

ATTACHMENT C

VENTURA/CAHUENGA BOUEVARD CORRIDOR SPECIFIC PLAN - PROJECT PERMIT COMPLIANCE FINDINGS

STUDIO CITY VILLAGE

11263 – 11325 VENTURA BOULEVARD
STUDIO CITY, CA 91604

PROJECT OVERVIEW/REQUEST

The Applicant, PCG Studio City Village, LLC (the “Applicant”), seeks to reutilize the existing ±23,891 SF tenant space within “Building A” (Anchor) for a new grocery market chain (“Sprouts”) including the sale of beer and wine for off-site consumption, demolish a ±1,064 SF portion of “Building A”, maintain the existing ±3,569 SF “Shops Building” and existing ±6,322 SF “Building B”, perform exterior façade and site improvements, provide new signage for anchor tenant and replace existing tenant signage, and reorganize the existing surface parking lot (the proposed “Project”), located at 11263 – 11325 Ventura Boulevard in Studio City (the “Subject Property”). Off-street parking is provided within the existing surface parking lot per Code. The Subject Property is located within the C2-1VL-RIO Zone within the geographic boundaries of the Ventura Cahuenga Boulevard Corridor Specific Plan (“Specific Plan”) further designated Neighborhood and General Commercial; and within the Los Angeles River Improvement Overlay district.

The Applicant requests the following discretionary approvals:

- **PROJECT PERMIT COMPLIANCE** findings, pursuant to LAMC Section 11.5.7 (C), to allow the proposed Project within the geographic boundaries of the Specific Plan.

Additionally, the Applicant is concurrently requesting a **CONDITIONAL USE PERMIT**, pursuant to **Los Angeles Municipal Code (“LAMC”) Section 12.24.W.1**, for the sale of beer and wine for off-site consumption in conjunction with the operation of a ±23,891 SF market (See “Attachment D”), and **WAIVER OF DEDICATION AND IMPROEMENT** findings, pursuant to LAMC Section 12.37 I.3 to waive the five-foot dedication and improvements along Ventura Boulevard, as required by the Mobility 2035 Plan (See “Attachment E”).

PROJECT PERMIT COMPLIANCE REVIEW FINDINGS

The following information has been developed pursuant to LAMC Section 11.5.7 C, and the filing instructions for the Specific Plan, established by Ordinance No. 174,052:

1. **That the project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

As described in greater detail below, the proposed Project is in compliance with the applicable regulations, findings, standards and provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan (the “Specific Plan”). The Subject Property is designated for Neighborhood and General Commercial land uses under the Specific Plan.

Section 5: Prohibitions, Violations, Enforcement, Use Limitations and Restrictions, and Exemptions

Section 5.C.3, Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area.

This provision restricts the use of permanent cargo containers and allows for the use of temporary permits for cargo containers for incidental storage to an existing commercial use. The proposed Project will not employ the use of cargo containers, and thus, is in compliance with this provision.

Section 6: Building Limitations

Section 6.B.1. Floor Area Ratio Limitations

This provision limits projects within the Neighborhood and General Commercial Plan Designations to a maximum FAR of 1:1. The proposed Project includes reutilization of an existing ±23,891 SF tenant space within “Building A” (Anchor), a new covered loading platform of ±1,595 SF, a covered walkway along the building frontage of ±1,942 SF; and maintaining the existing ±3,569 SF “Shops Building” and the ±6,322 SF “Building B”; for a total Project Floor Area of ±37,319 SF on a ±113,610 SF¹ (2.60 acres) Subject Property. As such, the Floor Area of the proposed Project is approximately ±37,319 SF, which results in a FAR of approximately 0.32:1 (±37,319 SF of Floor Area/113,610 SF of Buildable Area). Therefore, the proposed Project is not only within the allowed maximum FAR limitation of 1:1, it is well beneath the FAR limit as prescribed in the Neighborhood and General Commercial Plan Designation.

