable under the LAMC.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures, impacts of the Proposed Project on views of and through the project site and impacts related to light and glare would be less than significant.

15. CULTURAL RESOURCES – ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES

Development of the Proposed Project in combination with the 19 related projects listed in Section II. Environmental Setting, would result in the increased potential for encountering archaeological and paleontological resources in the project vicinity. The potential that one or more of these related projects might encounter archaeological or paleontological resources during the course of development is determined by such factors as whether prehistoric human presence had occurred at any given related project site, and the type of proposed development activities at the site. However, not all archaeological and paleontological resources are of equal scientific value. While some have the potential to be scientifically important due to rarity of their ability to provide new information, many of these resources are common and have little scientific value. Therefore, the significance of cumulative impacts to archaeological and paleontological resources is not determined simply by the frequency of the encounter, but by the nature of that encounter. The mere fact of an encounter does not imply an adverse impact.

With appropriate mitigation, such an encounter may lead to the recovery of scientifically important archaeological or paleontological resources that would not have been exposed without these activities. Considering that the discovery of archaeological and paleontological resources is a fairly rare event, the discovery of a scientifically important archaeological or paleontological resource is even more rare an event; the fact that discovery of rare resources may lead to their recovery rather than their destruction, it is not anticipated that there would be a significant adverse cumulative impact to archaeological or paleontological resources. Further, CEQA requirements for protecting archaeological and paleontological resources are applicable to development in the City of Los Angeles, as are other local cultural resources protection ordinances. If subsurface cultural resources are protected upon discovery as required by law, impacts to those resources would not be cumulatively considerable.

MITIGATION MEASURES

Archaeological Resources

D-1. A covenant and agreement shall be recorded between the Proposed Project and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any archaeological resources are encountered during Project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (SCCIC), or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. If an archaeological survey, study or technical report is prepared, copies shall be submitted to the SCCIC.

Paleontological Resources

- D-2. A covenant and agreement shall be recorded between the Proposed Project and the City of Los Angeles Department of City Planning prior to obtaining a grading permit stating that if any paleontological materials are encountered during the course of the project any paleontological materials are encountered during the course of the project development, the project shall be halted. The services of a qualified paleontologist approved by the City or County of Los Angeles and the Los Angeles County History Museum (LACM) Vertebrate Paleontology shall be retained to assess the resources and evaluate the impact. If a paleontological survey, study or technical report is prepared, copies shall be submitted to the LACM.

Human Remains

- D-3. If human remains are discovered at the project site during construction, work at the construction site shall be suspended, and the City of L.A. Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment of disposition of the remains.

16. HAZARDS AND HAZARDOUS MATERIALS

Development of the Proposed Project in combination with the 19 related projects has the potential to increase the use, storage, transport, and/or release of hazardous materials. However, Mitigation Measures E-1 through E-7 would reduce the potential impacts associated with the Proposed Project to a less than significant level. With respect to the related projects, each of the related projects would require evaluation for potential threats, including those associated with the release of hazardous materials into the environment, or from exposure to a health hazard, in excess of regulatory standards, exposure of hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, or the location of a listed hazardous materials site. Because hazardous materials and risk of upset conditions are largely site-specific, this would occur for each individual project affected, in conjunction with development proposals on these properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, State, and federal laws pertaining to hazards and hazardous materials, cumulatively considerable impacts would be reduced to a less than significant level.

MITIGATION MEASURES

- E-1. For USTs currently in use and any found to be present on-site, a qualified UST consultant shall decommission the UST in compliance with the LAFD and other applicable state agencies.
- E-2. Prior to construction, further investigation is required to assess the potential for subsurface groundwater and soil contaminants in the vicinity of the former Gerald's Hardware Store on-site. If contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with the Department of Building and Safety and other applicable State regulations.

- E-3. Prior to the issuance of a building permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified abatement consultant that no contaminated soils are present on-site. If contaminated soils are found to be present, a qualified abatement consultant shall abate the soils in compliance with the Department of Building and Safety and other applicable State regulations.
- E-4. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified PCB abatement consultant that no PCBs are present on-site. If PCBs are found to be present, a qualified abatement consultant shall abate the site in compliance with the applicable City, State, and federal rules and regulations.
- E-5. All suspect ACMs known to be on-site, as well as any suspect ACMs discovered during future construction activities at the site, shall be sampled and analyzed for asbestos content prior to any disturbance. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the buildings. If additional ACMs are found to be present, a qualified asbestos abatement consultant shall abate the buildings in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and federal rules and regulations.
- E-6. A LBP survey shall be conducted to determine the existence of any LBP on-site. Any contractor who would disturb lead containing surfaces shall be notified of the hazard and their requirement to comply with the applicable City, State, and federal regulations. Any additional LBP identified shall be abated by a qualified abatement consultant in accordance with all applicable City, State, and federal regulations.
- E-7. Because the project site is located in a City-designated Methane Buffer Zone, the applicant shall be required to comply with Division 71 of the Los Angeles Municipal Code detailing the inclusion of a methane mitigation system.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of mitigation measures, impact related to hazards and hazardous materials would be less than significant.

17. HYDROLOGY AND WATER QUALITY

Development of the Proposed Project in conjunction with the related projects listed in Section II, Environmental Setting, could impact storm drainage and water quality in the area. The Proposed Project is located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from this built-out environment. When new construction occurs here, it generally does not lead to substantial additional runoff, since new developments would also be required to control the amount and quality of stormwater runoff coming from their respective sites. Thus, the Proposed Project would not contribute to a significant cumulative impact in the event that any off-site areas served by local storm drains were to increase peak flows to the system and no cumulatively considerable impacts to water runoff and water quality would occur.

MITIGATION MEASURES

Short-Term Construction Impacts

- F-1. All earthwork on the project site shall be performed in accordance with the requirements of the City of Los Angeles Department of Building and Safety, the City of Los Angeles Civil Engineer of Record, and the Storm Water Pollution Prevention Program.
- F-2. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- F-3. Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- F-4. Pavement at material spills shall not be hosed down. Dry cleanup methods shall be used whenever possible.
- F-5. Waste containers shall be covered and maintained. Uncovered waste containers shall be stored under a roof or covered with tarps or plastic sheeting.
- F-6. Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- F-7. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

Surface Water Runoff/Water Quality Impacts

- F-8. Project applicant(s) are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. All structural or treatment control BMPs shall be maintained for the life of the project.
- F-9. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- F-10. Maximize trees and other vegetation at the site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- F-11. Reduce impervious surface area by using impermeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers (i.e., turf block); and granular materials (i.e., crushed aggregates, cobbles).
- F-12. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- F-13. Toxic wastes must be discarded at a licensed regulated disposal site. Waste containers must be stored either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight waste containers with lids. Drip pans or absorbent materials shall be used whenever grease containers are emptied. Containers shall be washed in an area with a properly connected sanitary sewer.
- F-14. Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- F-15. Utilize natural drainage systems to the maximum extent practicable.
- F-16. Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- F-17. Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- F-18. All storm drains inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING – DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons prohibiting illegal dumping must be posted at public access points along channels and creeks within the project area. The legibility of any stencils and/or signs must be maintained.
- F-19. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- F-20. The hazardous materials storage area must be paved and sufficiently impervious to contain leaks and spills.
- F-21. The hazardous materials storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- F-22. The owner of the property shall prepare and execute covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer's instructions.
- F-23. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits, or channels from erosion by discharge velocities by installing a rock outlet protection. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to hydrology and water quality would be less significant.

18. PUBLIC SERVICES

FIRE

Implementation of the Proposed Project in combination with the related projects identified in Section II, Environmental Setting, would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (i.e., property taxes, government funding) to which the applicants of the Proposed Project and related projects would be required to contribute.

As discussed previously, the project site is currently served by Fire Station No. 5, with supplemental fire services provided by Fire Station No. 67 and Fire Station No. 95. Of the 19 related projects, five related projects (Related Project Nos. 1, 2, 5, 7, and 17) would also be primarily served by Fire Station No. 5. Six related projects (Related Project Nos. 4, 6, 8, 13, 14, and 15) would be primarily served by Fire Station No. 67, and one of the related projects would be served by Fire Station No. 51 (Related Project No. 3). Seven related projects would not be served by the first-in-response Fire Station No. 5, or the supplemental Fire Station Nos. 67 and 51. Of the seven related projects not served by Fire Station Nos. 5, 67, or 51, one would be served by Fire Station No. 95 (Related Project No. 19). Six related projects (Related Project Nos. 9-12, 16, and 18) are not located within the City of Los Angeles and would not be served by LAFD. Therefore, the Proposed Project would combine with five of the related projects identified to create a cumulative demand on fire protection services from Fire Station No. 5. The Proposed Project would also combine with six of the related projects identified to create a cumulative demand on fire protection services from Fire Station No. 67, and one of the related projects to create a cumulative demand on fire protection services from Fire Station No. 51.

The LAFD determines adequate fire protection based on fire flows, response distance, and LAFD review of hydrants and access. None of these factors would be affected by the development of the related projects. Similar to the Proposed Project, design and development of the related projects would be subject to the requirements of the LAMC and review and requirements of the LAFD. Measures to ensure adequate fire flow, hydrant placement, and emergency access and to minimize demand for fire service would be provided by the LAFD on a case-by-case basis in an effort to reduce impacts associated with future developments. Through this process, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be assured. On this basis, it is anticipated that cumulative impacts to fire protection would be less than significant. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Proposed Project and related projects would contribute.

MITIGATION MEASURES

- J-1. The project applicant shall submit a plot plan to the LAFD prior to occupancy of the project, for review and approval, which shall provide the capacity of the fire mains serving the project site. Any required upgrades shall be identified and implemented prior to occupancy of the project.

- J-2. The Proposed Project shall comply with all fire code and ordinance requirements for building construction, emergency access, water mains, fire flows, and hydrant placement. Prior to the issuance of a certificate of occupancy for any phase of the project, the applicant shall implement all fire code and ordinance requirements to the satisfaction of the Los Angeles Fire Department.
- J-3. The design of the project site shall provide adequate access for Fire Department equipment and personnel to the structure.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to fire protection services would be less than significant.

