

CITY OF LOS ANGELES  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012  
 CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> CITY OF LOS ANGELES	<b>COUNCIL DISTRICT</b> 12
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<b>PROJECT TITLE</b> ENV-2006-10437-MND	<b>CASE NO.</b> CPC-2007-237-GPA-ZC-CU-SPR
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**PROJECT LOCATION**  
 8401-8413 N FALLBROOK AVE; CHATSWORTH - PORTER RANCH; 91304

**PROJECT DESCRIPTION**  
 General Plan Amendment from Minimum Residential to Limited Manufacturing; Zone Change from A1-1 to M1-1; Conditional Use to permit exceptions from Commercial Corner Development requirements for hours of operation and less than 50% window coverage; and Site Plan Review; in conjunction with the change of use of an approximately 106,000 square-foot school building to an office building, new construction of an approximately 210,000 square-foot, 100 foot in height, office building, new construction of an approximately 90,000 square-foot, 45 foot in height, office building, new construction of approximately 35,000 square-feet of retail space (30' in height), and new construction of a two-story above grade parking structure providing 969 parking spaces (619 new parking spaces), operating daily from 5 a.m. to 11 p.m.; on 2,222,217.5 square-foot site, in the A1-1 and [Q]M1-1 zones.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 MEPT West Hills, LLC  
 1215 Fourth Avenue, 2400 Financial Center  
 Seattle, WA 98161

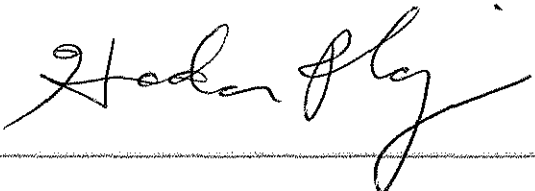
**FINDING:**  
 The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance  
 (CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
TANNER BLACKMAN	CITY PLANNING ASSISTANT	(213) 978-1353

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		OCTOBER 6, 2008

**I b1. Aesthetics (Hillside Site Design)**

- Environmental impacts, such as alteration of existing or natural terrain may result from project implementation. However, these impacts will be mitigated to a level of insignificance by the following measures:
- Grading shall be kept to a minimum.
- Natural features, such as prominent knolls or ridge lines, shall be preserved.
- The project shall comply with the City's Hillside Development Guidelines.

**I b2. Aesthetics (Landscaping)**

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

**I c1. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

**III d1. Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
- COMMERCIAL/INSTITUTIONAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

**IV d. Wildlife Corridor**

- Environmental impacts from project implementation may result in: 1) conversion and/or disturbance of existing animal habitat area on-site and proximal to the site, and 2) disruption of access corridors between habitat areas. However, these impacts will be mitigated to a level of insignificance by the following measures:
- Post-construction landscape treatment shall be implemented to insure preservation of habitat for wildlife. Where habitat has been preserved, use of native plant materials shall be required.
- **Nesting Native Birds** - The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
  - a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
  - b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat the applicant shall:
    - i. 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 3 days prior to the initiation of clearance/construction work.
    - ii. 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.
    - iii. 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, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone

from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

**IV e. Tree Removal (Locally Protected Species)**

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than insignificant by the following measures:
- Prior to the issuance of a grading permit or building permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 153,478, for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services.
- A minimum of two trees (a minimum of 48 inch box in size if available) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the oak trees removed per Ordinance No. 153,478, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- *Note:* All protected tree and street tree removals shall be approved by the Board of Public Works. Contact: Urban Forestry Division at 213-847-3077.

**IV f. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- 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.
- *Note:* Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: 213-847-3077.

**VI aii. Seismic**

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

**VI b. Erosion/Grading/Short-Term Construction Impacts**

- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.
- Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

- All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- 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.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **Grading**
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
  - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  - Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
  - Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins 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.
- 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.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- 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.

**VII h. Creation of a Health Hazard**

- Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a level of insignificance by the following measure:
  - The applicant shall comply with recommendations of the State of California Department of Toxic Substances Control, outlined in the letter dated August 5, 2008, attached to this MND. -

**VIII c3. Commercial & Industrial Development (Lot Size 43,560 sf)**

- Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of commercial development projects. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 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.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff.
- Design repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a standard sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required, obtain an Industrial Waste Discharge Permit.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- The following activities are to be conducted under proper cover with drain routed to the sanitary sewer.
  - Storage of industrial wastes
  - Handling or storage of hazardous wastes
  - Metal fabrication or Pre-cast concrete fabrication
  - Welding, Cutting or Assembly
  - Painting, Coating or Finishing
- Store above ground liquid storage tanks (drums and dumpsters) in areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease.
- 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.
- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.

- Utilize natural drainage systems to the maximum extent practicable.
- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- Stabilize permanent channel crossings.
- 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.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer' specifications.
- All storm drain 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, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- 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.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a 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.

**VIII c4. Food Service Industry (Restaurants, Bakeries, Food Processors)**

- Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of restaurants, bakeries, and food producers. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 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.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.

- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- 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. Rock outlet protection is physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.
- Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including oil and grease.
- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- All storm drain 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, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- 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.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a 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.
- Prescriptive Methods detailing BMPs specific to the "Restaurant" project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at [www.lastormwater.org](http://www.lastormwater.org). (See Exhibit A).

**XIII a. Public Services (Fire)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- 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; 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.

**XIII b1. Public Services (Police General)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:

# EXHIBIT A

## CITY OF LOS ANGELES – STORMWATER PROGRAM Prescriptive Method Standard Urban Stormwater Mitigation Plan

### RESTAURANTS

#### OBJECTIVE

The prescriptive method described in this bulletin meets the minimum requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) for a “stand alone” restaurant (SIC Code 5812 – Eating Places). As a prescriptive method, all requirements specified herein shall be incorporated into the approved development plan. Should an alternate method of compliance or an alternate product/manufacturer be used, the applicant shall prepare a site-specific plan indicating the alternate and its details. Such plan must be submitted for review and approval.

#### REQUIREMENTS

##### Equipment/Accessory Wash Area

- For indoor wash area, provisions shall be made to properly connect to a sanitary sewer. For sewer connection, obtain Industrial Waste Discharge permit from Department of Public Works - Bureau of Sanitation – Industrial Waste Management Division.
- For outdoor wash area, area shall be bermed (berm height shall be ½ inch), equipped with a grease trap and rain diversion system, and connected to the sanitary sewer. A plumbing permit from Department of Building and Safety will be required for grease trap. IWD permit will be required from the Bureau of Sanitation – Industrial Waste Management Division for sewer connection. Refer to Appendix F of the *Development Planning Handbook* for the rain diversion system description.

##### Outdoor Material Storage Area (If included)

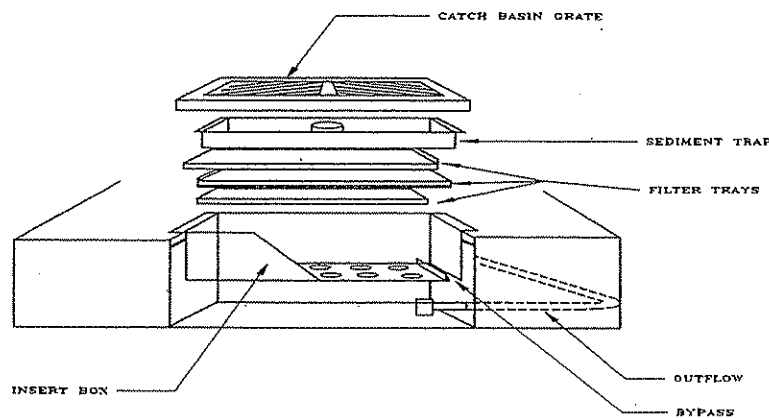
- Must be placed in an enclosure or bermed (secondary containment). The berm height shall be ½ inch.
- Must be paved to contain leaks and spills.

##### Trash Storage Area (If included)

- Must be screened or walled to prevent off-site transport of trash.

**FIGURE 1**

**Example Catch Basin Insert**



**CATCH BASIN INSERT**



- 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.

**XV a1. Increased Vehicle Trips/Congestion**

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to an acceptable level by the following measure:
- The applicant shall comply with measure(s) detailed in the Department of Transportation's Inter-Departmental Correspondence, dated July 10, 2008, attached to this MND. Such report and mitigation measure(s) are incorporated herein by reference.

**XVI d. Utilities (Local or Regional Water Supplies)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- **(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse)**  
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:
  - a. High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  - b. Restroom faucets with a maximum flow rate of 1.5 gallons per minute.Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
- **(All New Commercial and Industrial)**  
Unless otherwise required, all restroom faucets shall be of a self-closing design, to the satisfaction of the Department of Building and Safety.
- **(Landscaping)**  
In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
  - a. Weather-based irrigation controller with rain shutoff;
  - b. Matched precipitation (flow) rates for sprinkler heads;
  - c. Drip/microspray/subsurface irrigation where appropriate;
  - d. Minimum irrigation system distribution uniformity of 75 percent;
  - e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
  - f. Use of landscape contouring to minimize precipitation runoff.
  - g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