Section 7: Land Use Regulations

Section 7.A.3.i and ii Neighborhood and General Commercial Plan Designation Areas

- a. Front Yards and Setbacks. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.*

This provision regulates parking and driveway placement. The Project proposes to maintain the existing buildings in their current locations on the Subject Property. The Plans as proposed includes interior improvements to allow for the reutilization of the tenant space within the existing “Building A” (Anchor) and exterior façade and site improvements to

¹ Pursuant to an ALTA Survey dated 1/27/2021 prepared by ANACAL Engineering.

update and modernize a partially vacant (Building A) shopping center. The Subject Property was originally developed beginning in 1962 with additions in 1973 and 1985 (Per Building Permits and Certificate of Occupancies). The development of the shopping center predated the adoption of the Ventura Cahuenga Boulevard Corridor Specific Plan (adopted and effective February 16, 1991) and the regulations within. The proposed Project incorporates the applicable Specific Plan regulations, however, the requirement for placement of driveway and parking areas in front of the building would require moving the existing buildings, or relocating parking to the rear of the building which is onerous and not physically feasible. Therefore, this regulation is not applicable in the reutilization of “Building A” and its associated improvements on the Subject Property.

a.3. For lots which are wider than 200 feet:

- i. No Project shall be built within 18 inches of the front lot line. This 18-inch setback shall be landscaped to the satisfaction of the Director of Planning.*
- ii. A maximum 20-foot Front Yard for a maximum of 50% of the length of the front lot line; the balance may have a maximum Front Yard of 60 feet.*

This provision applies to the Neighborhood and General Commercial Plan Designation Area, requiring a minimum setback from the front lot line and limiting the Front Yard depth.

As shown on the enclosed plans, the proposed Project reutilizes the existing tenant space within “Building A” (Anchor) in its existing location, with an existing 18-inch setback from the front lot line; and incorporating an existing variable 8-foot (for a ±3-foot width, to accommodate a parking space) to 34-foot wide landscape area abutting the front lot line. Therefore, the proposed Project is in compliance with the requirement for a 18-inch landscaped Front Setback.

In addition, the Plans as proposed reutilize an existing tenant space within “Building A” (Anchor) and maintain the “Shops Building” and Building B” in their current locations. As mentioned earlier, the Subject Property was originally developed beginning in 1962 with additions in 1973 and 1985 (Per Building Permits and Certificate of Occupancies). The development of the shopping center predated the adoption of the Ventura Cahuenga Boulevard Corridor Specific Plan (adopted and effective February 16, 1991) and the regulations within. The proposed Project incorporates the applicable Specific Plan regulations, however, the requirement for maximum Front Yard would require moving the existing buildings, which is onerous and not physically feasible. Therefore, the provision of a maximum Front Yard is not applicable given the nature of the proposed Project to reutilize an existing tenant space within “Building A” and maintain the existing “Shops Building” and “Building B” in their current locations on the Subject Property.

- b. Side Yards: A side yard of 10 feet may be permitted, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building, or as specified*

in Subsection D [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.01, 12.08.3, 12.08.5, 12.09, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

For corner lots, the side of the lot facing the side street intersecting with Ventura or Cahuenga Boulevard shall require a minimum 18 inch and maximum 15 foot landscaped setback.

The proposed Project is a reutilization of an existing tenant space within “Building A” and maintenance of the existing “Shops Building” and “Building B” within a commercial shopping center development in the Neighborhood and General Commercial designation with an underlying zone of C2-1VL-RIO Zone. The Project proposes to maintain the existing buildings in their current locations on the Subject Property. The Plans as proposed include interior improvements an existing tenant space within “Building A” to allow for the reutilization of the anchor tenant space; and exterior façade and site improvements to update and modernize a partially vacant (anchor building) shopping center. The Subject Property was originally developed beginning in 1962 with addition sin 1973 and 1985 (Per Building Permits and Certificate of Occupancies). The development of the shopping center predates the adoption of the Ventura Cahuenga Boulevard Corridor Specific Plan (adopted and effective February 16, 1991). Therefore, the Side Yard requirements are not applicable to the proposed Project, as the existing buildings will remain in their current location and existing Side Yards will be maintained.

c. Rear Yards:

- 1. Notwithstanding LAMC Section 12.21 C.1(h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 15 foot rear yard.*
- 2. If the rear lot line of a lot is adjacent to a residential use, then the lot shall have a minimum 20-foot rear yard unless more is required by LAMC Section 12.21.1.A.10.*
- 3. If an alley separates a residential use from a commercial rear lot line and the alley is at least 20 feet wide, then the 20-foot rear yard setback shall be measured from the midpoint of the abutting alley.*

The Subject Property is located within the C2-1VL-RIO Zone. The proposed Project includes the reutilization of an existing tenant space within “Building A” (Anchor) and maintenance of the existing “Shops Building” and “Building B” in their current configuration. The rear lot line is not adjacent to a street, or alley separating a residential use from the Subject Property. However, the Subject Property is located across the Los Angeles River from lots improved with residential uses. A new development would require the Property to be subject to regulation C.2 and require a Rear Yard of at least 20 feet. The Subject Property was originally developed beginning in 1962 with additions in 1973 and 1985 (Per Building Permits and Certificate of Occupancies). The development of the shopping center predates the adoption of the Ventura Cahuenga Boulevard Corridor Specific Plan (adopted and effective February 16, 1991). Therefore, the Rear Yard requirements are not applicable to the proposed Project, as the existing buildings will remain in their current location and existing Rear Yards will be maintained.