SCHOOLS

Implementation of the Proposed Project in combination with ambient growth and the related projects identified in Section II, Environmental Setting, would increase demands on school services. There are a total of 19 related projects. Eight of the 19 related projects do not have the potential to generate any elementary school, middle school, or high school students (Related Project Nos. 2, 4, 5, 6, 7, 16, 17, and 19). Additionally, due to the various locations of the projects that have the potential to generate elementary school, middle school, or high school students, not all of the students generated by the related projects would attend the same schools as students generated by the Proposed Project. Eight related projects (Related Project Nos. 4, 8, 9, 10, 11, 12, 13, and 15) would not generate any students at the schools serving the Proposed Project. Two related projects (Related Project Nos. 10 and 11) are outside the school attendance boundaries for the schools serving the Proposed Project. Further, one related projects (Related Project No. 18) is not located within the boundaries of the LAUSD and, therefore, would not be served by LAUSD schools. The two remaining related projects that have the potential to generate students would produce a total of approximately 398 elementary school students, 191 middle school students, and 191 high school students that would attend the same local elementary, middle, and senior high schools as those generated by the Proposed Project. As shown in Table IV.J-6, Estimated Related Projects Student Generation, the Proposed Project, in conjunction with the 19 related projects, has the potential to generate an approximate total of 424 elementary school students, 204 middle school students, and 204 high school students.

Similar to the Proposed Project, it is likely that some of the students generated by the related projects already reside in areas served by the LAUSD and are already enrolled in LAUSD schools. For a conservative analysis, however, it is assumed that all of the students generated by the related projects would be new to the LAUSD.

The related projects would generate additional students at Loyola Village Elementary School, Wright Middle School, and Westchester High School. As shown in Table IV.J-7, the Proposed Project in combination with the related projects would not cause Wright Middle School or Westchester High School to exceed their student capacities. Enrollment at Loyola Village Elementary School would exceed capacity by approximately 140 students. However, this is a conservative estimate as it is likely that not all of the elementary students generated by the Proposed Project in conjunction with the identified related projects would attend Loyola Village Elementary School. Specifically, as shown

in Table IV.J-6 above, Related Project No. 14 is anticipated to generate a majority of the new elementary school students. However, Central Regional Elementary School #22 is planned to be built at Playa Vista with a capacity of 650 students, relieving the demand on Loyola Village Elementary School.³⁷ Thus, the new students generated from Related Project No. 14 would be expected to attend the new elementary school, rather than Loyola Village Elementary School. Furthermore, similar to the Proposed Project, the applicants of the related commercial and residential projects would be expected to pay required developer school fees to the LAUSD (pursuant to SB 50) to help reduce any impacts they may have on school services. Pursuant to SB 50, payment of developer fees is deemed to provide full and complete mitigation of school facilities impacts. The payment of these fees by the Proposed Project and the related projects would be mandatory, and would further reduce the cumulative impact upon school services to a less than significant level.

MITIGATION MEASURES

- J-4. The applicant shall be required to pay LAUSD developer school fees to the satisfaction of the administering agency.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to school facilities and services would be less than significant.

RECREATION AND PARKS

Implementation of the Proposed Project in conjunction with the related projects identified in Section II, Environmental Setting, would further increase demands on park services. Employees generated by commercial projects would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. However, the increase in residential population by the related projects would increase the demand on parks and recreational facilities. Future impacts on park facilities would be partially mitigated through the collection of park fees on new development and the provision of parkland. However, existing deficiencies would not be addressed by these fees. In accordance with *State CEQA Guidelines* Section 15130(a)(3), the Proposed Project's contribution to the cumulative impact would be rendered less than cumulatively considerable through adherence to the City's impact fee program for new development. Adherence to the requirements of this program would constitute implementation or funding of the Proposed Project's fair share of measures designed to alleviate the cumulative impact.

MITIGATION MEASURES

With payment of park fees pursuant to LAMC Section 21.10.3(a)(1), impacts would be less than significant and no mitigation measures are required.

³⁷ Los Angeles Unified School District, Facilities Services Division, Strategic Execution Plan, January 2009, Exhibit D, K-12 Schools, page 100.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of fees, impacts related to recreation and parks services would be less than significant.

19. TRAFFIC, TRANSPORTATION AND PARKING

Project Impacts

Trip Generation

The vehicular trip generation of City of Los Angeles projects in the study area is analyzed according to two methodologies. These methodologies and the associated trip generation rates are contained or referenced in the Coastal Transportation Corridor Specific Plan (CTCSP) and the LADOT Traffic Study Policies and Procedures manual, and are described below.

1. Coastal Transportation Corridor Specific Plan (CTCSP)

Pursuant to the CTCSP, LADOT requires a traffic assessment or analysis of projects in much of the coastal area of the City, including the Venice, Mar Vista, Del Rey, Playa del Rey, Westchester, and LAX areas. The CTCSP sets forth the required methodology for the analysis of PM peak-hour trips. The CTCSP trip rates used in this analysis were approved by LADOT (see Table IV.K-7, Project Trip Generation Formulas and Rates).

2. Standard LADOT Methodology – Traffic Study Policies and Procedures Manual

The standard LADOT methodology requires that traffic impacts be analyzed according to its Traffic Study Policies and Procedures Manual. This standard LADOT methodology requires the use of the most current Trip Generation handbook (7th Edition), published by the Institute of Transportation Engineers (ITE), unless the project is within a Transportation Specific Plan area. If such is the case, then the trip generation formulas and rates are to be applied according to the Specific Plan procedures. If necessary, other trip generation formulas or rates may also be permitted pursuant to LADOT approval.

As noted previously, the Proposed Project is within the CTCSP area. As the CTCSP contains only PM peak-hour trip rates, those rates were used to calculate the Proposed Project's PM peak-hour trips. The AM peak-hour and daily project trip generations were calculated from ITE formulas and rates in accordance with the standard LADOT methodology. These formulas and rates were approved by LADOT (see Table IV.K-7, Project Trip Generation Formulas and Rates).

Applying these sets of trip generation formulas and rates to the new uses and the existing uses being removed, the project trip generation for the AM peak-hour, PM peak-hour, and daily periods were calculated. Trip counts were taken between March 18 and March 20, 2008. As shown in Table IV.K-8, Project Trip Generation, the Proposed Project would result in a net decrease of 307 daily trips, with an increase of 33 trips during the AM peak hour and a decrease of 32 trips during the PM peak hour.

Trip Distribution

Project-generated traffic was assigned to the street system based on a trip distribution pattern, agreed upon by Crain & Associates and LADOT. This trip distribution pattern was determined by considering the proposed land uses; existing

traffic movements; characteristics of the surrounding street system; nearby regional employment centers; and the geographic location of the project site and its proximity to freeways and major travel routes. Considering these factors, the regional trip distributions, Project Directional Trip Distribution, were estimated for the project.

Trip Assignment

The directional distribution percentages, shown in Table IV.K-9, Project Directional Trip Distribution, above, were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the project site.

Applying these inbound and outbound percentages to the project trip generation previously calculated net project traffic volumes at the seven study intersections were determined for the AM and PM peak hours, as shown in Figures IV.K-5, Net Project Traffic Volumes AM Peak Hour, and IV.K-6, Net Project Traffic Volumes PM Peak Hour, respectively.

Vehicular Access

Vehicular access, which would be shared with the adjacent Playa del Oro development, would be provided via one main driveway on Manchester Avenue and one service driveway on an alley way located south of the project site, which directly connects to Rayford Drive. Appropriate signs would be posted at the intersection of the alley and Rayford Drive to prohibit project-generated and other traffic from using the alley to travel through the community south of the project site. Specifically, a “No left-turn” sign for westbound traffic will be installed along the alley at Rayford Drive and a “No right-turn” sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic. Ingress and egress to the subterranean parking structure would occur on the eastern and southern sides of the proposed development.

Future (2012) Traffic Conditions

A number of projects are either planned for development or under construction in the project area that could contribute to traffic volumes within the study time frame. Thus, an analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the project area, an analysis of the existing (2008) traffic volumes was first conducted. For the analysis of future conditions for the study year of 2012, an ambient growth factor of 2.0 percent per year, compounded annually, was applied to the existing volumes at four of the seven study intersections. For the remaining three intersections, located on Lincoln Boulevard, construction completion and a 30 percent increase in traffic along and turning onto Lincoln Boulevard was assumed for the 2012 baseline condition, per LADOT. The two percent annual ambient growth factor was applied as an alternative at these three intersections only to traffic crossing Lincoln Boulevard.

The result provides the “baseline” traffic volumes for the analysis of future (2012) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the “Without Project” condition. Finally, project traffic was analyzed as an incremental addition to the Future (2012) “Without Project” condition to determine the Future (2012) “With Project” condition.

Related Projects

Also included in the future year analysis are area projects proposed or under construction, referred to as “related projects.” Information regarding potential related projects within an approximate two-mile radius of the project site was obtained from LADOT and the County of Los Angeles, as well as from recent traffic studies performed in the vicinity.

It was determined that 19 related projects in the surrounding communities and jurisdictions could potentially contribute significant traffic to the study intersections. A summary description of these related projects are provided in Table IV.K-10, Related Projects Location, Description, and Trip Generation. Locations of these projects are provided in Figure IV.K-7, Related Projects Location Map.

The trips generated by these related projects were estimated from previous traffic studies, when available, or by using the trip generation formulas and rates discussed above. The estimated trip generations of the related projects are also included in Table IV.K-10, Related Projects Location, Description, and Trip Generation. These trips were distributed and assigned using similar assumptions and rationale applied to the Proposed Project. For purposes of a conservative analysis, it was assumed that all of these related projects would be completed by 2012.