**XVI f. Utilities (Solid Waste)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

MITIGATED NEGATIVE DECLARATION

ENV-2006-10437-MND

- Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

**XVII d. End**

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.
- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> CITY OF LOS ANGELES	<b>COUNCIL DISTRICT:</b> CD 12 - GREIG SMITH	<b>DATE:</b> 08/20/2008
<b>RESPONSIBLE AGENCIES:</b> CITY OF LOS ANGELES		
<b>ENVIRONMENTAL CASE:</b> ENV-2006-10437-MND	<b>RELATED CASES:</b> CPC-2007-237-GPA-ZC-CU-SPR	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> EAF FOR BATCHING PROJECT		
<b>ENV PROJECT DESCRIPTION:</b> General Plan Amendment from Minimum Residential to Limited Manufacturing; Zone Change from A1-1 to M1-1; Conditional Use to permit exceptions from Commercial Corner Development requirements for hours of operation and less than 50% window coverage; and Site Plan Review; in conjunction with the change of use of an approximately 106,000 square-foot school building to an office building, new construction of an approximately 210,000 square-foot, 100 foot in height, office building, new construction of an approximately 90,000 square-foot, 45 foot in height, office building, new construction of approximately 35,000 square-feet of retail space (30' in height), and new construction of a two-story above grade parking structure providing 969 parking spaces (619 new parking spaces), operating daily from 5 a.m. to 11 p.m.; on 2,222,217.5 square-foot site, in the A1-1 and [Q]M1-1 zones.		
<b>ENVIRONMENTAL SETTINGS:</b> The subject site is a predominately level (100% less than 10% sloping), irregularly-shaped, corner lot, composed of ten contiguous parcels and fronting for approximately 2,600 feet on the west side of Fallbrook Avenue (a Secondary street dedicated to 80' at the subject site) and approximately 1255 feet on the north side of Roscoe Boulevard (a Major Highway Class II dedicated to 100 feet at the subject site), within the Chatsworth – Porter Ranch Community Plan Area. The subject site is bounded by Fallbrook Boulevard to the east, Roscoe Boulevard to the South, a City of L.A. Police call center and residential uses to the west, and City of L.A. Department of Water and Power reservoir land to the north.  The subject site is not within an airport hazard site, coastal zone, Fire District No. 1 or 2, flood zone, hazardous waste/border zone properties, methane hazard site, high wind velocity area, oil wells site, Alquist-Priolo fault zone, or landslide zone. The site is within a very high fire hazard severity zone, hillside grading zone, and liquefaction zone, within 11.42 kilometers of a known fault zone. Additionally, the site is subject to the Chatsworth Plan footnotes. There are no schools or parks within 500 feet of the site.  The land use and zoning within a 500 foot radius of the subject site are as follows: single-family residential uses surround the subject site to the east, south, and west, fronting along Sedan Ave, Samra Dr, Carla Ln, Burton St, Lena Ave, Maynard Ave, Schoenborn St, Eccles St, Rodax St, and Chaser Pl (zoned RS-1 and RE11-1); commercial uses front the southeast corner of Fallbrook Ave and Roscoe Blvd (zoned [Q]C2-1VL and P1-1VL); a private park fronts the east side of Fallbrook Ave, north of the subject site (zoned A1-1); a City of L.A. police call center abuts the subject site to the west (zoned A1-1); and the Chatsworth Reservoir lies north of the subject site (zoned [Q]OS-1XL).  The 2,222,217.5 square-foot site, formerly owned by Hughes Aircraft then the Raytheon Corporation, contains numerous active businesses on-site. The project proposes a General Plan Amendment, Zone Change, Conditional Use for exceptions from Commercial Corner Development Requirements, and Site Plan Review for the change of use of an approximately 106,000 square-foot school building to an office building, new construction of an approximately 210,000 square-foot, 100 foot in height, office building, new construction of an approximately 90,000 square-foot, 45 foot in height, office building, new construction of approximately 35,000 square-feet of retail space (30' in height), and new construction of a two-story above grade parking structure providing 969 parking spaces (619 new parking spaces), operating daily from 5 a.m. to 11 p.m. The Department of Toxic Substances Control has reviewed this request to develop portions of the site and submitted comments, dated August 5, 2008, attached to this MND.		

<b>PROJECT LOCATION:</b> 8401-8413 N FALLBROOK AVE; CHATSWORTH - PORTER RANCH; 91304		
<b>COMMUNITY PLAN AREA:</b> CHATSWORTH - PORTER RANCH <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> NORTH VALLEY	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WEST HILLS
<b>EXISTING ZONING:</b> A1-1   [Q]M1-1	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b>	<b>LA River Adjacent:</b> NO
<b>GENERAL PLAN LAND USE:</b> MINIMUM RESIDENTIAL   LIMITED MANUFACTURING	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b>	
	<b>PROPOSED PROJECT DENSITY:</b>	

**Determination (To Be Completed By Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

**CITY PLANNING ASSISTANT**

**(213) 978-1353**

Signature

Title

Phone

**Evaluation Of Environmental Impacts:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

*Background*

**PROPONENT NAME:**

MEPT West Hills, LLC

**PHONE NUMBER:**

(206) 623-4739

**APPLICANT ADDRESS:**

1215 Fourth Avenue, 2400 Financial Center  
 Seattle, WA 98161

**DATE SUBMITTED:**

12/21/2006

**AGENCY REQUIRING CHECKLIST:**

DEPARTMENT OF CITY PLANNING

**PROPOSAL NAME (if Applicable):**

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?		✓	
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?			✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	✓		
<b>II. AGRICULTURAL RESOURCES</b>				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
<b>III. AIR QUALITY</b>				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?			✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	✓		
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?		✓	
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?		✓	
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?		✓	
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?			✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	✓		



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?		✓		
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?			✓	
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?			✓	
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?			✓	
<b>VI. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.			✓	
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?		✓		
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : LANDSLIDES?			✓	
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓		
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?		✓		
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?			✓	
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?		✓	
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?			✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?			✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?			✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?			✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	✓		
<b>VIII. HYDROLOGY AND WATER QUALITY</b>				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?			✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?			✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?		✓	
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?		✓	
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	✓		
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?			✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?			✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?			✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?			✓
<b>IX. LAND USE AND PLANNING</b>				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?			✓	
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
<b>X. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
<b>XI. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
<b>XII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓	
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?			✓	
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
<b>XIII. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?			✓	
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?				✓
<b>XIV. RECREATION</b>					

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?		✓	
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?			✓
<b>XV. TRANSPORTATION/CIRCULATION</b>				
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?		✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?		✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?			✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?		✓	
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?		✓	
f.	RESULT IN INADEQUATE PARKING CAPACITY?			✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?		✓	
<b>XVI. UTILITIES</b>				
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?		✓	
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?		✓	
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?		✓	
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS		✓	
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓	
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?			✓
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE		✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓	
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?		✓	

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2006-10437-MND** and the associated case(s), **CPC-2007-237-GPA-ZC-CU-S** **CPC-2007-237-GPA-ZC-CU-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or

City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
TANNER BLACKMAN	CITY PLANNING ASSISTANT	(213) 978-1353	08/27/2008

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

<b>I. AESTHETICS</b>		
a.	LESS THAN SIGNIFICANT IMPACT	POTENTIAL IMPACTS TO SCENIC VISTAS ARE NOT ANTICIPATED AND CONSIDERED LESS THAN SIGNIFICANT.
b.	NO IMPACT	NO DESIGNATED HISTORIC OR CULTURAL RESOURCES EXIST ON THE SITE AND, THEREFORE, NO IMPACTS.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p><b>THE SUBJECT SITE LIES WITHIN 500' OF SINGLE-FAMILY NEIGHBORHOODS ON THREE SIDES; MOST OF THE DEVELOPMENT WILL OCCUR ON INTERIOR PORTIONS OF THE LOT, EXCEPT FOR THE COMMERCIAL COMPONENT ON THE NORTH SIDE OF ROSCOE BOULEVARD; THE REFERENCED MITIGATION MEASURES WILL BE INCORPORATED TO ENSURE THE EXISTING VISUAL CHARACTER OF THE SITE IS NOT SUBSTANTIALLY DEGRADED AND REDUCE POTENTIAL AESTHETIC IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.</b></p>
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p><b>THE SUBJECT SITE IS WITHIN 500' FEET OF RESIDENTIAL USES; POTENTIAL LIGHTING IMPACTS CREATED BY THE PROJECT SHALL BE MITIGATED AS REFERENCED TO REDUCE POTENTIAL IMPACTS TO SURROUNDING RESIDENTIAL USES TO A LESS THAN SIGNIFICANT LEVEL.</b></p>
<b>II. AGRICULTURAL RESOURCES</b>		
a.	NO IMPACT	THE SITE IS ZONED FOR MINIMUM RESIDENTIAL AND LIMITED MANUFACTURING USE AND DOES NOT CONTAIN FARMLAND OF ANY KIND; THEREFORE, NO IMPACTS.
b.	NO IMPACT	THE SITE IS ZONED FOR MINIMUM RESIDENTIAL AND LIMITED MANUFACTURING USE AND DOES NOT CONTAIN FARMLAND OF ANY KIND; THEREFORE, NO IMPACTS.
c.	NO IMPACT	NO IMPACTS RELATED TO OFF-SITE AGRICULTURAL USES ARE ANTICIPATED.
<b>III. AIR QUALITY</b>		

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	THIS PROJECT WILL NOT CONFLICT WITH OR OBSTRUCT EITHER PLAN.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	ACTIVITIES RELATED TO THE CONSTRUCTION PHASE OF THE PROPOSED PROJECT HAVE THE POTENTIAL TO TEMPORARILY CAUSE AIR QUALITY IMPACTS TO SENSITIVE RECEPTORS ON THE SUBJECT SITE AND ADJACENT RESIDENTIAL USES; MEASURES SHALL BE INCORPORATED TO MITIGATE ANY TEMPORARY, DEMOLITION- OR GRADING-RELATED IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	REFER TO MITIGATION MEASURE VI B.
c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS NOT ANTICIPATED TO SIGNIFICANTLY IMPACT BASIN-WIDE AIR QUALITY STANDARDS.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE FRONTS UPON A MAJOR HIGHWAY CLASS II (ROSCOE BLVD); IN ORDER TO MITIGATE AGAINST ON-SITE AIR QUALITY IMPACTS TO SENSITIVE RECEPTORS, THE REFERENCED MITIGATION MEASURES SHALL APPLY.	III d1
e.	LESS THAN SIGNIFICANT IMPACT	NO OBJECTIONABLE ODORS ARE ANTICIPATED FROM THE PROJECT; LESS THAN SIGNIFICANT IMPACT.	

