

II. Project Description

II. Project Description

1. Introduction

The Project proposes to develop the Paseo Marina Project (Project) on an approximately 6.06-acre (263,811 square feet) portion of the existing Marina Marketplace shopping center (Project Site) located in the Palms–Mar Vista–Del Rey Community Plan (Community Plan) area of the City of Los Angeles (City). The Project would replace three existing shopping center-related buildings within the existing Marina Marketplace shopping center and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units (including either 20 percent Low Income units or 10 percent Very Low Income units) and up to 27,300 square feet¹ of neighborhood-serving commercial uses, including up to 13,650 square feet of retail space and up to 13,650 square feet of restaurant space. The Project would provide up to approximately 70,175 square feet of open space and recreational amenities, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating.

The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of 77 feet. The proposed uses would be supported by 1,217 vehicle parking spaces and 752 bicycle parking spaces located in two subterranean parking levels and two above-grade parking levels located within each of the three buildings. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct up to 674,329 square feet of new residential and commercial floor area, resulting in a net increase of up to 573,548 square feet of net new floor area within the Project Site for a maximum total floor area ratio (FAR) of 2.6 to 1.

The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area via an outdoor pedestrian paseo that would run north–south and east–west through the center of the Project Site. This open space area includes a one-story amenity building and additional seating located along the southwestern portion of the Project Site.

¹ All square-footage numbers represent floor area as defined by LAMC Section 12.03.

The Project Site, which is located in the Palms–Mar Vista–Del Rey Community Plan Area in the City of Los Angeles, is zoned by the Los Angeles Municipal Code (LAMC) as [Q]M1-1 (Qualified Limited Industrial, Height District 1) and has a Community Plan designation of Limited Manufacturing land uses (CM, MR1, and M1 zones).

2. Project Location and Setting

a. Project Location

The Project Site comprises an approximate 6.06-acre portion of the existing Marina Marketplace shopping center located at 13450 West Maxella Avenue in the Palms–Mar Vista–Del Rey Community Plan area in the City of Los Angeles. The Project Site is generally bounded by Maxella Avenue to the north, Glencoe Avenue to the east, the existing Pavilions grocery store and associated parking within the Marina Marketplace shopping center to the south,² and the Stella apartments to the west. The Project Site is located to the east of Lincoln Boulevard, which is the eastern border of Marina Del Rey, an unincorporated area of Los Angeles County. The Project Site is located approximately 1.6 miles east of the Pacific Ocean and approximately 11 miles southwest of downtown Los Angeles.

As shown in Figure II-1 on page II-3, primary regional access is provided by California State Route 90 (SR-90) via the San Diego Freeway (I-405), which runs north–south approximately 2 miles southeast of the Project Site. Major arterials providing regional access to the Project Site vicinity include Lincoln Boulevard/Pacific Coast Highway, Washington Boulevard, Venice Boulevard/Culver Boulevard, and Centinela Avenue. Public transit service in the vicinity of the Project Site is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro), Los Angeles Department of Transportation Transit Commuter Express, Culver City Bus, and City of Santa Monica Big Blue Bus. There are two bus stops adjacent to the Project Site, along Maxella Avenue. Both bus stops are operated by Culver City Bus while one bus stop is also operated by the City of Santa Monica Big Blue Bus.

b. Surrounding Uses

As shown in the aerial photograph provided in Figure II-2 on page II-4, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise

² The requested approvals include a proposed lot line adjustment that would create a new southern boundary to the north off the existing grocery store. The remnant parcel is not a part of the Project Site, and no new development is proposed on this site.