In addition, the Subject Property is within the geographic boundaries of the Los Angeles River Improvement Overlay (RIO) district within the Inner Core. However, pursuant to the RIO’s definition of Project² the proposed Plans do not include a new building or substantial renovations to the existing structures. Therefore, the requirement for a 10-foot landscape buffer along the rear lot line, fencing, gates and pedestrian access are not applicable to the project as proposed.

Section 7.B.1 Lot Coverage

This provision applies to the Neighborhood and General Commercial Plan Designation Areas and restricts buildings and structures to a maximum coverage of 60 percent of the lot area. The Project proposes to reutilize an existing tenant space within “Building A” (Anchor) and maintain the other existing structures ($\pm 3,569$ SF “Shops Building” and $\pm 6,322$ SF “Building B”). In addition, an existing walkway along the building frontage will have a new covered overhang of $\pm 1,942$ SF. Finally, the proposed Project includes a demolition of a 1,064 SF portion of the anchor building. As such, the lot coverage of approximately 32% (37,319 SF building footprint / 113,610 SF lot area) is well within the permitted 60% lot coverage.

Section 7.D. Landscaping Requirements

1. Parking Lots

- a. At least 15 percent of the total area of a surface parking lot shall be landscaped.*
- b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.*
- c. A ten-foot landscaped buffer shall be provided around any surface parking lots adjacent to any street, alley, residentially zoned lot, existing residential use, or other parking lots. This shall qualify as part of the 15 percent landscape requirement. When surface parking lots are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structure shall be required. It shall incorporate walkways between the parking areas. It shall incorporate walkways between the parking areas. When surface parking lots are adjacent to each other and are tied together to allow a common parking area to*

² “The erection, construction, addition to, or exterior structural alteration of any building or structure located within a River Improvement District. A Project does not include construction work that consists solely of (1) interior remodeling, interior rehabilitation work or repair work; or (2) alterations of, including structural repairs, or additions to, any existing building in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building’s replacement cost before the alterations or additions as determined by the Department of Building and Safety (DBS). Construction costs are based on a valuation table available on the DBS website. The table lists the cost of construction per square foot.”

serve multiple businesses or multi-tenant shopping centers, landscaping buffer requirements for the coterminous lot lone shall not be required.

- d. **Exception:** If a Project involves an existing building that has no more than the minimum required number of parking spaces and the Project does not generate additional requirements for parking, only the landscaping and walkways that will not cause a reduction in the existing number of parking spaces are required.*
- e. For portions of parking lots not facing a street, alley, residentially zoned lot, existing residential use, or other parking lot or structure, a minimum buffer zone of 30 inches shall be provided.*

Parking for the proposed Project will be provided within the existing 41,284 SF surface parking lot. Approximately 11,554 SF (28%) of the existing surface parking lot will be landscaped, far exceeding the 15% landscape requirement for surface parking lot. As shown on the Landscape Plans submitted with this application, the existing surface parking lot includes 100 parking spaces, and 41 trees are provided exceeding the requirement for 1 tree for every 4 parking spaces. Further, a portion of the Subject Property’s surface parking lot is adjacent to Ventura Boulevard; and an existing variable 8-foot (3-foot wide portion to accommodate a parking space) to 34-foot landscape buffer is provided along the surface parking lot’s Ventura Boulevard frontage.

2. Yards, Setbacks, and Building Frontages

- a. At least 60 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.*

***Alternative:** Notwithstanding Paragraph (a) above, where sidewalk dining or a water feature is provided, at least 30 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered gravel.*

The proposed Project is the reutilization of an existing tenant space within “Building “A (Anchor) and the maintenance of the other existing structures on site. The development of this shopping center inclusive the existing buildings and surface parking lot, predate the adoption of the Specific Plan. The existing Setback was established prior to this provision; therefore, it does not apply to the reutilization of the Subject Property.

- d. The Applicant shall install an automatic irrigation system to maintain all required landscaping.*

As shown on the enclosed Landscape Plan, the proposed Project will install an automatic irrigation system to maintain all required landscaping on the Subject Property.