#### IV. BIOLOGICAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	THE SUBJECT SITE IS IN AN URBANIZED AREA AND THE PROJECT PROPOSES FOUR NEW STRUCTURES ON A LOT THAT HAS BEEN CONTINUOUSLY DEVELOPED FOR AT LEAST 49 YEARS, CONTIGUOUS TO ALREADY DEVELOPED PARCELS; THEREFORE, ANY POTENTIAL IMPACTS TO APPLICABLE SPECIES ARE CONSIDERED LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	THE SUBJECT SITE IS IN AN URBANIZED AREA AND THE PROJECT PROPOSES FOUR NEW STRUCTURES ON A LOT THAT HAS BEEN CONTINUOUSLY DEVELOPED FOR AT LEAST 49 YEARS, CONTIGUOUS TO ALREADY DEVELOPED PARCELS; THEREFORE, ANY POTENTIAL IMPACTS TO RIPARIAN HABITATS OR SENSITIVE NATURAL COMMUNITIES ARE CONSIDERED LESS THAN SIGNIFICANT.	
c.	NO IMPACT	THE SITE DOES NOT CONTAIN WETLANDS; NO IMPACT.	



Impact?	Explanation	Mitigation Measures	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE IS IN AN URBANIZED AREA AND THE PROJECT PROPOSES FOUR NEW STRUCTURES ON A LOT THAT HAS BEEN CONTINUOUSLY DEVELOPED FOR 49 YEARS, CONTIGUOUS TO ALREADY DEVELOPED PARCELS; HOWEVER, POTENTIAL IMPACTS TO POSSIBLE NESTING SITES MAY OCCUR AND SHALL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY APPLICATION OF THE REFERENCED MITIGATION MEASURE.	IV d
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	APPLICANT'S E.A.F. CLAIMS THAT MULTIPLE TREES EXIST ON-SITE AND THAT ANY AND ALL TREES ON-SITE ARE TO REMAIN; HOWEVER, ZIMAS' 2006 DIGITAL COLOR-ORTHO PHOTOGRAPHY SHOWS SEVERAL UNIDENTIFIED TREES AND/OR SHRUBS IN THE PROPOSED CONSTRUCTION AREAS ON-SITE; THEREFORE, THE REFERENCED MITIGATION MEASURES SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	IV e, IV f
f.	NO IMPACT	NO IMPACTS TO ANY INDICATED PLANS ARE ANTICIPATED.	
<b>V. CULTURAL RESOURCES</b>			
a.	NO IMPACT	NO DESIGNATED HISTORIC RESOURCES EXIST ON-SITE AND, THEREFORE, NO IMPACTS.	
b.	LESS THAN SIGNIFICANT IMPACT	THE APPLICANT SHALL ABIDE BY CURRENT LAW IF ARCHAEOLOGICAL RESOURCES ARE DISCOVERED DURING CONSTRUCTION.	
c.	LESS THAN SIGNIFICANT IMPACT	THE APPLICANT SHALL ABIDE BY CURRENT LAW IF PALEONTOLOGICAL RESOURCES ARE DISCOVERED DURING CONSTRUCTION.	
d.	LESS THAN SIGNIFICANT IMPACT	NO HUMAN REMAINS ARE ANTICIPATED TO EXIST AT THE SITE; HOWEVER, THE APPLICANT SHALL ABIDE BY CURRENT LAW IF ANY ARE FOUND ON-SITE; LESS THAN SIGNIFICANT IMPACT.	
<b>VI. GEOLOGY AND SOILS</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE SITE IS NOT LOCATED IN AN ALQUIST-PRIOLO ZONE; LESS THAN SIGNIFICANT IMPACT.	

Impact?	Explanation	Mitigation Measures	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE IS WITHIN 11.42 KILOMETERS OF A FAULT ZONE; THE REFERENCED MITIGATION MEASURE SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	VI aii
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE IS LOCATED IN A LIQUEFACTION ZONE; TWO GEOTECHNICAL INVESTIGATIONS WERE PERFORMED ON-SITE IN MARCH 2007--GEOTECHNICAL INVESTIGATION AND LIQUEFACTION EVALUATION: PROPOSED FOUR-STORY OFFICE BUILDING, PREPARED BY SOUTHERN CALIFORNIA GEOTECHNICAL AND DATED MARCH 26, 2007, AND GEOTECHNICAL INVESTIGATION AND LIQUEFACTION EVALUATION: THREE PROPOSED RETAIL BUILDINGS, PREPARED BY SOUTHERN CALIFORNIA GEOTECHNICAL AND DATED MARCH 22, 2007, INCLUDING THE SUPPLEMENTAL GEOTECHNICAL INVESTIGATION, DATED OCTOBER 30, 2007--THESE DOCUMENTS WERE REVIEWED AND APPROVED BY DEPT. OF BUILDING AND SAFETY ON NOVEMBER 15, 2007 AND DECEMBER 6, 2007, RESPECTIVELY; THE D.B.S. APPROVAL LETTERS ARE INCORPORATED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE; CONDITIONS LISTED IN THE APPROVAL LETTERS SERVE TO MITIGATE POTENTIAL IMPACTS IN THIS CATEGORY TO A LEVEL OF INSIGNIFICANCE.	REFER TO THE DEPARTMENT OF BUILDING AND SAFETY SOILS REPORT APPROVAL LETTERS, DATED NOVEMBER 15, 2007, AND DECEMBER 6, 2007.
d.	LESS THAN SIGNIFICANT IMPACT	THE SUBJECT SITE IS NOT LOCATED WITHIN A LANDSLIDE AREA; POTENTIAL IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN THE LOSS OF TOPSOIL IN A HILLSIDE GRADING AREA; APPLICANT'S SUBMITTED E.A.F. CLAIMS THAT NO DIRT WILL BE IMPORTED OR EXPORTED FROM THE SITE - SHOULD THIS CHANGE, A HAUL ROUTE APPROVAL AND ENVIRONMENTAL CLEARANCE WILL BE REQUIRED FOR THE IMPORT/EXPORT OF MORE THAN 1000 C.Y. OF DIRT IN A HILLSIDE	VI b

Impact?	Explanation	Mitigation Measures
	GRADING AREA; THE REFERENCED MITIGATION MEASURE SHALL APPLY TO REDUCE ANY POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE IS LOCATED IN A LIQUEFACTION ZONE; TWO GEOTECHNICAL INVESTIGATIONS WERE PERFORMED ON-SITE IN MARCH 2007--GEOTECHNICAL INVESTIGATION AND LIQUEFACTION EVALUATION: PROPOSED FOUR-STORY OFFICE BUILDING, PREPARED BY SOUTHERN CALIFORNIA GEOTECHNICAL AND DATED MARCH 26, 2007, AND GEOTECHNICAL INVESTIGATION AND LIQUEFACTION EVALUATION: THREE PROPOSED RETAIL BUILDINGS, PREPARED BY SOUTHERN CALIFORNIA GEOTECHNICAL AND DATED MARCH 22, 2007, INCLUDING THE SUPPLEMENTAL GEOTECHNICAL INVESTIGATION, DATED OCTOBER 30, 2007--THESE DOCUMENTS WERE REVIEWED AND APPROVED BY DEPT. OF BUILDING AND SAFETY ON NOVEMBER 15, 2007 AND DECEMBER 6, 2007, RESPECTIVELY; THE D.B.S. APPROVAL LETTERS ARE INCORPORATED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE; CONDITIONS LISTED IN THE APPROVAL LETTERS SERVE TO MITIGATE POTENTIAL IMPACTS IN THIS CATEGORY TO A LEVEL OF INSIGNIFICANCE.	REFER TO THE DEPARTMENT OF BUILDING AND SAFETY SOILS REPORT APPROVAL LETTERS, DATED NOVEMBER 15, 2007, AND DECEMBER 6, 2007.
g. LESS THAN SIGNIFICANT IMPACT	THE SUBJECT SITE MAY CONTAIN CONTAIN MODERATELY EXPANSIVE SOILS; POTENTIAL IMPACTS SHALL BE MITIGATED TO A LEVEL OF INSIGNIFICANCE THROUGH THE ABOVE-REFERENCED MEASURES.	
h. NO IMPACT	NO SEPTIC TANKS ARE PROPOSED, THEREFORE, NO IMPACTS.	
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>		
a. NO IMPACT	NO HAZARDOUS MATERIALS ARE PROPOSED FOR ROUTINE TRANSPORT, USE, OR DISPOSAL AS PART OF THIS PROJECT.	

Impact?	Explanation	Mitigation Measures	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>THE SUBJECT SITE WAS FORMERLY A PORTION OF A HUGHES AIRCRAFT FACILITY; RAYTHEON CORPORATION, HUGHES SUCCESSOR, HAS AN AGREEMENT WITH THE CURRENT OWNER FOR CONTINUED RESPONSIBILITIES FOR TO ADDRESS ENVIRONMENTAL ISSUES ON THE PROPERTY, INCLUDING GROUNDWATER REMEDIATION IN DESIGNATED AREAS OF CONCERN (AOC) IN THE NORTHERLY PORTION OF THE PROPERTY; A SOLID WASTE MANAGEMENT UNIT (SWMU) ALSO EXISTS NEARBY; ON AUGUST 5, 2008, THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL ISSUED A LETTER TO THE DEPARTMENT OF CITY PLANNING STATING THAT THERE WILL BE NO RESTRICTION ON DEVELOPMENT IN AREAS OF THE PROPERTY NOT IDENTIFIED AS AN AOC OR SWMU, SUBJECT TO DTSC APPROVAL OF A SOIL SAMPLING WORKPLAN; THIS LETTER IS INCLUDED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE.</p>	<p>VII h REFER TO THE LETTER FROM THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL, DATED AUGUST 5, 2008.</p>
c.	LESS THAN SIGNIFICANT IMPACT	THE SUBJECT SITE IS NOT LOCATED NEAR A SCHOOL; POTENTIAL IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT.	
d.	NO IMPACT	THE SUBJECT SITE IS NOT IN A METHANE ZONE OR LISTED AS A HAZARDOUS WASTE / BORDER ZONE PROPERTY; NO IMPACTS ARE ANTICIPATED.	
e.	NO IMPACT	THE SITE IS NOT LOCATED IN AN EXISTING OR PLANNED AIRPORT LAND USE PLAN; NO IMPACTS ARE ANTICIPATED.	
f.	NO IMPACT	THE SITE IS NOT LOCATED NEAR A PRIVATE AIRSTRIP, THEREFORE, NO IMPACTS.	
g.	NO IMPACT	THE PROPOSED PROJECT DOES NOT SEEM TO IMPAIR IMPLEMENTATION OF OR INTERFERE WITH AN EMERGENCY RESPONSE OR EVACUATION PLAN; NO IMPACT WOULD RESULT.	