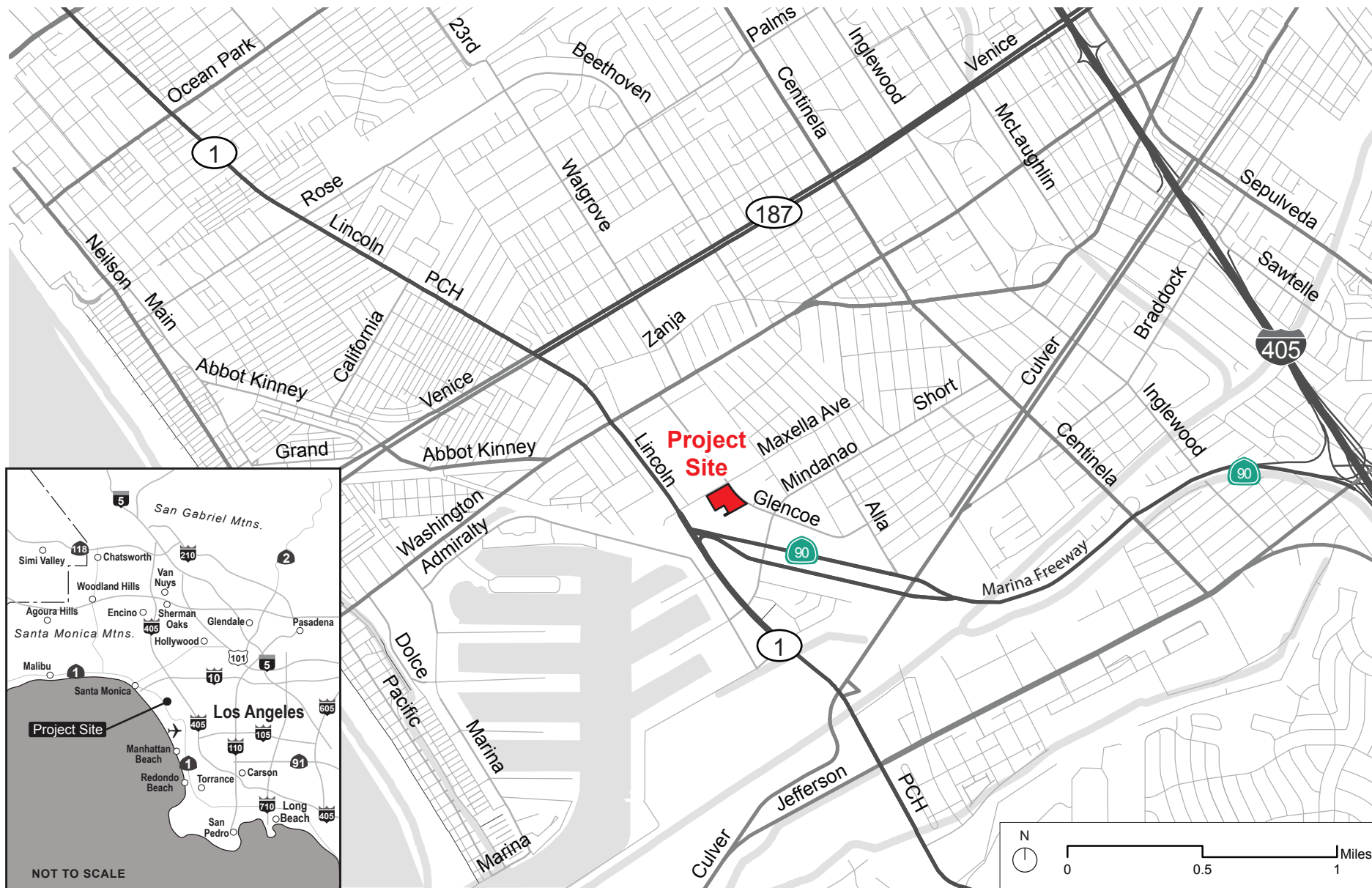


Figure II-1
Project Location Map



Figure II-2
Aerial Photograph of Project Vicinity

buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast of the Project Site, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking to the southwest

3. Existing Conditions

The Project Site is currently improved with three structures, including a two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building occupied by a United States Post Office and a variety of retail uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and associated surface parking and circulation areas. The existing surface parking areas within the Project Site include a total of 418 parking spaces. Vehicular access to the Project Site is currently available via driveways on Maxella Avenue and Glencoe Avenue. Pedestrians may access the Project Site using the vehicular access entry ways and from other areas along Maxella Avenue and Glencoe Avenue. Specifically, pedestrian access is available from one signalized crosswalk mid-block on Maxella Avenue, from one crosswalk mid-block on Maxella Avenue at an entrance to the Marina Marketplace shopping center on the north, from two crosswalks at the intersection of Maxella Avenue and Glencoe Avenue, from the hotel property on the southwest, and from the Marina Marketplace shopping center on the south.

Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species, including palm, pine, fig, gum, fern, cajeput, carrotwood, octopus, strawberry, and olive trees that are not subject to the City's Protected Tree Regulations.³ The Project Site includes 101 ornamental trees. As part of the Project, all existing trees within the Project

³ *The City of Los Angeles Protected Tree Regulations apply to Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

Site would be removed. In accordance with City policy, all “significant”⁴ trees to be removed within the Project Site would be replaced on a 1:1 basis.

4. Land Use and Zoning

a. Palms–Mar Vista–Del Rey Community Plan

The Project Site is located within the planning boundary of the Palms–Mar Vista–Del Rey Community Plan area and is designated for Limited Manufacturing land uses (CM, MR1, and M1 zones).

b. City of Los Angeles Municipal Code

The Project Site is zoned by the Los Angeles Municipal Code as [Q]M1-1 (Qualified Limited Industrial, Height District 1). The Limited Industrial zone permits a wide array of land uses. Specifically, the M1 Zone permits any commercial land use permitted in the MR1 and C2 zones, in addition to other specified uses including (but not limited to) foundry, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. Residential uses are generally not permitted. Height District 1 within the M1 Zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, pursuant to Ordinance No. 167,962, adopted in 1992, the Q conditions for the Project Site restrict building heights to 45 feet. The Q Conditions also provide that if any use not permitted in the MR1 Zone is developed on the Project Site, the FAR for such uses shall be limited to 0.5 to 1. In addition, per Ordinance No. 167,962, no portion of a building or structure shall exceed 35 feet in height within 50 feet of the Glencoe Avenue right-of-way. The Q conditions also establish recycling and graffiti removal requirements for the Project Site. As provided below in Subsection 8, Necessary Approvals, the Project includes a Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D pursuant to LAMC Section 12.32.Q to permit the Project’s proposed height of 77 feet.

The Project Site is also within the boundaries of the Los Angeles Coastal Transportation Corridor Specific Plan established pursuant to Ordinance No. 168,999 from 1993.⁵ The intent of the Los Angeles Coastal Transportation Corridor Specific Plan is to:

⁴ Significant trees are defined as trees with a trunk diameter that is 8 inches or greater or with a cumulative trunk diameter that is 8 inches or greater if multi-trunked, as measured 54 inches above the ground.

⁵ The City of Los Angeles Department of City Planning has proposed amendments to the Los Angeles Coastal Transportation Corridor Specific Plan. The Draft EIR for the proposed Specific Plan amendments was released in January 2016, and the Final EIR was released in September 2016. The City Planning (Footnote continued on next page)

- Provide a mechanism to fund specific transportation improvements generated by new development within the Specific Plan area;
- Establish the Coastal Transportation Corridor Impact Assessment Fee process;
- Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; establish a Coastal Transportation Corridor infrastructure implementation process;
- Promote or increase work-related ridesharing and bicycling; avoid peak-hour level of service on streets and intersections from reaching level of service F;
- Promote the development of coordinated and comprehensive transportation plans; and
- Reduce commute trips; ensure that public transportation facilities will benefit the contributor; and encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to provide a mixed-use development that includes a significant amount of needed new multi-family housing that accommodate a range of income needs, provides walkable neighborhood-serving retail and restaurant uses, and provides expanded recreational amenities that serve the community and promote walkability. The Project’s specific objectives are as follows:

- In support of the Palms–Mar Vista–Del Rey Community Plan objective to provide for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population, provide a new mix of housing options, including different sizes and configurations as well as affordable units.
- Provide upgraded neighborhood-serving retail and restaurant uses in support of the Palms–Mar Vista–Del Rey Community Plan objective to provide a strong and

Commission heard proposed amendments to the Coastal Transportation Corridor Specific Plan in March 2018 but no formal action was taken.

competitive commercial sector that promotes economic vitality and serves the needs of the Project residents, visitors, and the surrounding community.