To determine the 2012 Without Project traffic volumes, the related projects traffic was combined with the existing traffic volumes that were increased by either 2.0 percent per year or 30 percent (as described above). The resulting 2012 Without Project intersection peak-hour volumes are shown in Figures IV.K-8, Future (2012) Without Project Traffic Volumes AM Peak Hour, and IV.K-9, Future (2012) Without Project Traffic Volumes PM Peak Hour. These are the “benchmark” values used in analyzing project traffic impacts on the street system. They represent a conservative condition due to several factors, such as: 1) some projects may implement traffic reduction programs; 2) transit usage may increase; 3) the effects of internal trip linkages and pass-by/diverted trips have not been credited for all projects; and 4) some projects will likely be developed less than described or outside the study time frame. Thus, actual future traffic volumes in the study area could be less than what was analyzed.

Highway System Improvements

LADOT has recommended that several study intersections be revised for the future year analyses to reflect roadway improvements being implemented by others. These improvements are described below.

Caltrans

Caltrans is implementing a lengthy improvement on Lincoln Boulevard (SR-1) from Marina del Rey to La Tijera Boulevard. This improvement incorporates, and where feasible expands upon, the Playa Vista Phase I mitigation plan for Lincoln Boulevard. In the Proposed Project vicinity, Lincoln Boulevard is being widened and realigned from La Tijera Boulevard to LMU Drive to provide an additional northbound lane along with traffic signal modifications.

Analysis of Future Traffic Conditions – Without and With Project

The future traffic volumes were developed as follows:

- As described earlier, future benchmark traffic volumes for the 2012 Without Project conditions were determined by combining area traffic growth with new traffic generated by the related projects.

Traffic volumes generated by the Proposed Project were then combined with the appropriate benchmark volumes to develop the 2012 With Project traffic volumes. These were analyzed to determine the traffic impacts directly attributable to the Proposed Project. Figure IV.K-10, Future (2012) With Project Traffic Volumes AM Peak Hour, and Figure IV.K-11, Future (2012) With Project Traffic Volumes PM Peak Hour, show future traffic volumes with implementation of the Proposed Project.

As shown in Table IV.K-11, Critical Movement Analysis (CMA) Summary Future (2012) Traffic Conditions – Without and With Project, under the future 2012 Without Project condition, the Proposed Project would not have a significant impact on any study intersection. Six of the seven study intersections would operate at acceptable levels of service, LOS D or better, during both the AM and PM peak hour. The remaining intersection would operate at LOS F during the AM peak hour.

Congestion Management Program

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by Metro, the local CMP agency, designating a highway network that includes all state highways and principle arterials within the County and monitoring the network's LOS to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. A review of the project trip distribution and net project traffic additions to the project vicinity shows that the Proposed Project would not add 50 or more trips during the AM and PM peak hours to any CMP monitored intersection.

In addition, any CMP monitored freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours is also to be analyzed. Based on the project trip distributions described previously, the Proposed Project is not expected to add 150 or more directional trips to any monitored freeway segment. Therefore, no significant, project-related impact would occur at any CMP monitored freeway location and no additional freeway analysis is necessary.

Analysis of Residential Street Traffic

A residential street traffic analysis was also conducted to determine the potential impact of project traffic on the residential street segment of Rayford Drive, south of 85th Street. As outlined in Mitigation Measure K-1, appropriate signs would be posted at the intersection of the alley and Rayford Drive to prohibit project-generated and other traffic from using the alley to travel through the community south of the project site. Specifically, a "No left-turn" sign for westbound traffic

will be installed along the alley at Rayford Drive and a “No right-turn” sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic. Therefore, this selected street segment is considered the most appropriate indicator of traffic impacts that the Proposed Project could have on the surrounding residential street system.

Per LADOT policy, the determination of a residential street traffic impact is based on daily traffic volumes traversing the study street segment. Daily traffic counts were conducted on this residential street segment on April 10, 2008. This daily traffic volume was used as the basis for the residential street impact analysis.

For the analysis of future traffic volume on the residential street segments, future traffic volume was estimated using the same procedures described previously for the development of future peak-hour intersection volumes. The Future Without Project daily traffic volume estimates were based on the ambient traffic growth and related projects volumes. The Future With Project daily traffic volume scenario includes the addition of project traffic. Development of the Proposed Project would not cause an increase in traffic on the residential street segment as there would be a net decrease in daily project trips when compared to the existing uses currently found on-site (see Table IV.K-12, Residential Street Impact Analysis).

Due to the concern of cut through traffic in the communities south of the project site, project site access is not allowed from the south through these communities. As discussed above, appropriate signs would be posted at the intersection of the alley and Rayford Drive to prohibit traffic from traveling through the community south of the project site. Specifically, a “No left-turn” sign along the alley way to Rayford Drive and a “No right-turn” sign along Rayford Drive to the alley would be installed at the intersection. Further, the Proposed Project would not cause the study residential street segment to experience an increase in traffic as the Proposed Project would result in a net decrease in daily trips (see Table IV.K-12, Residential Street Impact Analysis, above).

Parking

Parking for the Proposed Project would be provided in three levels of parking (one subterranean level, two aboveground levels) at a rate of 1.83 spaces per unit for a total of 475 parking spaces. The parking area would be constructed behind the joint live/work units with additional parking beneath the residential units. As discussed in Section IV.G, Land Use and Planning, the Proposed Project would require a total of approximately 406.5 resident parking spaces under the current LAMC regulations. Therefore, the 475 parking spaces provided by the Proposed Project would provide more than adequate parking to meet the requirements under LAMC. As such, Proposed Project impacts related to parking would be less than significant.

CUMULATIVE IMPACTS

The analysis of traffic impacts of the Proposed Project examines the effects of future growth in traffic in the region through consideration of traffic generated by the 19 related projects and the application of a growth factor. Consequently, impacts of cumulative growth are already incorporated into the traffic model and area reflected in the Without Project condition in Table IV.K-11, Related Projects Location, Description, and Trip Generation, above. Impacts of the Proposed Project, in conjunction with the related projects, are shown in the With Project column in Table IV.K-11, Related Projects Location, Description, and Trip Generation.

As shown in Table IV.K-11, Related Projects Location, Description, and Trip Generation, development of the Proposed Project would have the potential to combine with the related projects to cause the LOS at one of the study intersections (Manchester Avenue and Lincoln Boulevard) to worsen from LOS B to LOS C during the AM peak hour. However, the increase of 0.007 shown for the Manchester Avenue and Lincoln Boulevard intersection (Table IV.K-11) does not exceed the significance threshold of 0.040 as indicated in Table IV.K-5. Therefore, the Proposed Project's impact is not significant. Nevertheless, as previously discussed, a portion of the Proposed Project has already been approved (134 du) and the Playa del Oro development is adjacent to the project site (see Related Project No. 1 in Table IV.K-7, and on Figure IV.K-7, Related Projects Location Map). The Traffic Study for the Playa del Oro project concluded that it was expected to significantly impact the intersection of Manchester Avenue and Lincoln Boulevard. However, this impact was mitigated by shortening and modifying the raised median on the east leg of Manchester Avenue; removing the painted chevron island on the west leg of Manchester Avenue, and restriping the east and west legs to provide an additional westbound and eastbound left-turn lane on Manchester Avenue at Lincoln Boulevard. Thereby, reducing the impact at Manchester Avenue and Lincoln Boulevard to less than significant. As such, the Proposed Project, in conjunction with the related projects, would not cause a cumulatively considerable effect and impacts with respect to traffic would be less than significant.

MITIGATION MEASURES

K-1. In accordance with LADOT standards, a "No left-turn" sign for westbound traffic will be installed along the alley at Rayford Drive and a "No right-turn" sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic.

As discussed in intersection, CMP, and street segment analyses, the Proposed Project would not significantly impact any of the seven study intersections, the CMP network, or the study residential street segment. As shown in Table IV.K-1, the Playa del Oro project on the adjacent site, will implement mitigation measures that will alleviate forecasted traffic increases such that levels of service are not significantly affected pursuant to the City's thresholds (see Table IV.K-4 and Table IV.K-11).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts with respect to traffic, transportation, and parking would be less than significant.

20. UTILITIES AND SERVICES

WATER SUPPLY

Implementation of the Proposed Project in combination with the related projects identified in Section II, Environmental Setting, would increase the demand for water supplies provided by LADWP. As shown in Table IV.L-3, Cumulative Water Consumption, the related projects within the City of Los Angeles, Culver City, and Marina Del Rey would consume approximately 1,695,919 gpd of water. Similar to the Proposed Project, water consumption for the related projects was estimated utilizing the 118 percent method for calculating residential water consumption and the 128 percent method for non-residential water consumption,

which uses standard wastewater rates and then adds a percentage of the totals (18 percent for residential, 28 percent for non-residential) to include outdoor water usage.

Implementation of the Proposed Project in combination with the nineteen related projects identified within LADWP service area would increase the demand for water. The net cumulative water consumption of the related projects in combination with the Proposed Project is estimated at 1,717,723 gpd of water. LADWP anticipates that its projected water supplies available during the average, single dry year, and multi-year drought study scenarios, as included in the 20-year projection contained in the 2005 UWMP, would meet the projected water demand associated with the planned future uses in LADWP system.³⁸ Therefore, cumulative impacts to water supply would be less than significant.

Implementation of the Project in conjunction with regional growth would increase the demand for the water supply in the City. Using SCAG regional growth forecast in calculating future water demands for its service area in the Blueprint Report, MWD takes into consideration anticipated water demands of LADWP and states that MWD's water supplies are fully reliable to meet the demands of its customers (including LADWP) in all hydrologic conditions through at least 2030. Even during shortages, MWD expects that it will be able to meet its member agencies' long-term needs through a combination of actions, including water-transfer programs, outdoor conservation measures, and development of additional local resources, such as recycling, brackish water desalination, and seawater desalination. Additionally, MWD has more than approximately 3.8 million AF of storage capacity available in reservoirs and banking/transfer programs.