Impact?	Explanation	Mitigation Measures
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h.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SUBJECT SITE IS LOCATED WITHIN A HIGH FIRE HAZARD SEVERITY ZONE; THE REFERENCED MITIGATION MEASURE SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	REFER TO MITIGATION MEASURE XIII A.
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**VIII. HYDROLOGY AND WATER QUALITY**

a.	NO IMPACT	THE PROPOSED PROJECT IS NOT ANTICIPATED TO VIOLATE ANY WATER QUALITY OR WATER DISCHARGE REQUIREMENTS.	
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b.	NO IMPACT	THE PROPOSED PROJECT SHOULD NOT DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE; THE PROJECT WILL CONTINUE TO BE SUPPLIED WITH WATER BY LA DWP.	
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c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL ADD IMPERVIOUS SURFACES IN A HILLSIDE GRADING AREA AND INCLUDE RESTAURANT USE; LESS THAN SIGNIFICANT IMPACT WITH APPLICATION OF MITIGATION MEASURES VIII C3 AND VIII C4, REFERENCED BELOW.	
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d.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL ADD IMPERVIOUS SURFACES IN A HILLSIDE GRADING AREA AND INCLUDE RESTAURANT USE; LESS THAN SIGNIFICANT IMPACT WITH APPLICATION OF MITIGATION MEASURES VIII C3 AND VIII C4, REFERENCED BELOW.	
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e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WILL ADD IMPERVIOUS SURFACES IN A HILLSIDE GRADING AREA AND INCLUDE RESTAURANT USE, REQUIRING BEST MANAGEMENT PRACTICES; PER SUSMP, THE REFERENCED MITIGATION MEASURES SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	VIII c3, VIII c4
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WILL ADD IMPERVIOUS SURFACES IN A HILLSIDE GRADING AREA; HOWEVER, THE AMOUNT OF NEW CONSTRUCTION PROPOSED AS PART OF THE EXPANSION DOES NOT REACH A LEVEL REQUIRING BEST MANAGEMENT PRACTICES PER SUSMP; LESS THAN SIGNIFICANT IMPACT.	VIII c3, VIII c4
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g.	NO IMPACT	THE PROJECT IS NOT LOCATED IN A 100-YEAR FLOOD PLAIN; NO IMPACT.	
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Impact?	Explanation	Mitigation Measures	
h.	NO IMPACT	THE PROJECT IS NOT LOCATED IN A FLOOD PLAIN; NO IMPACT.	
i.	NO IMPACT	THE PROJECT IS NOT LOCATED IN A DAM INUNDATION ZONE; NO IMPACTS ARE ANTICIPATED.	
j.	NO IMPACT	THE SUBJECT SITE IS NOT LOCATED WITHIN A COASTAL ZONE; NO IMPACT.	
<b>IX. LAND USE AND PLANNING</b>			
a.	NO IMPACT	THE PROPOSED PROJECT WILL NOT DIVIDE AN ESTABLISHED COMMUNITY; NO IMPACT.	
b.	LESS THAN SIGNIFICANT IMPACT	NO CONFLICTS WITH APPLICABLE PLANS OR ENVIRONMENTAL REGULATIONS ARE ANTICIPATED; LESS THAN SIGNIFICANT IMPACT.	
c.	NO IMPACT	NO CONFLICTS WITH REFERENCED PLANS ARE ANTICIPATED.	
<b>X. MINERAL RESOURCES</b>			
a.	NO IMPACT	NO IMPACTS ARE ANTICIPATED, AS THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES.	
b.	NO IMPACT	NO IMPACTS ARE ANTICIPATED, AS THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES.	
<b>XI. NOISE</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>THE CONSTRUCTION PHASE OF THE PROPOSED PROJECT WILL BE TYPICAL OF COMMERCIAL OFFICE STRUCTURES IN THE VICINITY AND IS NOT ANTICIPATED TO RESULT IN EXCESSIVE NOISE LEVELS; THE REFERENCED MITIGATION MEASURES SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.</b>	<b>REFER TO MITIGATION MEASURE VI B.</b>
b.	NO IMPACT	THE CONSTRUCTION PHASE OF THE PROPOSED PROJECT WILL BE TYPICAL OF COMMERCIAL OFFICE STRUCTURES IN THE VICINITY; EXCESSIVE GROUND BORNE VIBRATIONS ARE NOT ANTICIPATED.	
c.	NO IMPACT	PERMANENT SIGNIFICANT IMPACTS IN AMBIENT NOISE LEVELS TO THE ADJACENT RESIDENTIAL PROPERTIES ARE NOT ANTICIPATED.	

Impact?	Explanation	Mitigation Measures
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>OBSERVATION OF MITIGATION MEASURE VI B WILL REDUCE ANY POTENTIAL TEMPORARY NOISE IMPACTS RELATED TO THE CONSTRUCTION PHASE TO A LESS THAN SIGNIFICANT LEVEL.</b>	REFER TO MITIGATION MEASURE VI B.
e.	NO IMPACT	THE PROJECT IS NOT LOCATED NEAR AN AIRPORT; NO IMPACTS ARE ANTICIPATED.	
f.	NO IMPACT	THE PROJECT IS NOT LOCATED NEAR A PRIVATE AIRSTRIP, THEREFORE, NO IMPACTS ARE ANTICIPATED.	

## XII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT PROPOSES EXPANSION OF A BUSINESS PARK AND SHOULD NOT INDUCE SUBSTANTIAL GROWTH.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT PROPOSES THE CONSTRUCTION OF NEW OFFICE BUILDINGS, RETAIL USES, AND A PARKING STRUCTURE; IMPACTS ARE CONSIDERED LESS THAN SIGNIFICANT.	
c.	NO IMPACT	NO PEOPLE WILL BE DISPLACED.	

## XIII. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>THE L.A. FIRE DEPARTMENT WILL REVIEW THE PROJECT AND IMPOSE ANY NECESSARY MITIGATION MEASURES TO ENSURE ADEQUATE FIRE PROTECTION AND REDUCE ENVIRONMENTAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.</b>	XIII a
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>THE PROPOSED PROJECT SHALL BE REVIEWED BY THE LOS ANGELES POLICE DEPARTMENT FOR POTENTIAL IMPACTS TO PUBLIC SAFETY AND POLICE RESPONSE; THE REFERENCED MITIGATION MEASURE SHALL APPLY.</b>	XIII b1
c.	LESS THAN SIGNIFICANT IMPACT	POTENTIAL IMPACTS TO LOCAL SCHOOLS ARE CONSIDERED LESS THAN SIGNIFICANT.	
d.	LESS THAN SIGNIFICANT IMPACT	POTENTIAL IMPACTS TO LOCAL PARKS ARE CONSIDERED LESS THAN SIGNIFICANT.	
e.	NO IMPACT	NO IMPACTS ARE ANTICIPATED IN MATTERS RELATING TO THIS CATEGORY.	

## XIV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	POTENTIAL IMPACTS TO LOCAL PARKS ARE CONSIDERED LESS THAN SIGNIFICANT.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	THE PROJECT WILL NOT RESULT IN THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES THAT WOULD HAVE A NEGATIVE IMPACT ON THE ENVIRONMENT.	
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**XV. TRANSPORTATION/CIRCULATION**