- Consistent with the objective of the Palms–Mar Vista–Del Rey Community Plan to reduce vehicular trips and congestion by developing new housing in proximity to services and facilities, locate new housing and employment opportunities in a manner that reduces vehicular trips by providing on-site housing in combination with on-site community-serving commercial and recreational amenities and within walking distance to existing off-site commercial uses and amenities.
- Consistent with the objective of the Palms–Mar Vista–Del Rey Community Plan to preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods, provide buildings with varied design elements and transitioning heights to respect the scale of the surrounding buildings.
- To enhance walkability by providing neighborhood-serving ground-floor retail and restaurant uses along street frontages and creating landscaped plazas, courtyards, and streetscapes that are connected by landscaped paseos across the site.

6. Project Characteristics

a. Project Overview

The Project would demolish three buildings within the existing Marina Marketplace shopping center that together comprise approximately 100,781 square feet and associated surface parking areas and construct a new mixed-use development consisting of 658 multi-family residential units (including affordable units) and up to 27,300 square feet of neighborhood-serving commercial uses, including up to 13,650 square feet of retail space and up to 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of 77 feet. The proposed uses would be supported by 1,217 automobile parking spaces and 752 bicycle parking spaces located in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. In addition, per the requirements set forth in the LAMC, the Project would provide up to 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to publicly accessible, privately maintained open space area via north–south and east–west pedestrian paseos. This open space area includes a one-story amenity building and additional seating located along the southwestern portion of the Project Site. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating.

Overall, as summarized in Table II-1 on page II-10, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct up to 674,329 square feet of new residential and commercial floor area, resulting in a net increase of up to 573,548 square feet of net new floor area within the Project Site. A conceptual site plan of the proposed development is provided in Figure II-3 on page II-11. Conceptual floor plans and elevations are included in Figure II-4 through Figure II-7 on pages II-12 through II-15.

b. Project Design

As shown in Figure II-3, the proposed multi-family residential and neighborhood-serving commercial uses would be provided within three buildings (herein referred to as Building 1, Building 2, and Building 3) that would be organized around an outdoor pedestrian paseo. The pedestrian paseo would be oriented both east–west across the Project Site⁶ and north–south through the center of the Project Site and would connect to a public plaza along the northwestern portion of the Project Site and a publicly accessible, privately maintained open space area along the southwestern portion of the Project Site. This open space area includes a one-story amenity building and additional outdoor seating located along the southwestern portion of the Project Site.

Building 1 would comprise a seven-story, mixed-use structure located along the western portion of the Project Site, adjacent to an access driveway and the Stella apartments. Building 2 would comprise a seven-story, mixed-use structure located at the southwest corner of Maxella Avenue and Glencoe Avenue. Building 3, located within the southern portion of the Project Site, also along Glencoe Avenue, would comprise a seven-story, mixed-use structure. As shown in Figure II-4 on page II-12, the proposed commercial uses would be concentrated at the ground level within each of the buildings. Also at the ground level, the Project would include townhomes, residential lobbies, and leasing areas. As shown in Figure II-5 on page II-13, above the second story of Building 1, Building 2, and Building 3 would be a podium level, which would include amenities such as pools, a spa, and outdoor kitchens with lounges and seating. The proposed multi-family dwelling units consisting of studio, one-bedroom, and two-bedroom units that would be distributed from the ground level up to the seventh story of the three buildings. The proposed buildings would reach a maximum height of 77 feet above grade level. Along Glencoe Avenue, Building 2 and Building 3 would feature building step backs to form landscaped terraces on the fourth, sixth, and seventh floors that would, in conjunction with

⁶ *The east–west paseo would be pedestrian-oriented, and emergency vehicle access for the Project would be provided along the western portion of the paseo.*