LADWP has outlined aggressive short-term water conservation strategies in its Water Supply Action Plan that will be implemented and enforced to ensure a sufficient and reliable water supply in the event of a water supply shortage. These strategies include, but are not limited to: 1) more rigorous enforcement of existing prohibited uses of water, as well as new and expanded prohibited uses; 2) additional restrictions on landscape watering and washing/rinsing of vehicles, and increased monetary penalties for violations; 3) expansion of the agency's rebate and incentive program to further encourage water conservation efforts; and 4) increased rates to encourage water conservation and curb usage. In the unlikely event that an unexpected water supply shortage was to occur, LADWP would intensify, accelerate, and expand on these short-term conservation strategies to continue to ensure a sufficient and reliable water supply.

As discussed previously, the project's water demand is consistent with what has been anticipated for the project site, based on the existing land use designation and zoning for the site and is consistent with the future demand assumptions made by MWD and could be accommodated by LADWP's existing entitlements. Thus, the project's contribution to the cumulative demand for water supply would not be considerable. Therefore, cumulative water impacts would be less than significant.

³⁸

City of Los Angeles, Department of Water and Power, 2005 Urban Water Management Plan, page ES-2 – ES-6.

WATER TREATMENT FACILITIES

The Proposed Project, in conjunction with the related projects located within the City of Los Angeles, would cumulatively consume approximately 1,717,723 gpd of water (refer to Table IV.L-3). As stated above, LAAFP has a remaining treatment capacity of approximately 150 million gallons per day in non-summer months and 50 million gallons per day during summer months. For purposes of a conservative analysis, it is assumed that LAAFP only has 50 million gallons of remaining capacity. The cumulative consumption of water by the Proposed Project and the related project represents approximately 3.4 percent of the remaining treatment capacity at LAAFP. As such, cumulative impacts on treatment capacity as a result of the Proposed Project and related projects would be less than significant.

MITIGATION MEASURES

- L-1. The landscaped irrigation system shall be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) shall water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

Automatic irrigation timers shall be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times shall be adjusted for all zones seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.

The irrigation systems shall also meet the following requirements:

- Weather-based irrigation controller with rain shutoff;
- Flow sensor and master valve shutoff (large landscapes);
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and
- Use of landscaping contouring to minimize precipitation runoff.

- L-2. Drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.

- L-3. The Project Applicant shall use recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary).

- L-4. The Project Applicant shall install ultra-low-flush high-efficiency toilets (1.28 gallons/flush or less, includes dual flush), ultra-low-

flush high-efficiency urinals (0.5 gallons/flush or less, includes waterless), and water-saving showerheads (2.0 gallons/minute or less). Low flow faucet aerators shall be installed on all sink faucets with a faucet flow rate of 1.5 gallons/minute or less.

- L-5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). Cooling towers shall be operated at a minimum of 5.5 cycles of concentration.
- L-6. The Project Applicant shall install domestic water heating systems located in close proximity to point(s) of use. Tank-less and on-demand water heaters shall be used as feasible.
- L-7. The Project Applicant shall install high-efficiency clothes washers (water factor of 6.0 or less) where clothes washers are provided, and high-efficiency dishwashers (Energy Star rated) shall be installed where dishwashers are provided. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.
- L-8. The Project Applicant shall install onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less).
- L-9. Single-pass cooling systems shall be prohibited.
- L-10. The Project Applicant shall install metering systems as follows:
 - All dwelling units shall have individual metering and billing for water use; and
 - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to water service would be less than significant.

SOLID WASTE

Cumulative Solid Waste Generation, the related projects within the City of Los Angeles, Culver City, and Marina Del Rey would generate an estimated 10,736 ppd of solid waste.

The Proposed Project would generate a net total of 384 ppd. The solid waste generation of the Proposed Project in combination with the identified related projects would be approximately 11,120 ppd or approximately 5.6 tons per day (see Table IV.L-10).

Similar to the Proposed Project, the related projects would participate in regional source reduction and recycling programs pursuant to AB 939 further reducing the amount of solid waste to be disposed of at the landfills described above. Each

related project would have the option of choosing its own recycling facility from the over 55 facilities listed by the LABS, County Department of Public works, and CIWMB. Therefore, per AB 939, the Proposed Project and the related projects would generate approximately 5,560 pounds, or 2.8 tons of solid waste per day, that would be disposed of in landfills.

As noted previously, Sunshine Canyon Landfill accepts approximately 2,360 tons/day at the Citywide landfill.³⁹ Therefore, Sunshine Canyon can accept up to an additional 9,740 tons of solid waste per day at its Citywide landfill. The Chiquita Canyon Landfill accepts an average of 5,500 tons/day, and can accept an additional 500 tons/day net increase in solid waste.⁴⁰ Solid waste disposal has remained comparatively regular since 1990 despite population and economic growth.⁴¹ The Proposed Project in conjunction with the related projects would cumulatively generate approximately 11,120 ppd, or 5.6 tons per day after source reduction. This net increase in solid waste represents approximately 0.06 percent of the remaining daily intake capacity at the Sunshine Canyon Landfill, and approximately 1.1 percent of the remaining capacity at the Chiquita Canyon Landfill. The cumulative increase in solid waste generated by the Proposed Project and the related projects would not result in the need for additional disposal facilities. Therefore, cumulative impacts associated with solid waste service would be less than significant.

MITIGATION MEASURES

- L-11. In compliance with City Ordinance 171,687, the construction contractor will provide space for recycling containers.
- L-12. In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.
- L-13. In compliance with AB 939, to facilitate the on-site separation and recycling of construction-related wastes, the construction contractor shall provide temporary waste separation bins on-site during construction.
- L-14. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to solid waste resources would be less than significant.

³⁹ Sunshine Canyon Landfill, Update from Project Director, Thoughts from Dave Hauser, Project Director, Tuesday, April 1, 2008, http://www.sunshinecanyonlandfill.com/update/_index.htm, June 24, 2008.

⁴⁰ Chiquita Canyon Landfill, FAQ, website: <http://www.chiquitacanyon.com/faq.php>, February 4, 2010.

⁴¹ Los Angeles County Department of Public Works, "Solid Waste Management in Los Angeles County," May 10, 2007, Disposal System Overview, Remaining Permitted Capacity for In-County Landfills (as of January 1, 2007), http://ladpw.org/swims/Upload/SWM%20in%20LA%20County_7250.pdf, June 25, 2008.

ELECTRICITY SERVICE

Cumulative Electricity Consumption, related projects within the City of Los Angeles, Culver City, and Marina Del Rey would consume an estimated 201,718 KW-hours of electricity per day.

As shown in Table IV.L-12, the Proposed Project would generate a net increase in electricity demand estimated at 1,055 KW-Hours per day. The electricity consumption of the Proposed Project in combination with the related projects would be approximately 202,773 KW-Hours per day (see Table IV.L-12).

Development of the Project in combination with the some of the related projects and projected population growth in the greater Los Angeles area not captured within the related projects could create an increased demand for electricity supplied by DWP (refer to Table IV.K-13). All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. Additionally, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

MITIGATION MEASURES

- L-15. Windows shall be designed to reduce thermal gain and loss and thus cooling loads during warm weather, and heating loads during cool weather (e.g., tinting, double pane glass, etc.).
- L-16. Thermal insulation that exceeds requirements established by the State of California Energy Conservation Standards shall be installed in walls and ceilings.
- L-17. High-efficiency lamps shall be installed for all outdoor security lighting.
- L-18. Time control interior and exterior lighting shall be installed. These systems shall be programmed to account for variations in seasonal daylight times.
- L-19. Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and thus increase lighting efficiency.
- L-20. If applicable, the Applicant shall coordinate with LADWP and fund the installation of the upgraded facilities as needed to maintain an adequate electricity distribution system and/or to connect the project site to the surrounding infrastructure.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to electricity services would be less than significant.

C. Impacts That Cannot Be Mitigated To Less Than Significant Levels.

21. NOISE

CONSTRUCTION NOISE LEVELS

Construction of the Proposed Project would require the use of heavy equipment for the demolition of the existing on-site structures, grading and excavation at the project site, installation of new utilities, paving, and building fabrication for the proposed mixed-use development. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than ten days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday.⁴²

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the project site are presented in Table IV.H-7, Noise Range of Typical Construction Equipment, and Table IV.H-8, Typical Outdoor Construction Noise Levels, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in Table IV.H-8 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. These noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

During construction, three basic types of activities would be expected to occur and generate noise at the project site. One of these activities would involve the demolition of the existing structures on the project site. Another activity that would generate noise would be the grading and excavation activities at the project site to accommodate the proposed mixed-use building. The third type of construction activity that would generate noise would involve the physical construction of the new proposed building. Overall, construction activities associated with the Proposed Project would occur over a 24-month period, with construction expected to be complete by January 2013.

⁴²

During construction of the Proposed Project, the nearest and most notable off-site sensitive receptors to the project site are the various single- and multi-family uses, church uses, and an elementary school that are located around the project site boundary. Specifically, the nearest off- and on-site noise sensitive receptors include the following:

- The multi-family uses and the Westchester Church-Nazarene located approximately 100 feet north of the project site, across Manchester Avenue;
- The Congregational Church of the Messiah located approximately 118 feet west of the project site, across Rayford drive;
- The single-family uses located approximately 58 feet west of the project site, across Rayford drive;
- The single-family uses located immediately adjacent to the project site's southern edge;
- The Loyola Village elementary school located approximately 178 feet south of the project site, across Villanova Avenue;
- The Custom Hotel located approximately 740 feet southeast of the project site; and
- The multi-family uses of the Playa del Oro mixed-use development, which is currently under construction, located approximately 15 feet east of the project site.

Due to the use of construction equipment during the construction phase, the Proposed Project would expose these surrounding off-site sensitive receptors to increased ambient exterior noise levels. As shown in Table IV.H-8, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA L_{eq} with the use of noise-attenuating devices. Table IV.H-9, Exterior Noise at Off-site Sensitive Uses from Project Construction, shows the peak construction noise levels that would occur at the off-site sensitive uses during construction at the project site compared to the existing daytime ambient noise levels at these sensitive uses.