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	PER THE INITIAL STUDY ASSESSMENT FORM PREPARED BY THE DEPT. OF TRANSPORTATION (DOT) ON 2/1/2007, THE PROJECT HAS THE POTENTIAL TO SIGNIFICANTLY INCREASE TRAFFIC; A TRAFFIC STUDY WAS PREPARED BY CRAIN & ASSOCIATES AND SUBMITTED TO DOT ON FEBRUARY 5, 2008; IN AN INTER-DEPARTMENTAL CORRESPONDENCE DATED JULY 10, 2008, DOT APPROVED THE TRAFFIC STUDY SUBJECT TO SPECIFIED PROJECT REQUIREMENTS; THIS INTER-DEPARTMENTAL CORRESPONDENCE IS INCLUDED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE.	XV a1 REFER TO DEPARTMENT OF TRANSPORTATION INTER-DEPARTMENTAL CORRESPONDENCE, DATED JULY 10, 2008.
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	PER THE INITIAL STUDY ASSESSMENT FORM PREPARED BY THE DEPT. OF TRANSPORTATION (DOT) ON 2/1/2007, THE PROJECT HAS THE POTENTIAL TO SIGNIFICANTLY EXCEED THE LEVEL OF SERVICE STANDARD; A TRAFFIC STUDY WAS PREPARED BY CRAIN & ASSOCIATES AND SUBMITTED TO DOT ON FEBRUARY 5, 2008; IN AN INTER-DEPARTMENTAL CORRESPONDENCE DATED JULY 10, 2008, DOT APPROVED THE TRAFFIC STUDY SUBJECT TO SPECIFIED PROJECT REQUIREMENTS; THIS INTER-DEPARTMENTAL CORRESPONDENCE IS INCLUDED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE.	XV a1 REFER TO DEPARTMENT OF TRANSPORTATION INTER-DEPARTMENTAL CORRESPONDENCE, DATED JULY 10, 2008.
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c.	NO IMPACT	NO CHANGE IN AIR TRAFFIC PATTERNS WILL RESULT.	
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d.	LESS THAN SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT PER DOT ISAF DATED 2/1/2007.	
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e.	LESS THAN SIGNIFICANT IMPACT	POTENTIAL IMPACTS RELATED TO EMERGENCY SERVICE ARE CONSIDERED LESS THAN SIGNIFICANT.	
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Impact?	Explanation	Mitigation Measures	
f.	NO IMPACT	ISSUES RELATED TO PARKING CAPACITY ARE CONSIDERED NO IMPACT.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	PER THE INITIAL STUDY ASSESSMENT FORM PREPARED BY THE DEPT. OF TRANSPORTATION (DOT) ON 2/1/2007, THE PROJECT HAS THE POTENTIAL TO HAVE SIGNIFICANT IMPACTS IN THIS CATEGORY; A TRAFFIC STUDY WAS PREPARED BY CRAIN & ASSOCIATES AND SUBMITTED TO DOT ON FEBRUARY 5, 2008; IN AN INTER-DEPARTMENTAL CORRESPONDENCE DATED JULY 10, 2008, DOT APPROVED THE TRAFFIC STUDY SUBJECT TO SPECIFIED PROJECT REQUIREMENTS; THIS INTER-DEPARTMENTAL CORRESPONDENCE IS INCLUDED IN THIS MND BY REFERENCE AND AVAILABLE FOR REVIEW IN THE CASE FILE.	REFER TO DEPARTMENT OF TRANSPORTATION INTER-DEPARTMENTAL CORRESPONDENCE, DATED JULY 10, 2008.
<b>XVI. UTILITIES</b>			
a.	LESS THAN SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT BASED UPON THE ESTIMATED OUTPUT OF GALLONS OF WASTEWATER PER DAY IN CONJUNCTION WITH THE CITY OF LOS ANGELES' CURRENT CAPACITY.	
b.	LESS THAN SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT BASED UPON THE ESTIMATED OUTPUT OF GALLONS OF WASTEWATER PER DAY IN CONJUNCTION WITH THE CITY OF LOS ANGELES' CURRENT CAPACITY.	
c.	NO IMPACT	THE PROJECT WILL NOT REQUIRE THE CONSTRUCTION OR EXPANSION OF EXISTING STORMWATER DRAINAGE FACILITIES; THEREFORE, NO IMPACT.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT HAS THE POTENTIAL TO CUMULATIVELY CONTRIBUTE TO IMPACTS ON EXISTING WATER SUPPLIES; THE REFERENCED MITIGATION MEASURES SHALL APPLY TO REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	XVI d
e.	LESS THAN SIGNIFICANT IMPACT	THE ESTIMATED OUTPUT OF THE PROPOSED SITE WILL NOT BE SUBSTANTIAL TO IMPACT THE CITY OF LOS ANGELES' CURRENT CAPACITY.	

Impact?	Explanation	Mitigation Measures
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT HAS THE POTENTIAL TO CUMULATIVELY CONTRIBUTE TO IMPACTS TO SOLID WASTE MANAGEMENT CAPACITY; THE REFERENCED MITIGATION MEASURE SHALL APPLY.	XVI f
g.	NO IMPACT	NO FURTHER IMPACTS RELATED TO SOLID WASTE ARE ANTICIPATED WITH APPLICATION OF THE ABOVE REFERENCED MITIGATION MEASURE.	

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

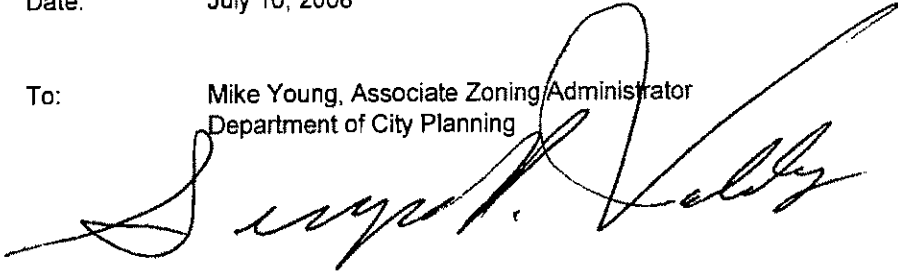
a.	LESS THAN SIGNIFICANT IMPACT	THIS PROJECT DOES NOT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, OR THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY WITH APPLICATION OF THE ABOVE-REFERENCED MITIGATION MEASURES.	
b.	LESS THAN SIGNIFICANT IMPACT	THE CUMULATIVE IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT WILL RESULT IN A LESS THAN SIGNIFICANT IMPACT WITH THE INCORPORATION OF THE ATTACHED MITIGATION MEASURES.	
c.	LESS THAN SIGNIFICANT IMPACT	AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE PROPOSED PROJECT DOES NOT HAVE SIGNIFICANT IMPACTS TO HUMAN BEINGS.	

**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE**

8401-8531 Fallbrook Ave.  
DOT Case No. SFV 2007-21

Date: July 10, 2008

To: Mike Young, Associate Zoning Administrator  
Department of City Planning



From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED OFFICE/RETAIL USES AND  
PARKING STRUCTURE AT THE WEST HILLS CORPORATE POINTE DEVELOPMENT  
LOCATED AT THE NORTHWEST CORNER OF ROSCOE BOULEVARD AND  
FALLBROOK AVENUE**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed office/retail uses and parking structure to be added to the West Hills Corporate Pointe site located at the northwest corner of the intersection of Roscoe Boulevard and Fallbrook Avenue. This traffic assessment is based on a traffic study prepared by Crain & Associates submitted on February 5, 2008. After careful review of the pertinent data, DOT has determined that the traffic study, as revised, adequately describes the project related traffic impacts of the proposed development.

**DISCUSSION AND FINDINGS**

The proposed project consists of approximately 406,000 square feet of office use (including reuse of a 106,000 square-foot DeVry University building), a 14,000 square-foot supermarket, 4,160 square feet of retail use, 3,012 square feet of bank use, 5,310 square feet of high turnover restaurant use, and 8,448 square feet of coffee shop/juice bar use. A 980-space parking structure will also be constructed for the office use. Currently, the project site is occupied by the DeVry University building, surface parking lots and a helipad. The proposed project will generate approximately 4,230 net daily trips, 539 new a.m. peak hour trips and 563 new p.m. peak hour trips, as shown in Table 1. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003.

The traffic study reviewed nine intersections and one residential street segment for traffic impacts:

Study Intersections:

1. Lena Avenue and Roscoe Boulevard
2. Fallbrook Avenue and Roscoe Boulevard
3. Fallbrook Avenue and Saticoy Street
4. Fallbrook Avenue and Sherman Way
5. Fallbrook Avenue and Vanowen Street
6. Fallbrook Avenue and Victory Boulevard
7. Fallbrook Avenue and Oxnard Street
8. Shoup Avenue and Roscoe Boulevard
9. Topanga Canyon Boulevard and Roscoe Boulevard

Residential street segment:

Eccles Street/Chase Street between Fallbrook Avenue and Shoup Avenue.

The traffic study was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections, as shown in Table 2. After a review of the pertinent data, DOT has determined that the proposed project will have significant impacts at seven of the nine studied intersections, as shown in Table 3, which is a summary of the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections. The project can mitigate its project traffic impacts at above-mentioned intersection to a less than significant level with the mitigation suggested. DOT also determined that the proposed project would not have significant traffic impacts at the residential street segment studied, as shown in Table 4. However, the developer is voluntarily proposing to install a median on Fallbrook Avenue north of Roscoe Boulevard to restrict vehicles from making southbound left-turn onto either Schoenborn Street or Eccles Street.

DOT recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's traffic impact to less than significant levels.

**PROJECT REQUIREMENTS****A. Signal system upgrades: Automated Traffic Surveillance and Control (ATSAC) with Adaptive Traffic Control Systems (ATCS)**

Intersections 4, 5, 8 and 9 will be mitigated to a less-than-significant level and intersection 2 will be partially mitigated by funding a proportionate share of the cost for the design and construction of the Canoga Park and Platt Ranch ATSAC/ATCS Systems. The Project's proportionate share of the cost for these systems is equal to the average cost per intersection, which currently is \$158,700 for a total of \$793,500 for all five locations.

**B. Signal system upgrade: Adaptive Traffic Control Systems (ATCS)**

Intersection 6, Fallbrook Avenue at Victory Boulevard will be mitigated to a less-than-significant level by funding a proportionate share of the cost for the design and construction of the Platt Ranch ATCS System. The Project's proportionate share of the cost for this system is equal to the average cost per intersection, which currently is \$55,000.

As of today, the City has received two payments for the full amount due of \$839,800 for ATSAC/ATCS improvements at the six impacted intersections mentioned above.

**C. Mitigation Measures for Fallbrook Avenue and Roscoe Boulevard**

This intersection will be fully mitigated to a less-than-significant level by re-striping Fallbrook Avenue to provide dual left-turn lanes, two through lanes and one right-turn lane in the northbound direction, and dual left-turn lanes, one through lane and one through/right shared lane in the southbound direction. Signal modification is also required to provide left-turn signal phases in the northbound and southbound directions. Additionally, the developer is proposing to install a median on Fallbrook Avenue north of Roscoe Boulevard to restrict vehicles from making southbound left-turn onto either Schoenborn Street or Eccles Street. Theses improvements are guaranteed through a cash payment prior to the issuance of any building permit, if approved by DOT.