Table II-1
Summary of Existing and Proposed Floor Area^a

Land Use	Existing	Proposed Demolition	Proposed Construction	Net New
Commercial (retail/restaurant uses)	100,781 sf	(100,781 sf)	27,300 sf	(73,481 sf)
Residential	0	0	647,029 sf (658 du)	647,029 sf (658 du)
Total	100,781 sf	(100,781 sf)	674,329 sf (658 du)	573,548 sf (658 du)
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> ^a <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."</i> <i>Source: Eyestone Environmental, 2017.</i>				

the amenity deck at the podium level, serve to reduce the perceived mass of these buildings when viewed from Glencoe Avenue.

The proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, louvers, simulated wood accents and exterior plaster, glass and metal railings, and integrated signage and lighting.

Building 1 would be set back approximately 43 feet from the property line along Maxella Avenue and approximately 15 feet from the property line on the west. Building 2 would be set back approximately 11 feet from the property line along Maxella Avenue. Building 2 and Building 3 would be set back approximately 15 feet from the property line along Glencoe Avenue. Building 3 would also be set back approximately 15 feet from the primary shopping center access driveway providing ingress and egress to Glencoe Avenue located south of the Project Site.



LEGEND

- ▼ ▲ Vehicular Access Driveways

Figure II-3
Conceptual Site Plan

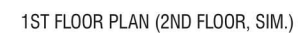


Figure II-4

Conceptual Floor Plans – Basement, Levels 1 and 2

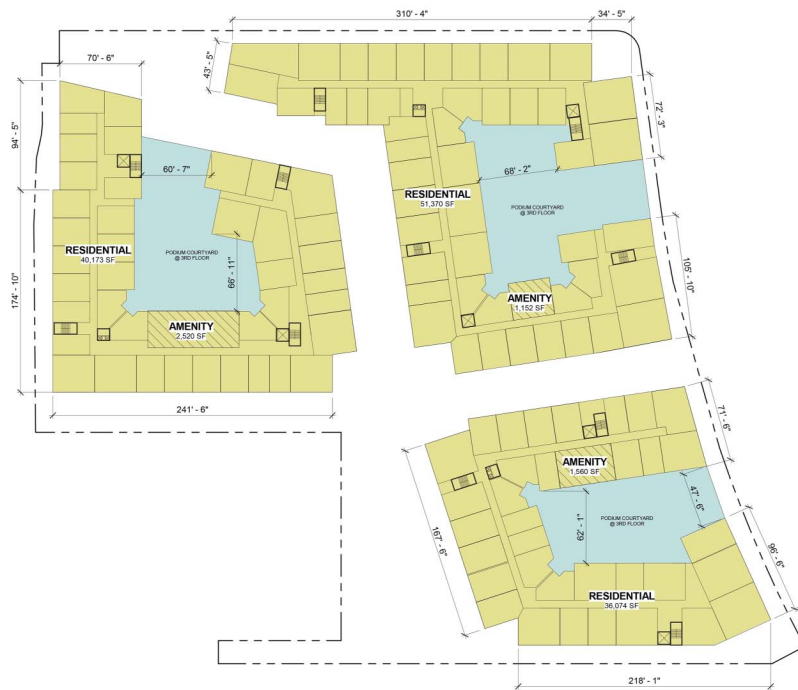
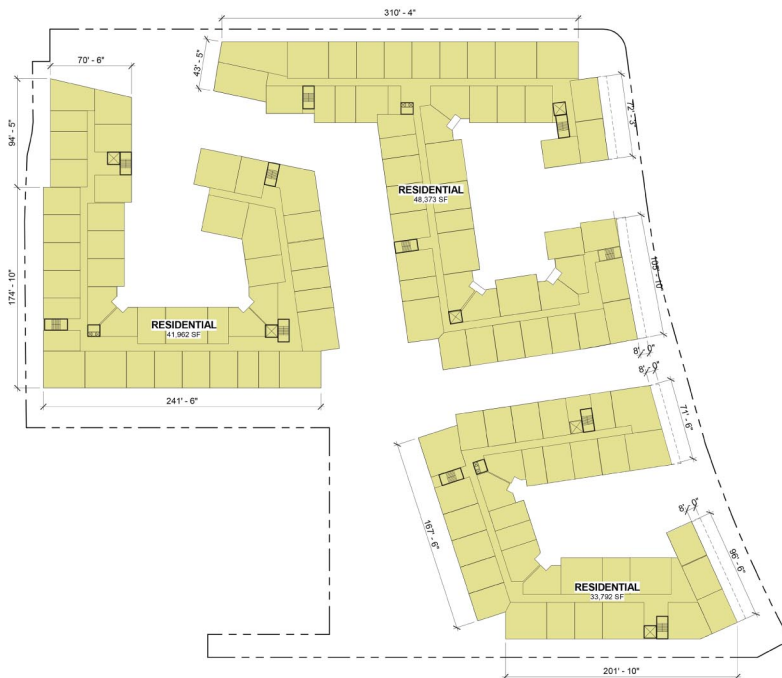