The peak construction noise levels experienced by the off-site sensitive receptors would range from approximately 62.6 dBA L_{eq} at the Custom Hotel located southeast of the project site to approximately 106 dBA L_{eq} at the single-family residential uses located immediately south of the project site, with the use of mufflers on the construction equipment. Thus, with the exception of the Custom Hotel located southeast of the project site, construction activities associated with the Proposed Project would generate episodic noise levels well above the ambient noise levels currently experienced in the remaining noise-sensitive receptors surrounding the project site. It should be noted, however, that the increase in noise levels at the off-site locations during construction at the project site would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. Additionally, while the estimated construction noise levels at each of the off-site locations would be the loudest when construction activities are occurring at an area within the project site that is nearest to the off-site location, the majority of the time noise levels at these off-site locations would be reduced as construction activities conclude or move to another more distant location of the project site. Thus, the highest noise levels that would be experienced by the off-site receptors shown in Table IV.H-9 would only occur for a limited duration during construction of the Proposed Project. Nonetheless, the typical construction noise levels associated with the Proposed Project would exceed 75 dBA at 50 feet from the noise source within the project site.

Based on criteria set forth in the *L.A. CEQA Threshold Guide*, construction activities lasting more than one day, which would increase ambient exterior noise levels by 10 dBA or more at a noise-sensitive use, would normally result in a significant impact. In addition, the *L.A. CEQA Threshold Guide* also states that construction activities lasting more than 10 days in a three month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As shown in Table IV.H-9, with the exception of the Custom Hotel, an increase in ambient exterior noise levels by 10 dBA or more would occur at all of the identified off-site sensitive receptors. Thus, potentially significant short-term noise impacts from construction would occur at these sensitive off-site locations.

As discussed previously under Regulatory Framework, Section 41.40 of the LAMC regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. In terms of construction noise, Section 112.05 of the LAMC limits the operation of powered equipment and powered hand tools to between the hours of 7:00 A.M. to 10:00 P.M., and prohibits the noise levels generated by construction machinery from exceeding 75 dBA at 50 feet from the noise source when located within 500 feet of a residential zone. However, according to Section 112.05 of the LAMC, the noise limitation of 75 dBA does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. It has been the City's standard practice to exempt construction projects from the City's noise standards as long as these projects conform to Sections 41.40 and 112.05 of the LAMC, including operating within the permissible hours and days of the week.

The construction activities associated with the Proposed Project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. As shown in Table IV.H-9, noise levels from construction activities at the project site would exceed 75 dBA at 50 feet from the project site. However, implementation of Mitigation Measures H-1 through H-9, which would require the implementation of noise reduction devices and techniques during construction at the project site, would serve to reduce the noise levels associated with construction of the Proposed Project to the maximum extent feasible. Thus, the Proposed Project would be in compliance with the City's Code with respect to construction, and would not violate the noise standards established in the LAMC. Nevertheless, because construction noise levels associated with the Proposed Project are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations, with the exception of the Custom Hotel, by more than 5 dBA for more than ten days in a three-month period and by more than 10 dBA for more than one day, construction activities associated with the Proposed Project would generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity and these construction noise impacts would be significant and unavoidable. As the Custom Hotel would not experience an increase in ambient noise levels due to construction of the Proposed Project, noise impacts at this off-site sensitive receptor during construction at the project site would be less than significant.

Construction-Related Groundborne Vibration

Construction activities that would occur within the project site would include demolition as well as grading and excavation, which would have the potential to generate low levels of groundborne vibration. Table IV.H-10, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the Proposed Project. Based on the information presented in Table IV.H-10, vibration velocities could reach as high as approximately 0.089 inches per second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

As discussed previously, construction activities would have the potential to impact the nearest surrounding off-site sensitive receptors to the project site as well as existing on-site sensitive receptors, which include the following:

- The multi-family uses and the Westchester Church-Nazarene located approximately 100 feet north of the project site, across Manchester Avenue;
- The Congregational Church of the Messiah located approximately 118 feet west of the project site, across Rayford drive;
- The single-family uses located approximately 58 feet west of the project site, across Rayford drive;
- The single-family uses located immediately adjacent to the project site's southern edge;
- The Loyola Village elementary school located approximately 178 feet south of the project site, across Villanova avenue;
- The custom hotel located approximately 740 feet southeast of the project site; and
- The multi-family uses of the Playa del Oro mixed-use development, which is currently under construction, located approximately 15 feet east of the project site.

The vibration velocities forecasted to occur at the off-site sensitive receptors would range from 0.0006 PPV at the Custom Hotel located southeast of the project site to 0.995 PPV at the single-family residential buildings located immediately south of the project site. None of the buildings at the identified off-site sensitive use locations are considered to be "fragile" structures, such as historical buildings or buildings that are extremely susceptible to vibration damage. For the purpose of this analysis, the surrounding off-site sensitive receptors such as the single-family and multi-family residential buildings, church buildings, and the Loyola Village Elementary School classrooms are considered to be "non-engineered timber and masonry buildings." Based on the information shown in Table IV.H-11, only the single-family residences located immediately south of the project site could be exposed to PPV groundborne vibration levels that exceed 0.2 inches per second during construction of the Proposed Project, while the remaining off-site sensitive receptor locations would not be exposed to PPV groundborne vibration levels that exceed this threshold. Thus, in terms of building damage, a potentially significant impact associated with groundborne vibration would occur at the single-family residences located south of the project site, while a less-than-significant impact would occur at the remaining identified sensitive receptors.

In terms of human annoyance, the vibration levels forecasted to occur at the off-site sensitive receptors would range from 42.9 VdB at the Custom Hotel located southeast of the project site to 108 VdB at the single-family residences located immediately south of the project site. Because the vibration levels experienced at the proposed multi-family residential buildings associated with the Playa del Oro project that is currently under construction and the single-family residences located south of the project site would exceed the FTA's threshold of 80 VdB for residences, the vibration impact at these off-site sensitive uses would be potentially significant. The vibration impact at the remaining off-site residential uses would be less than significant. In addition, because the vibration levels experienced at the off-site church buildings to the north and west of the project site as well as the Loyola Village Elementary School classroom buildings to the south of the project site, across Villanova Avenue, would not exceed the FTA's threshold of 83 VdB for institutional uses, which applies to schools and churches, impacts associated with construction-related vibration would be less than significant.

It should be noted that the construction activities associated with the Proposed Project would be required to comply with Section 41.40 of the LAMC, which prohibits exterior demolition and construction activities between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Thus, in terms of construction-related vibration impacts at the off-site single-family residences to the south and the new multi-family residential uses to the west of the project site, none of the construction activities associated with the Proposed Project would occur during recognized sleep hours.

Operational Noise

Traffic Noise

The increase in traffic resulting from implementation of the Proposed Project would increase the ambient noise levels at sensitive off-site locations in the project vicinity. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project, included as Appendix G to this Draft EIR, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Project's vehicular traffic would result in a significant impact at off-site, noise-sensitive receptor locations.

Off-site locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the Proposed Project. The increases in noise levels at selected roadway segments located in close proximity to the project site are identified in Table IV.H-12, Predicted Future Roadway Noise Levels Off-site. Table IV.H-12 identifies the changes in future noise levels along the study-area roadway segments in the project vicinity.

the Proposed Project would not increase local noise levels at any of the analyzed roadway segments that are located in proximity to the project site, and thus would not exceed the identified thresholds of significance. Because the increase in local noise levels at all of the analyzed roadway segments resulting from implementation of the Proposed Project would not exceed the 3 dBA and 5 dBA CNEL thresholds established under the *L.A. CEQA Thresholds Guide*, this impact would be less than significant. In addition, as the other roadway segments that are located even further

away from the project site would experience less traffic increases due to the Proposed Project, the increase in local noise levels at these roadway segments would also not exceed the identified thresholds of significance, and impacts would be less than significant.

On-site Non-Vehicular Noise

The Proposed Project would involve the construction of a mixed-use building at the project site. As part of the Proposed Project, new rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans may be installed on the proposed mixed-use building. The noise levels generated by these new HVAC units and exhaust fans could potentially disturb the existing single-family and multi-family residential uses as well as the proposed multi-family residential buildings associated with the Playa del Oro project located offsite. However, the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 p.m. and 7:00 a.m. As such, this impact would be less than significant. Nonetheless, Mitigation Measure H-12 is recommended to ensure that all new mechanical equipment associated with the Proposed Project would adhere to Section 112.02 of the City Municipal Code.

In order to ensure that on-site operational noise would not adversely affect the future residents at the project site, Mitigation Measure H-13 would be implemented to ensure that all exterior windows associated with the proposed residential uses would be constructed such that sufficient sound insulation is provided to ensure that interior noise levels would be below a CNEL of 45 dBA in any residential unit.

Parking Facility Noise

Noise would be generated by activities within the three levels of parking that would be constructed beneath the residential building. Parking would be provided in two above-ground levels and one subterranean level. As the subterranean parking level would be fully enclosed on all sides, noise generated at this level would not affect the existing off-site sensitive receptors located adjacent to the project site. However, the noise generated at the two above-ground parking levels may potentially affect the adjacent off-site sensitive receptors. As discussed previously, operational-related noise generated by motor driven vehicles within the project site are regulated under the LAMC. Specifically, with regard to motor driven vehicles, Section 114.02 of the LAMC prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels.

Sources of noise within the parking levels would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking garage would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the largest number of people would enter and exit the project site. Automobile movements would comprise

the most continuous noise source and would generate a noise level of approximately 56 dBA L_{eq} (1-hour) at a distance of 50 feet, while car alarm and horn events, which would occur less frequently, would generate maximum noise levels as high as 49 dBA L_{eq} (1-hour) at a distance of 50 feet. Overall, a composite noise level of 60 dBA L_{eq} (1-hour) at a distance of 50 feet is typically associated with parking structures.⁴³

The nearest off-site sensitive receptors that may be affected by noise associated with the proposed parking levels are the proposed multi-family residential uses located west of the project site, which are part of the Playa del Oro project, and the single-family residences located immediately south of the project site. As both of these off-site sensitive uses would be located within 50 feet of the proposed parking levels, the noise levels experienced by these off-site sensitive uses may exceed 60 dBA L_{eq} (1-hour). Given that the existing daytime ambient noise level that was measured at the single-family residences to the south of the project site was approximately 56.7 dBA L_{eq} , it is likely that the noise levels generated by the proposed above-ground parking levels would exceed the 5 dBA significance criterion at these sensitive receptors.⁴⁴ Thus, a potentially significant impact would occur.