**D. Mitigation Measures for Fallbrook Avenue and Saticoy Street**

This intersection will be fully mitigated to a less-than-significant level by re-striping Saticoy Street to provide an exclusive right-turn lane in the eastbound direction. A shift on the striping would be required along the north and south side of Saticoy Street, east and west of Fallbrook Avenue by approximately two feet. In the event that the re-striping mitigation measure turns out to be not

feasible, the developer must provide an alternative mitigation to mitigate the project impact at this location. These improvements are guaranteed through a cash payment prior to the issuance of any building permit, if approved by DOT.

**E. Mitigation Measures for Lena Avenue and Roscoe Boulevard**

This intersection will be fully mitigated to a less-than-significant level by re-striping the project driveway to provide one left-turn lane and one left/through/right shared lane in the southbound direction. Signal modification is also required to provide split signal phasing in the northbound and southbound direction. These improvements are guaranteed through a cash payment prior to the issuance of any building permit, if approved by DOT.

**F. Transportation Demand Management (TDM)**

The applicant is required to implement a TDM program for the project to reduce and manage employee commute-related trips in private vehicles.

**G. Neighborhood Traffic Impact Mitigation**

The applicant volunteers to install a raised landscaped median along Fallbrook Avenue north of Roscoe Boulevard to restrict vehicles from making southbound left-turns onto either Schoenborn Street or Eccles Street. Installation of the Fallbrook median will mitigate any potential neighborhood traffic impacts associated with neighborhood cut-through traffic from the project site, thus eliminating the need for a neighborhood traffic protection plan. The costs associated with the installation of the Fallbrook median will be borne entirely by the applicant and are in excess of any otherwise required payment into a Neighborhood Traffic Management fund. Therefore, no further payment is required.

**H. Highway Dedications and Improvements**

Fallbrook Avenue is a designated Secondary Highway in the Streets and Highways Element of the City's General Plan. Standard Plan S-470-0, effective November 10, 1999, dictates that the standard cross section for a Secondary Highway is a 35-foot half-roadway on a 45-foot half right-of-way. Fallbrook Avenue currently consists of a 50-foot half right-of-way; therefore, no dedication or widening is required.

Roscoe Boulevard is a designated Major Highway in the Streets and Highways Element of the City's General Plan. Standard Plan S-470-0, effective November 10, 1999, dictates that the standard cross section for a Major Highway is a 40-foot half-roadway on a 52-foot half right-of-way. Roscoe Boulevard currently consists of a 40-foot half-roadway on a 50-foot half right-of-way; therefore, a 2-foot dedication is required along the entire project frontage on Roscoe Boulevard to bring the sidewalk up to the Major Highway Class II standard required by the General Plan.

The applicant should contact the Bureau of Engineering (BOE) to determine exact dedication and widening standards and to ensure compliance of these requirements of the municipal code. The applicant should contact BOE to determine any other required street improvements.

All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project. The street dedication shall be completed through Edmond Yew in the Land Development Group, (213) 977-7095. These measures shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

**I. Site Access and Internal Circulation**

This determination does not include final approval of the project's driveways, internal circulation, and parking scheme. However, the following general comments do apply:

1. All loading/unloading of goods shall be accomplished on site and shown on the site plan.
2. Two-way driveways shall be 30 feet wide and one-way driveways shall be 16 feet wide, exclusive

of side slopes. To minimize conflict between vehicles using adjoining driveways, a minimum of 50-feet of full-height curb shall be provided between driveways.

3. To avoid vehicles encroaching onto the public right-of-way, a minimum 40-foot reservoir space (distance between property line and first parking stall) shall be provided at all ingress driveways for lots containing 100 to 300 spaces, and a minimum 60-foot reservoir space shall be provided at all ingress driveways for lots containing more than 300 spaces.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site and/or driveway plan, at a scale of at least 1" = 40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, 91401, prior to submittal of building plans for plan check to the Department of Building and Safety.

If you have any questions, you may contact me or Vicente Cordero of my staff at (818) 374-4699.

- c:
- Twelfth Council District
  - Ken Firoozmand, DOT West Valley District
  - Jim Williams, DOT ATSAC
  - Guido Marucut, DOT Accounting
  - Shu Hua Chen, DOT Accounting
  - Edmond Yew, BOE Land Development Group
  - Mike Walters, BOE Valley District
  - Moe Irlilian, BOE Valley District
  - George Rhyner, Crain & Associates
  - Kevin McDonnell, JMBM

**Table 1: Project Trip Generation Estimates**

Use	Notes	Use Description	Size Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
<b>Proposed development:</b>										
1	ITE 710	Office building, general	406,000 S.F. Gross Floor Area	3,924	506	69	575	91	443	534
		<i>Internal capture</i>	N/A of use 1	-	-	-	-	-	-	-
		<i>Internal capture</i>	N/A of use 1	-	-	-	-	-	-	-
		<i>transit discount</i>	5%	(196)	(25)	(3)	(28)	(5)	(22)	(27)
2	ITE 850 PM	Supermarket	14,000 S.F. Gross Floor Area	1,431	28	18	46	74	72	146
		<i>Internal capture</i>	20% of use 2	(286)	-	-	-	(15)	(14)	(29)
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>transit discount</i>	N/A	-	-	-	-	-	-	-
3	ITE 814 PM	Specialty retail	4,160 S.F. Gross Floor Area	184	3	2	5	5	6	11
		<i>Internal capture</i>	20% of use 3	(37)	-	-	-	(1)	(1)	(2)
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>transit discount</i>	N/A	-	-	-	-	-	-	-
4	ITE 912 PM	Bank, drive-in	3,012 S.F. Gross Floor Area	742	21	16	37	89	60	138
		<i>Internal capture</i>	20% of use 4	(148)	-	-	-	(14)	(14)	(28)
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>transit discount</i>	N/A	-	-	-	-	-	-	-
5	ITE 932	Restaurant, high turnover sit down	5,310 S.F. Gross Floor Area	675	32	29	61	35	23	58
		<i>Internal capture</i>	25% of use 5	(169)	(8)	(7)	(15)	(9)	(6)	(15)
		<i>Internal capture</i>	N/A of use 1	-	-	-	-	-	-	-
		<i>transit discount</i>	N/A	-	-	-	-	-	-	-
6	ITE 934	Fast food with drive thru	8,448 S.F. Gross Floor Area	4,191	229	220	449	152	141	293
		<i>Internal capture</i>	25% of use 6	(1,048)	(57)	(55)	(112)	(38)	(35)	(73)
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>transit discount</i>	N/A	-	-	-	-	-	-	-
<b>Total new adjacent proposed trips:</b>				<b>9,263</b>	<b>729</b>	<b>289</b>	<b>1,018</b>	<b>344</b>	<b>662</b>	<b>1,006</b>
<b>Pass-by reductions for vehicles:</b>										
1		Office building, general		-	-	-	-	-	-	-
2	PM	Supermarket	40%	(458)	-	-	-	(24)	(23)	(47)
3	PM	Specialty retail	10%	(15)	-	-	-	-	(1)	(1)
4	PM	Bank, drive-in	20%	(119)	-	-	-	(11)	(11)	(22)
5		Restaurant, high turnover sit down	20%	(101)	(5)	(4)	(9)	(5)	(3)	(8)
6		Fast food with drive thru	50%	(1,572)	(88)	(83)	(169)	(57)	(53)	(110)
<b>Total new non-adjacent proposed trips:</b>				<b>6,998</b>	<b>638</b>	<b>202</b>	<b>840</b>	<b>247</b>	<b>571</b>	<b>818</b>
<b>Existing development:</b>										
9	ITE 540	Community college	106,000 S.F. Gross Floor Area	2,914	235	82	317	156	113	269
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>Internal capture</i>	N/A of use	-	-	-	-	-	-	-
		<i>transit discount</i>	5%	(146)	(12)	(4)	(16)	(8)	(6)	(14)
<b>Total existing adjacent trips:</b>				<b>2,768</b>	<b>223</b>	<b>78</b>	<b>301</b>	<b>148</b>	<b>107</b>	<b>255</b>
<b>Pass-by reductions for vehicles:</b>										
9		Community college		-	-	-	-	-	-	-
<b>Total existing non-adjacent trips:</b>				<b>2,768</b>	<b>223</b>	<b>78</b>	<b>301</b>	<b>148</b>	<b>107</b>	<b>255</b>
<b>Net project trips: Adjacent</b>				<b>6,495</b>	<b>506</b>	<b>211</b>	<b>717</b>	<b>195</b>	<b>555</b>	<b>751</b>
<b>Non-Adjacent</b>				<b>4,230</b>	<b>415</b>	<b>124</b>	<b>539</b>	<b>99</b>	<b>464</b>	<b>563</b>

**Table 2: Significant Transportation Impact Thresholds**

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta$ V/C)
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$

**Table 3: Summary of Volume to Capacity Ratios (v/c) and Levels of Service (LOS)  
West Hills Corporate Pointe (8405 Fallbrook Avenue)**