Figure II-5
Conceptual Floor Plans – Levels 3 to 5

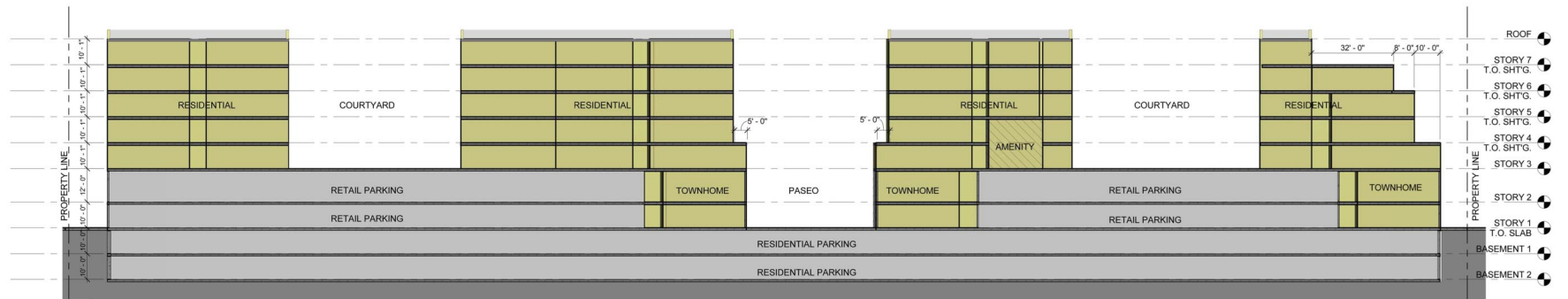


6TH FLOOR PLAN

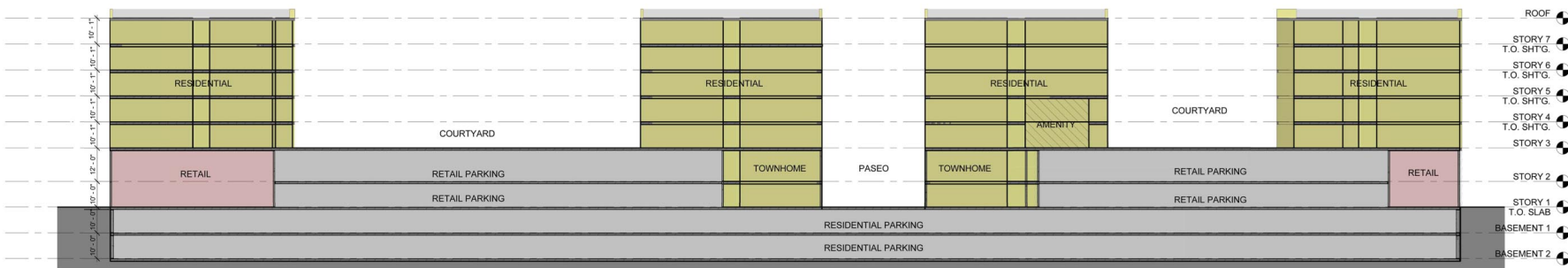


7TH FLOOR PLAN

Figure II-6
Conceptual Floor Plans – Levels 6 and 7



BUILDING SECTION A-A



BUILDING SECTION B-B

Figure II-7
Conceptual Elevations

c. Access, Circulation, and Parking

As previously described, the proposed buildings would be organized around an outdoor pedestrian paseo that would run east–west and north–south through the center of the Project Site. The pedestrian paseo would extend to the proposed public plaza along the northwestern portion of the Project Site and the proposed publicly accessible, privately maintained open space area along the southwestern portion of the Project Site. The north–south portion of the paseo would connect the Project Site with the Marina Marketplace shopping center uses to the north and south of the Project Site. The western portion of the paseo would also provide access for emergency vehicles.

As shown in Figure II-3 on page II-11, vehicular access to the Project Site would be provided via five driveways, including two entry/exit driveways located along Ocean Way west of Building 1, one entry/exit driveway along Maxella Avenue, one entry/exit driveway along Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the Project Site. Trash collection trucks would access the Project Site primarily from Glencoe Avenue and from Hotel Drive, adjacent to Building 1. The trash collection area would be enclosed and would not be visible to the surrounding uses.

As shown in Figure II-3, new pedestrian access points would be created throughout the Project Site via the pedestrian paseo and internal street. From the pedestrian paseo and the public plaza proposed along the northwestern portion of the Project Site, pedestrians would be able to access Marina Marketplace shopping center-related uses across Maxella Avenue via the existing signalized pedestrian crosswalk along Maxella Avenue. At the southern terminus of the pedestrian paseo, pedestrians would be able to access Marina Marketplace shopping center-related uses south of the Project Site. Bicycle access would also be provided throughout the Project Site, including via the vehicular access points on Glencoe Avenue and Maxella Avenue. Bicycle storage areas would be included in the ground-floor level of the proposed buildings. In total, in accordance with the requirements of the LAMC, approximately 724 bicycle parking spaces (658 long-term spaces and 66 short-term spaces) would be provided for the proposed residential uses, and approximately 28 bicycle parking spaces would be provided to support the retail uses.

As described above, the proposed uses would be supported by 1,217 automobile parking spaces, which meets the parking requirements as set forth in the LAMC, that would be distributed throughout the Project Site in two subterranean levels that would extend to a depth of approximately 28 feet and in two above grade parking levels located within each of the three buildings. Parking for residents would be provided primarily within the above- and below-grade parking levels within the buildings while parking for the commercial uses would be provided primarily within the ground floor parking levels. The Project would comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking.

d. Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents and guests of residents would include: balconies, paved plazas with seating, landscaped paseos, courtyard areas at the podium level, landscaped open space, pools, a spa, and outdoor kitchens with lounges and seating areas. To enhance the streetscape, a landscaped public plaza would be provided at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. This open space area includes a one-story amenity building and additional seating located along the southwestern portion of the Project Site. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue. In total, in accordance with the requirements of the LAMC, the Project would provide approximately 70,175 square feet of open space and recreational amenities.

e. Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. All lighting would comply with current energy standards and codes as well as design requirements while providing appropriate light levels. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light trespass from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool deck, would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto adjacent streets or nearby residential uses. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All exterior and interior lighting shall meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would be designed to be aesthetically compatible with the proposed architecture of the Project Site and with the requirements of the Los Angeles Municipal Code. Proposed signage would include identity signage, either blade or monument, on the three major Project Site corners, building and tenant signage, and

general ground level and way-finding pedestrian signage. No off-premises or billboard advertising is proposed as part of the Project. The Project would not include signage with flashing, mechanical, or strobe lights. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

f. Sustainability Features

The proposed mixed-use Project has been designed based on principles of smart growth and environmental sustainability by combining residential dwelling units and commercial uses, creating an emphasis on walkability and public open space, and implementing bike-friendly infrastructure within proximity to multiple public transit options, in addition to being located near existing infrastructure needed to serve the proposed uses. The new buildings would be designed and constructed to incorporate environmentally sustainable design features equivalent to LEED Silver certification under the U.S. Green Building Council's LEED® Rating System for new construction. "Green" principles would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (Ordinance No. 184,692). Such features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction measures, among others. The Project would also utilize sustainable planning and building strategies and would incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials wherever possible.