Airport Noise

The project site is located approximately 0.5 miles north of the Los Angeles International Airport (LAX). LAX is the world's fifth busiest passenger airport and ranks 12th in air cargo tonnage handled. As indicated in the Los Angeles County Airport Land Use Plan (ALUP), the project site is generally located northwest of the airport's planning boundary. Based on the City's Land Use Compatibility Guidelines, which are shown in Table IV.H-6, the range for normally acceptable exterior noise level for multi-family residential uses is 50-65 dBA CNEL, while the range for conditionally acceptable exterior noise level for multi-family residential uses is 60-70 dBA CNEL. According to the ALUP, generally at 65 CNEL level 33 percent of those exposed would be highly annoyed and five percent would actually complain.⁴⁵ However, according to the ALUP noise contour for LAX, the location of the project site is beyond the 65 dBA CNEL contour of the airport. Thus, as the Proposed Project is located beyond the airport's 65 dBA CNEL noise impact contour, residents at the project site would not be exposed to potentially excessive noise levels associated with the airport. This impact would be less than significant.

Aside from LAX, the Proposed Project is not located in the vicinity of any private airstrips. The nearest private airstrip to the project site is the Agua Dulce Airpark, located approximately 38 miles north of the project site. Therefore, no impact with respect to the exposure of persons to excessive airstrip noise levels would occur.

⁴³ PCR Services Corporation, The Grand Avenue Project Draft Environmental Impact Report, June 2006.

⁴⁴ As the Playa del Oro project is currently under construction, existing ambient daytime noise readings at this off-site location could not be made. For the purpose of this analysis, the ambient noise level of the existing single-family residential uses located immediately south of the project site is used to represent the ambient noise level for this off-site sensitive receptor due to their proximity to each other.

⁴⁵ Department of Regional Planning, Los Angeles County Airport Land Use Plan, December 1991.

Operational Vibration

The Proposed Project, as a mixed-use development, would not include stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the project site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, and transit buses) on the nearby local roadways, the proposed residential uses at the project site would not be a land use that attracts any of these heavy-duty vehicles. While refuse trucks would be used for the disposal of solid waste at the project site, these trips would typically only occur once a week and would not be any different than those presently occurring at the project site for the existing commercial uses. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

Cumulative Noise Impacts

This cumulative impact analysis considers development of the Proposed Project in combination with ambient growth and other development projects within the vicinity of the Proposed Project. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Proposed Project to result in cumulative noise impacts.

Development of the Proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise in this already urbanized area of the City. However, each of the related projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each of the related projects would be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With conformance with LAMC Sections 41.40 and 112.05, the cumulative construction noise impact would be less than significant.

Future construction associated with the related projects could result in a cumulatively significant impact with respect to temporary or periodic increases in ambient noise levels. Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the Proposed Project. As shown in Figure IV.K-7, Related Projects Location Map, the nearest related projects to the project site are the proposed bank development at 7515 West Manchester Avenue, which is located approximately 430 feet east of the project site, and the Playa del Oro mixed use development, which is located adjacent to the project site. Due to the proximity of these related projects to the project site, a significant cumulative impact associated with a temporary or periodic increase in ambient noise levels could occur if construction activities at these related project sites occur at the same time as construction for the Proposed Project. Although construction of the Playa del Oro mixed use development, which is currently under construction, would likely be built prior to the commencement of construction for the Proposed Project, it is not known at this time whether or not construction activities for the proposed bank development at 7515 West Manchester Avenue would overlap with construction activities at the project site. However, for the purpose of conducting a conservative analysis, this

potential scenario where construction activities at both these sites may overlap with each other is assumed. Thus, this could be a potentially significant and unavoidable cumulative impact. As discussed previously, construction activities associated with the Proposed Project would only occur during the permitted hours designated in Section 41.40 of the LAMC and, thus, would not occur during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise. While implementation of Mitigation Measures H-1 through H-9 would serve to reduce the noise levels associated with construction at the project site, construction noise levels exceeding the thresholds in the *L.A. CEQA Threshold Guide* can still be expected. Therefore, the cumulative impact of the Proposed Project would be significant and unavoidable.

Cumulative development in the City may result in the exposure of people to or the generation of excessive groundborne vibration. As mentioned above, the nearest related projects to the Proposed Project are the proposed bank development located at 7515 West Manchester Avenue and the Playa del Oro mixed use project located adjacent to the project site to the east. Due to the proximity of these two related projects to the project site, construction-related activities at these two locations along with construction at the project site could expose nearby sensitive receptors to excessive groundborne vibration levels if construction occurs at the same time. Although construction of the Playa del Oro mixed use development, which is currently under construction, would likely be built prior to the commencement of construction for the Proposed Project, it is not known at this time whether or not construction activities for the proposed bank development would occur at the same time as that of the Proposed Project. However, for the purpose of conducting a conservative analysis, this potential scenario where construction activities would overlap at these two sites is assumed. Thus, this could be a potentially significant and unavoidable cumulative impact. Because implementation of Mitigation Measures H-3 and H-11 would serve to reduce the vibration levels associated with construction at the project site to a less-than-significant level, the contribution of the Proposed Project to this cumulative impact would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Proposed Project to the future year 2012 cumulative base traffic volumes on the roadway segments in the project vicinity. The noise levels associated with existing traffic volumes and cumulative base traffic volumes with the Proposed Project (i.e., future cumulative traffic volumes) are identified in Table IV.H-13, Cumulative Project Roadway Noise Impacts with Proposed Project. As shown, cumulative development along with the Proposed Project would increase local noise levels by a maximum of 2.1 dBA CNEL at the roadway segment of Manchester Avenue, between Rayford Drive and Lincoln Boulevard. As the increase in roadway noise would not exceed 5.0 dBA CNEL at any of the study roadway segments, the noise increase would not be substantial. Therefore, the cumulative impact associated with mobile source noise would be less than significant.

MITIGATION MEASURES -

No measures are available to reduce the significant and unavoidable construction noise impacts related to the Proposed Project below a level of significance. However, the City requires implementation of the following standard measures to mitigate noise impacts as much as feasible:

Construction Noise

H-1. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

H-2. Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays.

H-3. Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

H-4. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

H-5. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

H-6. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

H-7. Barriers such as plywood structures or flexible sound control curtains shall be erected between the Proposed Project and the existing single-family residences to the south as well as the proposed multi-family residential uses associated with the Playa del Oro project to the west to minimize the amount of noise to the maximum extent feasible during construction.

H-8. All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

H-9. The project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

H-10. Two weeks prior to the commencement of construction at the project site, notification must be provided to the immediate surrounding off-site residential and church that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Construction Vibration

H-11 The operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, and jackhammers, shall be prohibited within 45 feet of the existing off-site single-family residences and proposed multi-family residential buildings located immediately south and east of the project site boundary, respectively, during project construction. Instead, small rubber-tired bulldozers shall be used within this area during demolition, grading, and site preparation operations.

Operational Noise

H-12. All new mechanical equipment associated with the Proposed Project shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

H-13 All exterior windows associated with the proposed residential uses at the project site shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

H-14 The side of the proposed parking structure facing the existing single-family residences to the south of the project site and the proposed multi-family residential uses associated with the Playa del Oro development to the east of the project site shall be fully enclosed. As an alternative, the Proposed Project Applicant may submit evidence to the City's Department of Building and Safety of an alternative design that does not fully enclose the portions of the parking structure facing the single-family residences to the south and the multi-family residential uses to the east, and that achieves noise attenuation such that noise levels from the parking structure would not exceed 61.7 dBA at the project site's property line adjoining the single-family residences to the south and the multi-family residential uses to the west.⁴⁶

⁴⁶ The performance noise level of 61.7 dBA is determined based on the existing ambient daytime noise level that was measured at the single-family residences to the south of the project site and the prohibition under Section 114.02 of the LAMC for the operation of any motor driven vehicles upon any property within the City to exceed the ambient noise level on the premises of any occupied residential property by more than five decibels

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With compliance with Section 41.40 of the LAMC and the implementation of the Mitigation Measures H-1 through H-9 listed above, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day, construction noise impacts would be significant and unavoidable.

In terms of building damage, the construction-related vibration impacts associated with the Proposed Project would be potentially significant at the single-family residential uses located immediately south of the project site. In terms of human annoyance, the vibration levels experienced at the single-family residential uses located immediately south of the project site and the proposed multi-family residential buildings associated with the Playa del Oro project, which is currently under construction, located east of the project site would be potentially significant. However, implementation of Mitigation Measure H-3 would serve to locate groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land uses, which would reduce the vibration levels experienced at the identified nearby sensitive receptors. In addition, implementation of Mitigation Measure H-11, which would prohibit the use of construction equipment that generates high levels of vibration (i.e., large bulldozers, loaded trucks, and caisson drills) within 45 feet of the existing off-site single-family residences and proposed multi-family residential buildings located immediately south and east of the project site boundary, respectively, during project construction, would ensure that the construction-related vibration impacts at these sensitive receptors would be reduced to a less-than-significant level. The groundborne vibration levels at these two off-site sensitive receptors after implementation of Mitigation Measures H-11 are shown in Table IV.H-14, Groundborne Vibration Levels at Affected Off-site Sensitive Uses After Mitigation.

Implementation of Mitigation Measure H-12, which would require all new mechanical equipment associated with the Proposed Project to comply with Section 112.02 of the City of Los Angeles Municipal Code, would prevent that noise levels resulting from this equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. This would ensure that the effect of the noise levels from this equipment on off-site sensitive uses would be reduced to a less-than-significant impact. In addition, with implementation of Mitigation Measure H-13, which would ensure that all exterior windows associated with the proposed residential uses would be constructed such that sufficient sound insulation is provided to ensure that interior noise levels would be below a CNEL of 45 dBA in any habitable room, impacts associated with interior noise levels at the new residential uses onsite would be reduced to a less-than-significant level.