Intersection	Peak Hour	Year 2007 Existing		Year 2012 w/out Project		Year 2012 with Project		Project Impact $\Delta$ v/c	Year 2012 with mitigation	
		v/c	LOS	v/c	LOS	v/c	LOS		v/c	$\Delta$ v/c
1. Lena Ave & Roscoe Bl	AM	0.326	A	0.397	A	0.619	B	0.222	N/A	N/A
	PM	0.400	A	0.502	A	0.620	B	0.118	N/A	N/A
2. Fallbrook Ave & Roscoe Bl	AM	0.740	C	0.841	D	0.966	E	<b>0.125*</b>	0.825	-0.016
	PM	0.812	D	0.911	E	1.020	F	<b>0.109*</b>	0.878	-0.033
3. Fallbrook Ave & Saticoy St	AM	0.740	C	0.838	D	0.862	D	<b>0.024*</b>	0.787	-0.051
	PM	0.594	A	0.670	B	0.739	C	<b>0.069*</b>	0.705	-0.035
4. Fallbrook Ave & Sherman Way	AM	0.765	C	0.874	D	0.896	D	<b>0.022*</b>	0.796	-0.078
	PM	0.777	C	0.881	D	0.937	E	<b>0.056*</b>	0.837	-0.044
5. Fallbrook Ave & Vanowen St	AM	0.572	A	0.660	B	0.670	B	0.010	0.570	-0.090
	PM	0.743	C	0.839	D	0.873	D	<b>0.034*</b>	0.773	-0.066
6. Fallbrook Ave & Victory Bl	AM	0.781	C	0.888	D	0.897	D	0.009	0.867	-0.021
	PM	0.798	C	0.897	D	0.935	E	<b>0.038*</b>	0.905	-0.008
7. Fallbrook Ave & Oxnard St	AM	0.679	B	0.791	C	0.795	C	0.004	N/A	N/A
	PM	0.546	A	0.631	B	0.635	B	0.004	N/A	N/A
8. Shoup Ave & Roscoe Bl	AM	0.778	C	0.885	D	0.947	E	<b>0.062*</b>	0.847	-0.038
	PM	0.750	C	0.847	D	0.915	E	<b>0.068*</b>	0.815	-0.032
9. Topanga Cyn Bl & Roscoe Bl	AM	0.977	E	1.092	F	1.105	F	<b>0.013*</b>	1.005	-0.087
	PM	0.920	E	1.041	F	1.061	F	<b>0.020*</b>	0.961	-0.080

**\*Significant traffic impact**



**Table 4: Residential Street Impact Analysis**

<b>Location</b>	<b>Year 2007 Existing ADT</b>	<b>Year 2012 Without Project ADT</b>	<b>Year 2012 Project Traffic</b>	<b>Year 2012 With Project ADT</b>	<b>Year 2012 % Project Traffic</b>	<b>Significant Impact</b>
Eccles St/Chase St between Fallbrook Ave & Shoup Ave	2,771	3,059	212	3,271	6.5%	NO



Linda S. Adams  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Maureen F. Gorsen, Director  
9211 Oakdale Avenue  
Chatsworth, California CA 91311



Arnold Schwarzenegger  
Governor

August 5, 2008

RECEIVED  
CITY OF LOS ANGELES

AUG 13 2008

Mr. Hadar Plafkin  
City Planner  
City of Los Angeles, Department of City Planning  
200 North Spring Street  
Room 525, City Hall  
Los Angeles, California 90012-4801

ENVIRONMENTAL  
UNIT

**DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) ENVIRONMENTAL  
OVERSIGHT OF RAYTHEON CANOGA PARK SITE; CORPORATE POINTE AT  
WEST HILLS; WEST HILLS, CALIFORNIA (THE "PROPERTY"), CAD0411692124**

Dear Mr. Plafkin:

DTSC received a letter from your office dated July 16, 2008 concerning the Property. DTSC understands that the City of Los Angeles, Department of City Planning (LADCP) is in the process of completing its environmental review associated with the application for General Plan Amendment, Zone Change, Conditional Use for Commercial Development and Site Plan review for the Property.

DTSC's understanding of the plans for development on the Property includes two new office buildings, a parking garage, retail space, and other modifications. The areas of the proposed developments are located primarily on the southern half of the Property near or within a Solid Waste Management Unit (SWMU) or an Area of Concern (AOC) (see attached map). DTSC's understanding is that there is no development proposed in the vicinity of the northwest groundwater plume located on the northwest portion of the Property.

The Property was formerly a portion of a Hughes Aircraft research facility. Hughes successor, Raytheon Corporation, has an agreement with the current owners for the continued responsibilities to address the environmental issues for the property. DTSC is the lead agency for environmental issues at the Property. The California Regional Water Quality Control Board (Regional Board) has been overseeing the Interim Remediation of groundwater at the Property. On July 15, 2008 the Regional Board issued an Order to Raytheon Corporation requiring a work plan for additional groundwater investigation at the Property.

Mr. Hadar Plafkin  
August 5, 2008  
Page 2

In response to LACDP request for clarification and confirmation of the conditions on which the development can occur without impeding the investigation and cleanup of the Property, DTSC offers the following guidance:

1. There will be no restrictions on development in those areas on the Property not identified as an AOC or a SWMU in the document entitled, "RCRA Facility Assessment., Hughes Missile Systems Company, Canoga Park Facility (Raytheon), EPA ID – CAD041162124", dated January 30, 2008.
2. A soil sampling work plan will be submitted to DTSC for approval, before the issuance of a building permit for any construction in an identified AOC or SWMU within the Property.
3. Development and use of the Property may continue without further DTSC requirements, if DTSC determines that contaminants are at or below acceptable levels for the intended use of the particular areas of the Property
4. If DTSC determines that contaminants are above acceptable levels for the intended use on a particular area of the Property, DTSC would require submission and approval of a remediation plan to address the contamination prior to issuance of a building permit.

If you have any questions, please contact me at (818) 717-6597.

Sincerely,



Rodney Collins  
Project Manager  
Brownfields and Environmental Restoration Program

Attachment

Mr. Hadar Plafkin  
August 5, 2008  
Page 3

cc: Mr. Allan Plaza, Unit Chief  
Brownfields and Environmental Restoration Program  
Department of Toxic Substances Control  
9211 Oakdale Avenue  
Chatsworth, California CA 91311

Mr. Phil Chandler, Unit Chief  
Brownfields and Environmental Restoration Program  
Department of Toxic Substances Control  
9211 Oakdale Avenue  
Chatsworth, California CA 91311

Ms. Ann Chang, Ph.D. (via email)  
Water Resources Control Engineer  
Los Angeles Regional Water Quality Control Board  
[nchang@waterboards.ca.gov](mailto:nchang@waterboards.ca.gov)

Mr. Neal Holdridge (via email)  
Environmental Manager  
Trammel Crow Company  
[nholdridge@trammellcrow.com](mailto:nholdridge@trammellcrow.com)

Mr. Kenneth J. Katich (via email)  
Development & Investment  
Trammel Crow Company  
[kkatich@trammellcrow.com](mailto:kkatich@trammellcrow.com)

**Legend**

- Current Building Outline and Building Number
- Former Building Outline and Building Number
- Assessors Parcel Number (APN)
- Sewer Line
- Assessors Parcel Property Boundary
- DTSC "Zone 1"
- DTSC "Zone 2"
- DTSC "Zone 3"
- SWMU/JACC Designer per DTSC 2008  
RCRA Facility Assessment

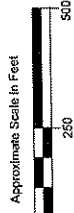
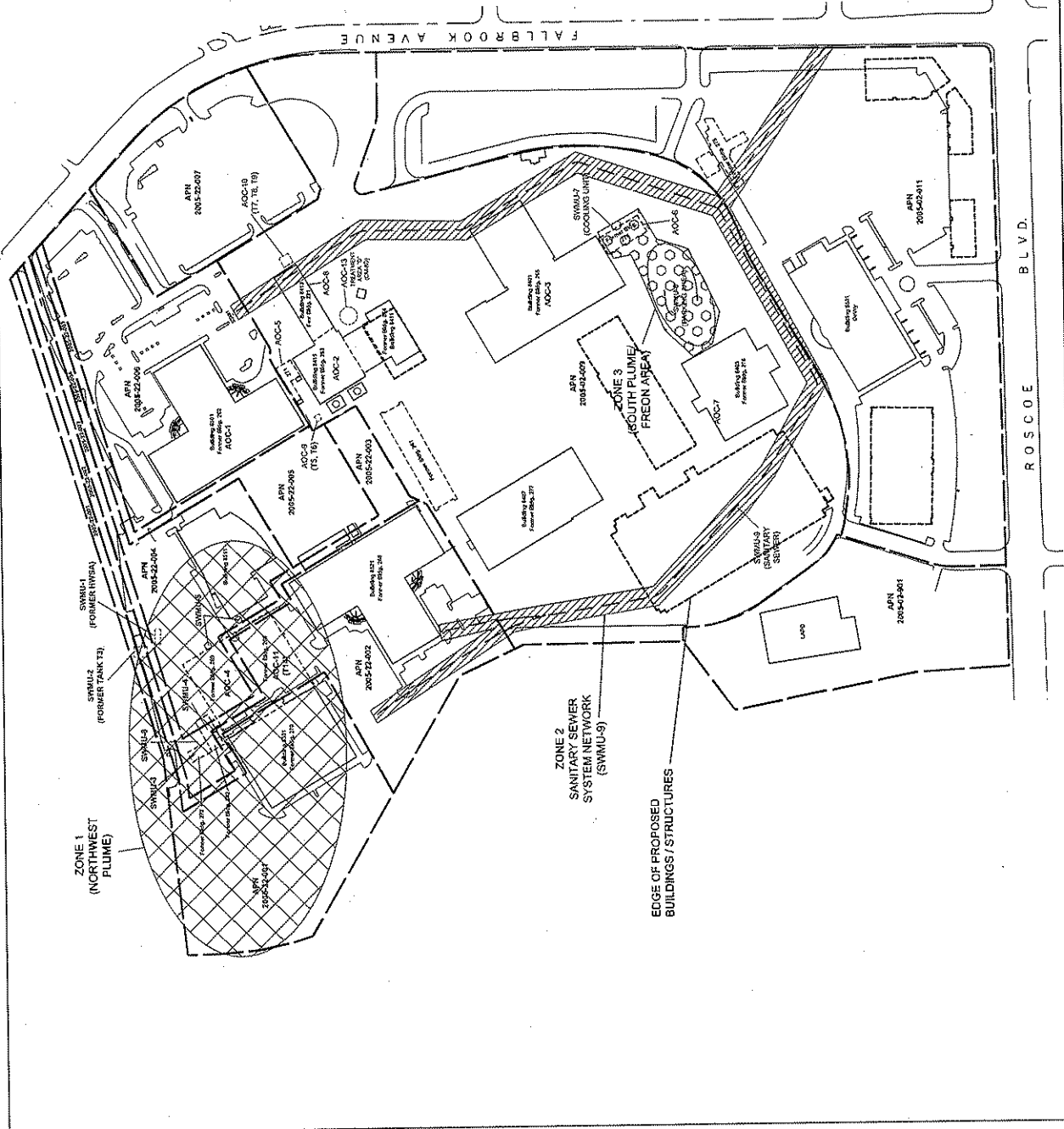