Section 7.E. Height Limit – Studio City/Cahuenga Pass

1.a.1 From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:

i. On the north sides of Cahuenga and Ventura Boulevards – 45 feet.

1.f. In addition, in the Community Commercial and Neighborhood and General Commercial Plan Designation Areas, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15 foot increment or portion of that increment, above 25 feet, at least a ten foot setback from the roof perimeter is provided.

The Subject Property is located on the north side of Ventura Boulevard between the intersection of Woodrow Wilson Drive and Cahuenga Boulevard (to the east) and intersection of Carpenter Avenue and Ventura Boulevard (to the west); and is therefore subject to this Section of the Specific Plan. The Project proposes the reutilization of an existing anchor building (currently vacant) for a new grocery market “Sprouts”. The plans as submitted with this application demonstrate proposed exterior façade improvements including a new prominent storefront entrance visible to Ventura Boulevard. The new storefront entrance will increase a portion of the existing parapet height of 22 feet (per Building Permit records) by 8 feet, to a maximum height of 30 feet inclusive of rooftop equipment, stairwells and elevator shafts. In addition, the existing 3,569 SF and 6,322 SF buildings will be updated with exterior façade improvements including a slight 2-foot increase in portions of the parapet, up to a maximum height of 19’6”, to allow for updated signage to be centered above each tenant providing greater visibility. In addition, although not a provision within the Specific Plan, the Subject Property is subject to the Transitional Height Requirements of LAMC Section 12.21.1 A.10 and is in compliance with the prescribed building height stepdown from the building’s maximum height of 30 feet within 100- 199 feet, a maximum height of 33 feet within 50-99 feet, and a maximum height of 25 feet within 0-49 feet, of a lot classified in the RW1 or more restrictive zone. Therefore, the proposed Project is consistent with this provision.

Section 7.F Parking

1.a For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.

1.c For restaurants, take-out food establishments, banquet rooms and related uses, at least one parking space for each 100 square feet of floor area.

1.i Where a commercial Project consists of a combination of uses, parking requirements shall be calculated for each individual use.

The Proposed Project is located within a State Enterprise Zone, which allows for a parking ratio of 2 spaces per 1,000 SF of Floor Area and supersedes the Specific Plan’s requirement (as listed above) for parking of commercial retail and restaurant uses. The Subject Property includes 151 parking spaces (per Building Permit records) within the existing surface parking lot. The proposed Project includes the demolition of ±1,064 SF portion of “Building A”, the reutilization of a ±23,891 SF tenant space within “Building

A", maintenance of the existing $\pm 3,569$ SF "Shops Building" and $\pm 6,322$ SF "Building B", and the addition of a covered loading platform of $\pm 1,595$ SF and covered walkway along the building frontage of $\pm 1,942$ SF, for a net new Floor Area of $\pm 37,319$ SF. Per the State Enterprise Zone parking provisions, a total of 75 parking spaces ($\pm 37,319$ SF / 500 SF) are required for the proposed Project. A total of 100 parking spaces are provided. As mentioned earlier, parking will be provided at grade within the existing surface parking lot.

Section 8: Sign Regulations

The proposed Project includes reutilization of the anchor building, maintenance of the other existing buildings on site and exterior façade and site improvements including the addition of new signage and removal/replacement of existing signage. As such, a unified plan for design and project-wide sign standards is proposed through a Sign Program submitted with this application. As demonstrated in greater detail below, the proposed Project is in compliance with all standards and regulations contained within this Section, as well as with the provisions of LAMC Section 14.4.10, as required by the Specific Plan.

The proposed Sign Program package submitted with this instant application, includes two (2) new anchor tenant Wall Signs; four (4) Information Signs; and refacing of one (1) existing Pole Sign. The Subject Property includes a total of nine (9) existing Wall Signs located on the existing $\pm 3,569$ SF "Shops Building" (3 signs) and the $\pm 6,322$ SF "Building B" (6 signs), which will be removed and replaced per the proposed Sign Program.

Section 8 (Sign Regulations) of the Specific Plan allows a maximum of one wall sign per tenant on a building street frontage. In addition, per the Specific Plan "a maximum of one wall sign is permitted on that portion of a building facing an alley or street other than the primary building frontage or facing a parking lot." "The permitted sign area of any wall sign on the building frontage, alone or in combination with any projecting sign shall not exceed two square feet for each one-foot of lot frontage."