Implementation of Mitigation Measure H-14 would ensure that the ambient noise levels at the existing single-family residences to the south of the project site and the proposed multi-family residential uses associated with the Playa del Oro development to the east of the project site would not be exceeded by more than five decibels due to operation of the Proposed Project's parking structure. This would ensure that a substantial permanent increase in ambient noise levels above existing

ambient noise levels without the Proposed Project would not occur at these nearby noise-sensitive receptors. As such, upon implementation of Mitigation Measure H-14, this impact would be reduced to a less-than-significant level.

D. ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR considered a reasonable range of alternatives to the Project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in the Draft EIR included:

- Alternative A: No Project Alternative
- Alternative B: Reduced Density Alternative
- Alternative C: Mixed-Use/Retail/Residential Alternative
- Alternative D: Existing Zoning Alternative
- Alternative E: Increased Commercial Alternative –(Discussed in Final EIR)
- Alternative F: Environmentally Superior Alternative

ALTERNATIVE A – NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Proposed Playa Manchester Project would not be constructed. No development would occur on the project site. The commercial uses and surface parking lot currently located on the western portion of the project site would remain at their current levels of operation. As described in Section III. Project Description, the Applicant has a vested right to construct 134 previously-approved dwelling units on the eastern portion of the project site. Therefore, pursuant to CEQA and what would reasonably be expected to occur in the foreseeable future, under the No Project Alternative, no new development would occur on the western portion of the project site; however, the 134 dwelling units would be developed on the eastern portion of the project site

ALTERNATIVE A IMPACT SUMMARY

Although the No Project Alternative would avoid most of the environmental impacts associated with the Proposed Project, it would increase a few. The Proposed Project would result in significant and unavoidable impacts with respect to Noise (Construction). The No Project Alternative would avoid the significant impacts associated with Noise (Construction) as compared to the Proposed Project, as well as reduce impacts in most other issue areas, but would result in increased environmental impacts with respect to Aesthetics (Visual Character and Glare), Hazards (Storage Tanks and Methane Gas), Hydrology (Operation), Land Use (Compatibility), and Traffic (Operational Project Trips).

RELATIONSHIP TO PROJECT OBJECTIVES

The No Project Alternative would avoid most of the environmental impacts associated with the Proposed Project. However, the No Project Alternative would not achieve the project objectives to the same extent as the Proposed Project.

Specifically, the project objectives are as follows:

- To establish infill development providing housing on-site to serve the local community in a manner consistent with the RAS4 zone;

- To maintain a commercial presence along Manchester Avenue by providing joint live/work units;
- To provide a development that is compatible and complementary with surrounding land uses;
- To provide adequate parking facilities to serve the proposed development residents and guests; and
- To redevelop the project site in a manner that is financially feasible.

The Proposed Project would fulfill the goal of establishing infill development in a manner consistent with the RAS4 zone to a greater extent than the No Project Alternative. Specifically, the purpose of the RAS4 zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The No Project Alternative would not increase housing opportunities or enhance neighborhoods to the same extent as the Proposed Project. Similarly, because the No Project Alternative involves development of an already graded site, the No Project Alternative would not fulfill the RAS4 zone goal of revitalizing older commercial corridors to the same extent as the Proposed Project. Therefore, development of the Proposed Project would achieve the project objectives to a greater extent than development of the No Project Alternative.

ALTERNATIVE B - REDUCED DENSITY ALTERNATIVE

Under the Reduced Density Alternative, the project site would be developed in a manner similar to the Proposed Project. However, the size of the development would be reduced by approximately 25 percent for a total of approximately 199,842 square feet. Whereas the Proposed Project would consist of 260 dwelling units, including 16 joint live/work units, the Reduced Density Alternative would provide a total of 195 dwelling units, including 12 joint live/work units. Similarly, parking facilities, recreational amenities (i.e., the proposed gym/multi-purpose area), and open space would be reduced by 25 percent to approximately 118,203 square feet (357 parking spaces), approximately 1,050 square feet, and approximately 43,828 square feet under this alternative, respectively. Building heights under this alternative would also be reduced by 25 percent. As described in Section III. Project Description, the Applicant has a vested right to construct 134 previously-approved dwelling units on the eastern portion of the project site. As 134 of the 195 proposed residential/live/work units have already been approved and analyzed, the Reduced Density Alternative would result in a net increase of 61 units from the baseline conditions.

ALTERNATIVE B IMPACT SUMMARY

The Reduced Density Alternative would generally result in environmental impacts similar to the Proposed Project. However, the Reduced Density Alternative would not avoid the significant and unavoidable impacts of the Proposed Project with respect to Construction Noise.

Construction noise impacts of the Reduced Density Alternative would be significant and unavoidable due to the proximity of sensitive receptors to the project site. However, the duration of these activities would be shorter due to the slightly smaller size of the buildings being constructed.

RELATIONSHIP TO PROJECT OBJECTIVES

The Reduced Density Alternative would satisfy all of the project objectives.

ALTERNATIVE C – MIXED-USE (RETAIL/RESIDENTIAL) ALTERNATIVE

Under the Mixed-Use (Retail/Residential) Alternative, the project would be developed in a manner that is similar to the Proposed Project. However, as shown in Figure VI-1, Mixed-Use (Retail/Residential) Alternative Conceptual Site Plan, under this alternative the space proposed for the 16 joint live/work units fronting Manchester Avenue would be replaced with commercial/retail uses. Under the Mixed-Use (Retail/Residential) Alternative, the project site would be developed with a mixed-use structure totaling approximately 255,652 square feet including 222 dwelling units (totaling approximately 217,156 square feet), approximately 42,500 square feet of common area, and approximately 27,380 square feet of commercial/retail uses fronting Manchester Avenue. The parking area would be constructed directly behind the commercial/retail uses with additional parking below the residential units. Parking would be provided in three levels (two above ground and one subterranean) containing 516 parking spaces. The floor to area ratio under the Mixed-Use (Retail/Residential) Alternative would be 1.94:1. All other aspects of the project, including building heights, would be the same as described under the Proposed Project. As described in Section III. Project Description, the Applicant has a vested right to construct 134 previously-approved dwelling units on the eastern portion of the project site. Because 134 of the 222 proposed dwelling units have already been approved and analyzed, the Mixed-Use (Retail/Residential) Alternative would result in a net increase of 88 dwelling units.

The Mixed-Use (Retail/Residential) Alternative would include ground floor retail uses, which would be compatible with land use plans and policies including the Community Plan and the Loyola Village CDO. This alternative analyzes impacts of the project with a reduced number of residential units and ground floor commercial/retail uses.

ALTERNATIVE C IMPACT SUMMARY

Although the Mixed-Use (Retail/Residential) Alternative would avoid some of the environmental impacts associated with the Proposed Project, it would also increase a few. The Proposed Project would result in significant and unavoidable impacts with respect to Noise (Construction). This alternative would not avoid the significant impacts associated with Noise (Construction) and would result in increased environmental impacts with respect to Air Quality (Operation), Noise (Operation), Traffic (Operational Project Trips), and Electricity (Operation).

RELATIONSHIP TO PROJECT OBJECTIVES

The Mixed-Use (Retail/Residential) Alternative would satisfy most of the project objectives. It would not satisfy the following project objective:

- To maintain the opportunity for a commercial presence along Manchester Avenue by providing joint live/work units.

ALTERNATIVE D – EXISTING ZONING ALTERNATIVE

Under the Existing Zoning Alternative, the project site would be developed in accordance with the existing City of Los Angeles Los Angeles Municipal Code zoning regulations. Under the Existing Zoning Alternative, the existing commercial uses would be demolished and an approximately 94,860 square-foot retail building with 380 parking spaces (in subterranean or partially subterranean levels) would be developed on the

[Q]C4-1-CDO zoned (western) portion of the project site. The [Q]RAS4-1-CDO zoned (eastern) portion of the project site would be developed with the previously-approved 134 dwelling units. Under the Existing Zoning Alternative there would be full compliance with the current “Q” conditions (Ordinance No. 175,981), compliance with commercial corner regulations (LAMC Section 12.22-A.23), and compliance with transitional height limits (LAMC Section 12.21.1-A.10). The maximum building height for the retail building would be limited to 45 feet.

ALTERNATIVE D IMPACT SUMMARY

Although the Existing Zoning Alternative would avoid some of the environmental impacts associated with the Proposed Project, it would increase a few. The Proposed Project would result in significant and unavoidable impacts with respect to Noise (Construction). This alternative would not avoid the significant impacts associated with Noise (Construction) and would result in increased environmental impacts with respect to Air Quality (Operation), Noise (Operation), Traffic (Operational Project Trips), and Electricity (Operation).

RELATIONSHIP TO PROJECT OBJECTIVES

The Existing Zoning Alternative would satisfy most of the project objectives. However, the Existing Zoning Alternative would not achieve the following project objective to the same extent as the Proposed Project:

- To establish infill development providing housing on-site to serve the local community in a manner consistent with the RAS4 zone.

ALTERNATIVE E – INCREASED COMMERCIAL ALTERNATIVE (The Following discussion was added in the Final EIR and was fully analyzed for all environmental impacts.)

Under the Increased Commercial Alternative, the project site would be developed with a mixed-use structure totaling approximately 256,698 square feet including 260 dwelling units (totaling approximately 214,145 square feet), approximately 37,500 square feet of common area, and approximately 5,053 square feet of commercial uses (for the layout, see Figure VI-2, Increased Commercial Alternative Site Plan, Figure VI-3, Increased Commercial Alternative Plot Plan, and Figure VI-4, Increased Commercial Alternative Circulation Plan). When compared to the Proposed Project, the Increased Commercial Alternative would reduce the common area by 10,400 square feet. The Increased Commercial Alternative would remove the 16 joint live/work units currently proposed under the Project. The 16 joint live/work units would be replaced with four residential dwelling units, 3,053 square feet of retail or office uses, and 2,000 square feet of commercial uses, which could include restaurant uses.⁴⁷ Figures VI-5 through VI-10 show the Increased Commercial Alternative floor plan for the P2 Parking Level, P1 Parking Level, Podium Level, Second, Third, and Fourth floors. The remaining 12 joint live/work units would be replaced by residential dwelling units incorporated elsewhere in the structure (see Figures VI-11 and VI-12, Increased Commercial Alternative Building Elevations and Figures VI-13 and VI-14, Increased Commercial Alternative Building Sections). Specifically, four residential units would be incorporated into the P2 (Motor

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For purposes of this EIR, it is assumed that the Increased Commercial Alternative could include up to 2,000 square feet of restaurant uses. This results in conservative analyses of both traffic and parking-related impacts.