Figure 1  
Canoga DTSC Figure

Former Canoga Park Facility  
Canoga Park, California

TNT & Associates, Inc.  
Engineering and Science

Date: May 12, 2009  
File: Canoga\_DTSC.dwg

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201 NORTH FIGUEROA STREET  
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ANDREW A. ADELMAN, P.E.  
GENERAL MANAGER

RAYMOND CHAN  
EXECUTIVE OFFICER

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**SOILS REPORT APPROVAL LETTER**

November 15, 2007

Log # 59977  
SOILS FILE - 2

MEPT West Hills, LLC  
1215 Fourth Ave., 2400 Financial Ctr.  
Seattle, WA 98161

TRACT: PM 7115  
LOT: Par A & B  
LOCATION: 8405 Fallbrook Ave (aka 8401 Fallbrook Ave)

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>NO.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soil Report	07G118B-1	03/26/2007	Southern California Geotechnical

The referenced soil report concerning the proposed development of an office building has been reviewed by the Grading Division of the Department of Building and Safety. It is expected to be a 4-story tall building with slab-on grade.

The site is within a zone requiring investigation and mitigation for earthquake-triggered ground failure potential as designated by the State of California (Public Resources Code, Section 2690 et. seq., Seismic Hazard Mapping Act). The liquefaction study included as a part of the report indicate that the site soils are not subject to liquefaction due to shallow bed rock and fill that will be removed and replaced with engineered fill. This satisfies the State of California Seismic Hazard Mapping Act.

The report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2002 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans which clearly indicates that the

- soils engineer has reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in his report.
2. All footings shall be founded in engineered fill, as recommended.
  3. The soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008.2)
  4. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
  5. The building shall be connected to the public sewer system. (P/BC 2001-27)
  6. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)  
6262 Van Nuys Blvd. Ste 351, Van Nuys (818) 374-4605
  7. A grading permit shall be obtained. (106.1.2)
  8. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
  9. All recommendations of the report which are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
  10. A copy of the subject and appropriate referenced report and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above report to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
  11. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code.(7011.3)
  12. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Engineering Section of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the

compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

13. Prior to the pouring of concrete, a representative of the consulting Soil Engineer shall inspect and approve the footing excavations. He shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the LADBS Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Department upon completion of the work. (108.9 & 7008.2)
14. The LABC Soil Type underlying the site is S<sub>D</sub>. (1636A)

  
KUGAN N. KUGANENTHIRA  
Geotechnical Engineer I

NK:nk  
59977  
(213) 482-0494

cc: Southern California Geotechnical  
Applicant  
VN District Office



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201 NORTH FIGUEROA STREET  
LOS ANGELES, CA 90012  
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GENERAL MANAGER  
RAYMOND CHAN  
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

LOG # 59976-01  
SOILS FILE - 2  
LIQ

December 6, 2007

Mept Roscoe Blvd LLC  
1215 Fourth Avenue, Suite 2400  
Seattle, WA 98161

TRACT: PM 7115  
LOT: A and B  
LOCATION: 22801 W Roscoe Boulevard

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>NO.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	07G118D-2	10/30/2007	Southern California Geotechnical
<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>NO.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	07G118D-1	3/22/2007	Southern California Geotechnical
Correction List	Log #59976	10/1/2007	LADBS

The Grading Division of the Department of Building and Safety has reviewed the current report dated 10/30/07 providing supplementary recommendations for the proposed construction of three 1-story retail buildings.

According to the reports, the subsurface materials are moderately expansive and consist of fill, alluvial native soils, and bedrock. Groundwater was encountered at 48 feet below grade. The historic-high groundwater is at 10 to 20 feet below grade. The reports recommend removing and recompacting the upper unsuitable soil to 22 feet below grade for the building support, and 2 to 3 feet for the retaining wall support. Temporary excavations will be by open cuts. The report of 10/30/07 recommends designing the proposed building with mat foundations to be supported on the compacted fill. This report also recommends an allowable bearing pressure of 1,000 psf to limit the total and differential static settlements to 0.5 inch and 0.25 inch, respectively. The existing fill slopes located south and east of the site with gradients of 2.5:1 to 3.5 :1 (H:V) will remain.

The site is located within the Liquefaction Hazard Zone as mapped by the State of California. The liquefaction study in the reports shows that the project site is subject to a potential of liquefaction. The report of 10/30/07 revises the liquefaction analysis and calculates a seismic total settlement of 2.4 inches after recompacting the upper 22 feet of soils. The geotechnical consultant has determined that the proposed mat footing will be adequate in liquefaction. This satisfies the requirement of the State of California Public Resources Code, Section 2690 et seq. (Seismic Hazard Mapping Act). It should be noted that SP 117 published by the State of California recommends a seismic differential settlement equal to half of the total settlement in homogenous soils, which for this project is 1.2 inch.

The reports are acceptable, provided the following conditions are complied with during site development:

(Numbers in parentheses refer to applicable sections of the 2002 Building Code, or the Information Bulletin Number. The Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The existing upper fill and soils shall be removed for remedial grading. The depth of the removal shall be verified by the soils engineer, but not less than 22 feet as recommended in the reports.
2. The proposed buildings shall be designed with mat foundations to be supported on compacted fill designed for an allowable bearing pressure of 1,000 psf, as recommended in the reports.
3. The soil engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans which clearly indicates that the soil engineer has reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the reports.
4. All the recommendations of the reports, which are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
5. Footings supported on approved compacted fill shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top. (1804.4)
6. Compacted fill shall extend laterally beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of 3 feet whichever is greater.
7. Frictional and lateral resistance of soils may be combined, provided the lateral bearing resistance does not exceed two-thirds of the allowable lateral bearing.
8. Concrete floor slabs placed on approved compacted fill or expansive soil shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
9. Footings or slabs supported on expansive soil shall be designed and constructed to the requirements as recommended by the soils engineer, which shall be no less than as stipulated in Code Section 1804.4.

10. The LABC Soil Type underlying the site is Sd. The minimum horizontal distances to known seismic sources shall conform to the Maps of Known Active Fault Near Source Zones published by ICBO. (Table 16 A-J)
11. If the actual foundation design loads do not conform to the foundation loads assumed in the report, the soil engineer shall submit a supplementary report containing specific design recommendations for the heavier loads to the Department for review and approval prior to issuance of a permit.
12. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill.
13. If import soils are used, no footings shall be poured until the soil engineer has submitted a compaction report containing in-place shear test data and settlement data to the Department, and obtained approval.
14. The building design shall incorporate provisions for anticipated differential settlements no less than 0.25 inch due to static load, and 1.2 inches due to seismic loads.
15. A grading permit shall be obtained. (106.1.2.)
16. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557; Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density.
17. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Department and the Department of Public Works, for any grading work in excess of 200 cu yd.
18. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
19. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety.
20. A supplemental report shall be submitted to the Grading Division containing recommendations for shoring, underpinning, and sequence of construction in the event that any excavation would remove lateral support to the public way or adjacent structures. A plot plan and cross-section(s) showing the construction type, number of stories, and location of the structures adjacent to the excavation shall be part of the excavation plans. (7006.2)
21. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation.

22. Unsupported temporary excavations shall not be subject to surcharged load, and shall be sloped to a gradient no steeper than 1.5:1 (H:V), as recommended in the reports.
23. Retaining walls shall be designed for the minimum equivalent fluid pressures as recommended in page 25 of the report dated 3/22/07. The soils engineer and structural engineer shall determine and include all additional surcharge loads into the retaining wall design.
24. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device.
25. All retaining walls shall be provided with a subdrain system to prevent built up of hydrostatic pressure. The subdrain system shall be as recommended in the report, but shall not be less than the traditionally acceptable method of (a) 4-inch weepholes at 8-foot center wrapped with 1-foot cube of drainage rock, or (b) a continuous 4-inch perforated drain-pipe surrounded by 1-foot square of drainage rock. Prior to the issuance of any permit, the retaining wall subdrain system shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (7015.5 & 108.9)
26. Prefabricated drainage composite, including Miradrains, for use in the retaining wall subdrains shall be installed in addition to the traditionally accepted methods for draining retained earth.
27. Installation of the subdrain system shall be inspected and approved by the soil engineer of record and the City grading/building inspector. (7015.5 & 108.9)
28. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. An engineer's certificate of compliance shall include the grading permit number and the legal descriptions as described in the permit. (7011.3)
29. Prior to the pouring of concrete, a representative of the soil engineer shall inspect and approve the footing excavations. A notice shall be posted on the job site for the City Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Department upon completion of the work.
30. The soil engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during construction.

Page 5  
22801 W Roscoe Boulevard

31. Prior to excavation, an initial inspection shall be called at which time protection fences and dust and traffic control will be scheduled.

  
RAPHAEL CHENG  
Geotechnical Engineer I

RHC/rhc  
59976-01  
(213) 482-0480

cc: Southern California Geotechnical  
VN District Office  
Applicant