In accordance with CEQA Guidelines Appendix F, Section IV.M, Energy Conservation, of this Draft EIR provides further information as to energy-consuming equipment and processes that would be used during construction and operation of the Project, energy requirements of the Project, energy conservation equipment and design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project.

The Project would comply with the Los Angeles Green Building Code, which is based on the 2016 California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). The following are proposed energy conservation measures that are beyond the minimum requirements of the Los Angeles Green Building Code:

Energy Conservation and Efficiency

- Exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Building Energy Efficiency Standards requirements.

Water Conservation

- Inclusion of water conservation measures in accordance with Los Angeles Department of Water and Power requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- Use of drought-tolerant plants and indigenous species, stormwater collection through a first flush filtration system of rain gardens where possible, permeable pavement wherever possible, and stormwater filtration planters to collect roof water.
- Use of high-efficiency toilets, including dual-flush water closets, as appropriate.
- Use of high-efficiency shower heads at 1.5 gallons per minute. Install no showers with multiple shower heads.
- Use of high-efficiency Energy Star appliances, where appropriate.
- Water-saving pool filter.
- Leak detection system for swimming pools and spa.
- Prohibition of the use of single-pass cooling equipment (i.e., equipment in which water is circulated once through the system and then drains for disposal with no recirculation).
- Use of individual metering and billing for water use of all residential uses.
- Use of weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/micro spray/subsurface irrigation where appropriate.
- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Use of proper hydro-zoning and turf minimization, as feasible.
- Use of landscape contouring/bioswales, rain gardens, cisterns, and/or tree pits to minimize precipitation runoff.

Water Quality

- Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.
- Reduce stormwater runoff through the introduction of new landscaped areas throughout the Project Site and/or on the structure.
- Installation of catch basin inserts and screens to provide runoff contaminant removal.

Solid Waste

- Use of building materials with a minimum 10 percent recycled-content for the construction of the Project.

Transportation

- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of at least 20 percent of the total code-required parking spaces to be capable of supporting future electric vehicle supply equipment (EVSE).
- Provision of at least 5 percent of the total code-required parking spaces to be equipped with EV charging stations.

Air Quality

- Prohibit the use of natural gas-fueled fireplaces in the proposed residential units.
- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Installation of MERV 8 filtration at outside air intakes to improve indoor air quality.

7. Project Construction and Scheduling

Project construction is anticipated to occur in one phase and would commence in 2020 with demolition of the existing three structures and associated surface parking lot area, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction, which would be approximately

37 months, is anticipated to be completed in 2023. It is estimated that approximately 220,000 cubic yards of soil would be hauled from the Project Site during the excavation phase. The haul route from the Project Site is anticipated to be via Glencoe Avenue to Mindanao Way to SR-90. Incoming haul trucks would be anticipated to access the Project Site via SR-90 to Lincoln Boulevard to Maxella Avenue.

8. Necessary Approvals

Approvals required for development of the Project may include, but are not limited to, the following:

- Pursuant to LAMC Section 11.5.6 and Section 12.32, General Plan Amendment to the Palms–Mar Vista–Del Rey Community Plan to change the Community Plan land use designation from Limited Manufacturing to General Commercial;
- Pursuant to LAMC Section 12.32.Q, a Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D to allow the Project's proposed FAR of 2.60:1, height of 77 feet, and residential uses;
- Pursuant to LAMC Section 16.05, Site Plan Review;
- Pursuant to LAMC Section 12.24.W, a Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcoholic beverages;
- Pursuant to LAMC Section 12.20.2, Coastal Development Permit;
- Pursuant to California Government Code Sections 65590 and 65590.1 (commonly called the Mello Act) and the City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act, Mello Act Compliance Review;
- Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map and haul route; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to haul route, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.