Court) level, four residential units would be incorporated into the P1 level, six residential units would be incorporated into the Podium level, and two residential units would be incorporated into the inner side of the corridor at the west end of the building on the Podium Level. It should be noted that where there were previously 16 joint live/work units on the ground floor, fronting Manchester Avenue, under this alternative there would only be a total of four residential units fronting Manchester Avenue. Therefore, the Increased Commercial Alternative would promote and enhance walkability in the area by providing a stronger commercial presence along Manchester Avenue. As with the Proposed Project, the proposed structure under this alternative would be developed to a maximum height of 58 feet. Due to a reduction in common area on the Project Site the floor to area (FAR) ratio under the Increased Commercial Alternative would be 1.95:1, compared to the Proposed Project's FAR of 2.02:1.

As described in Section III. Project Description, the Applicant has a vested right to construct 134 previously-approved dwelling units on the eastern portion of the project site. Because 134 of the 260 proposed dwelling units have already been approved and analyzed, the Increased Commercial Alternative would result in a net increase of 126 dwelling units, similar to the Proposed Project.

Reduction of Significant Project Impacts

The Increased Commercial Alternative would result in environmental impacts that are generally similar to those associated with the Proposed Project; however it would also slightly increase a few. The Proposed Project would result in significant and unavoidable impacts with respect to Noise (Construction). This alternative would not avoid the significant impacts associated with Noise (Construction) and would result in increased, though still less-than-significant, environmental impacts with respect to Air Quality (Operation), Traffic (Operational Project Trips), Water (Operation), Sewer (Operation), Solid Waste (Operation), Electricity (Operation), and Natural Gas (Operation). This alternative's impacts to Land Use and Planning would be less than those of the Proposed Project, although both would be less than significant.

ALTERNATIVE F - ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would be environmentally superior to the Proposed Project, Alternative E - the Increased Commercial Alternative, as it would avoid the significant and unavoidable impacts associated with the Proposed Project – Noise (Construction). However, the No Project Alternative would not achieve any of the project objectives as follows:

- To establish infill development providing housing to serve the local community in a manner consistent with the RAS4 zone;
- To maintain the opportunity for a commercial presence along Manchester Avenue by providing joint live/work units;
- To provide a development that is compatible and complementary with surrounding land uses;
- To provide adequate parking facilities to serve the proposed development residents and guests; and
- To redevelop the project site in a manner that is financially feasible.

In accordance with CEQA Guidelines Section 15126.6(e), if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. As shown in the alternatives analysis

provided above and Table VI-32, Alternatives Comparison in the EIR, the Increased Commercial Alternative would result in similar impacts to those associated with the Proposed Project, however, impacts under this alternative would occur to a lesser degree than under the Proposed Project and fulfills the project objectives. Therefore, the Increased Commercial Alternative has been chosen as the environmentally superior alternative.

Statement of Overriding Considerations

The proposed Playa Manchester project will result in a significant unavoidable impact, for which alternatives and mitigation measures to reduce the impact to a insignificant level are not available or feasible for the reasons described in the Final EIR, in the following environmental impact or issue area: Noise. Despite this significant impact which has not been mitigated to below a level of significance, the City of Los Angeles has balanced the benefits of the Project against the unavoidable significant environmental effect as described in the CEQA Documents and makes the following Statement of Overriding Considerations that the Project will result in the following substantial community benefits, including economic, legal, social, or other benefits, that outweigh and render acceptable the significant effect on the environment that cannot be mitigated to less than significant. Specifically such benefits include but are not limited to the following:

- Implementation of the Project will create an integrated, neighborhood-serving, mixed-use development that will add new housing opportunities to the City's housing stock, consisting of up to 260 new dwelling units in an area identified as appropriate for mixed-use development.
- Implementation of the Project will increase housing opportunities, enhance the surrounding neighborhoods and revitalizing older commercial corridors, consistent with the purposes of the RAS4 zone in which the Project is located.
- Implementation of the Project will provide mixed-use development with neighborhood-serving retail, which is compatible with the surrounding mixed-use, commercial, residential and institutional uses.
- Implementation of the Project will provide well-designed and up-scale, multi-family housing, retail, and landscaped open-space uses for enhanced community aesthetics, and will complete a distinctive mixed-use district and pedestrian-oriented development for the neighborhood.
- Implementation of the Project will create new housing in conjunction with neighborhood-serving retail services and with easy access to existing transit, thereby helping to reduce vehicular trips for Project residents, as well as nearby residents, businesses and employees.
- Implementation of the Project will provide important job resources for the community, including temporary, construction-related employment opportunities.
- Implementation of the Project will promote the rehabilitation and restoration of a currently underutilized 3.03-acre site with land uses, such as open spaces and landscaped areas that are more compatible with the adjoining residential neighborhood, while retaining commercial uses along Manchester Avenue.
- Implementation of the Project supports current City policies of locating higher residential densities near major employment centers, transit routes, and recreational facilities where existing public service facilities and infrastructure can support additional development.

Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the City Planning Commission hereby adopts the Mitigation Monitoring Program, which is described in full in Section V of the Final EIR for the Proposed Project, and is incorporated herein by this reference. The City Planning Commission reserves the right to make amendments and/or substitutions of mitigation measures if the City Planning Commission or their designee determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

Independent Judgment

The Applicant's consultants prepared the screencheck versions of the Draft EIR, Final EIR and Traffic Study. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the Planning Department or other City representatives. As such, the Draft EIR, Final EIR, Traffic Study, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

Substantial Evidence

The City Planning Commission finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, Traffic Study, and other related materials, each of which are incorporated herein by this reference. Moreover, the City Planning Commission finds that where more than one reason exists for any finding, the City Planning Commission finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

Project Conditions of Approval

Each of the Project features and mitigation measures referenced herein shall be conditions of project approval to be monitored and enforced by the City pursuant to the building permit process and the Mitigation Monitoring Program. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City Planning Commission in connection with the Project are also incorporated herein by this reference.

Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the Director's decision is based is the City of Los Angeles,

Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

11. Volunteered Conditions. The City has a legitimate interest in regulating development to protect the health and safety of the public by ensuring development of a functionally integrated project in a manner that is safe and minimizes operating impacts. Measures have been included to provide additional noise attenuation. Following the intent of “Q” Condition 13, Mitigation Measure H13 and H14, the applicant volunteered additions to “Q” Condition 6 to provide a Noise Report and limited hours of mechanical sweeping operation.

The applicant, in an attempt to decouple parking regulations from the rent of a unit, volunteered conditions regarding fees for parking that are part of “Q” condition 5 d through g. The Planning Department recommends slight revisions to the volunteered condition to protect the existing character and the parking supplies in the surrounding single family residential neighborhood. The Planning Department recommends that no parking fees shall be charged for the first required parking space assigned to a dwelling unit. The Planning department recommends that the applicant have the option to offer transit passes as an option to free parking. In addition, the applicant has proposed free on-site parking for employees of the project in accordance with Policy 17-1.3 of the Westchester Community Plan which encourages employees of commercial projects to park in off-street lots or garages or use alternative modes of transportation. Required “Q” condition number 5 f provides for free onsite parking for employees and includes a requirement for transit passes. This will keep employees who drive to work from using public streets for their parking needs in adjoining residential neighborhoods and causing additional traffic, air pollution and noise impact. As the condition is in response to an adopted policy of the Plan, it is not a voluntary, but a plan required condition of approval.

An Environmental Impact Report number ENV-2008-2610-EIR, State Clearing House (SCH) No. 2008101153, in full compliance with CEQA was prepared for this project and impact mitigation has been incorporated. In addition, other conditions have been recommended to ensure that the project site is developed as presented. The nature and extent of the potential effects of this project will be further reduced by these volunteered conditions and will further protect and enhance the surrounding neighborhoods.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Westchester Municipal Building, Meeting Room, 7166 Manchester Avenue, Westchester, CA on Monday, December 20, 2010, at 10:00 AM.

1. Present: Approximately 17 people attended.
2. Speakers: 13 people provided testimony.

Public Hearing Testimony Notes

SPEAKERS COMMENTS SUPPORTING THE PROJECT: - 12 speakers provided supporting testimony for the proposed project.

A representative from the Westchester Neighborhood Council provided supporting testimony for the project. The site will be a continuation of the entire block's redevelopment that will serve as an anchor to the Loyola Village Center. The Council supports the use of regular dwelling unit in place of Joint Live/work units as described and outlined by the applicant. They recommend conditions to add signs directing traffic from the site away from the residential units to the south.

Other supporting speakers included: A representative from Loyola-Marymount University; the Local Chamber of Commerce; members of the clergy in the area and the general public. This testimony was similar to the above. The project will serve to reinvigorate the community center where additional housing and jobs are necessary.

SPEAKER'S COMMENTS IN OPPOSITION OF THE PROJECT

There was one speaker in opposition to the project due primarily to traffic circulation issues. Particularly, traffic generated by the project and the adjoining Playa del Oro project would impact the surrounding residential neighborhoods. Getting in and out of the neighborhood will be made more difficult. In addition, the speaker was concerned about the reduction of safety on Rayford Drive due to the increase in the number of cars and the lack of adequate space for maneuverability. This could impact pedestrians as well.

Communications Received

Letters - Support:

Four letters/e-mails were received prior to the completion of the staff report. These letters identified the similar reason to those heard at the Public Hearing.

No letters were received by the Planning Department opposing the project prior to the preparation of this staff report. .