The Subject Property has a street frontage along Ventura Boulevard of ± 506.5 linear feet, which pursuant to the Specific Plan, allows a maximum combined Wall Sign area of $\pm 1,013$ SF ($2 \times \pm 506.5$ FT). In addition, to the Specific Plan provisions, LAMC Section 14.4.10 A.5 limits the combined sign area for all wall signs, monument signs, illuminated architectural canopy signs, pole signs, roof signs and window signs to 4 SF for each 1 FT of street frontage, thereby allowing a total combined sign area of $\pm 2,026$ SF ($4 \times \pm 506.5$ FT).

The Specific Plan allows for a maximum of one wall sign per tenant on a building's street frontage: and one additional Wall Sign on the portion of a building facing a parking lot. The permitted area of the Wall Signs shall not exceed two square feet for each one foot of lot frontage. The proposed Project includes two Wall Signs on the existing anchor building: one (1) on the South Elevation fronting Ventura Boulevard, and one additional on the East Elevation fronting the parking lot. Additionally, the proposed Project includes 9 replacement Wall Signs for the existing $\pm 3,569$ SF "Shops Building" and the $\pm 6,322$ SF "Building B", one for each tenant to replace the existing 9 Wall Signs. The combined Wall

Sign Area of the 11 Wall Signs equals ± 679.5 SF, within the permitted Wall Sign Area of $\pm 1,013$ SF.

The reutilization of the anchor building for a new grocery market chain “Sprouts” requires installation of four (4) Information Signs, as defined by LAMC Section 14.4.2. Information Signs are limited to a message giving directions, instructions, menus, selections or address numerals, and have a maximum of 25 square feet in area. The Specific Plan is silent regarding Information Signs, however, pursuant to Section 8 of the Specific Plan, “All signs shall comply with the provisions of LAMC” and the Specific Plan. Consistent with Sprout’s national design theme, the proposed Information Signs will be located on either side of the Wall Sign indicating Sprout’s selections of “Fresh”, “Local”, “Organic” and “Wellness” offerings. The Information Signs range in size from ± 6.1 SF to ± 10.4 SF in area, well below the maximum of 25 SF/ea in area.

With regards to the Pole Sign, in the Neighborhood and General Commercial designation of the Specific Plan, one Pole Sign is permitted. In addition, per the Specific Plan, “Existing, non-conforming pole signs serving current businesses may be refaced or remodeled provided they are no greater in height, nor greater area than the original pole sign, the sign remains in the same location, and the refacing is compatible with the Specific Plan Procedures Manual and done pursuant to a sign permit.” The existing Pole Sign (per Building Records submitted with this application) of 150 SF in Area and 22 feet in height will remain in its current location and is proposed for a refacing, per the Sign Program included with this application. Finally, the combined Sign Area for Wall Signs and Pole Signs, per the LAMC 14.1.10 A.5 requirements is 2,026 SF; the proposed combined Sign Area is ± 979.5 SF, well below the permitted Sign Area per the LAMC.

Section 9.A.1. Project Permit Compliance Process

The subject request is for a Project Permit Compliance Review. In compliance with this provision of the Specific Plan, the instant application includes submittal of a plot plan, site plan, floor plan, landscape and irrigation drawings, building elevations, and Sign Program.

Section 10: Transportation Mitigation Standards and Procedures

With regards to the Transportation Mitigation Standards and Procedures of the Specific Plan, the Applicant previously submitted an Application for Consideration to the Los Angeles Department of Transportation (“LADOT”), a Vehicle Miles Traveled (VMT) Analysis, and a Trip Generation and Traffic Impact Assessment for a previously approved Project prepared by Linscott, Law and Greenspan, and received a Transportation Assessment Letter dated April 15, 2021. The Applicant was requested by LADOT to prepare and submit a Technical Memorandum for the current proposed project which documents a revised VMT Analysis and revised Trip Generation and Traffic Impact Assessment quantifying the reduction in VMT and Trip Generation resulting from a reduction in the proposed supermarket square footage. For purposes of this proposed

Project a Technical Memorandum, prepared by Armen Hovanessian Transportation Consultants (AHTC, Inc.) has been prepared and submitted to LADOT.

In summary, the current Analysis concluded that the proposed Project is not anticipated to result in significant traffic impacts as a result of VMT, or to any of the intersections or streets within the vicinity of the Subject Property. Please see the Technical Memorandum included as part of this application submittal for additional information.

Section 14: Public Right-of-Way Improvements

Studio City/Cahuenga Pass Streetscape Plan

This section refers to design guidelines specifically created for the Studio City/Cahuenga Pass area of the Specific Plan, known as the Studio City/Cahuenga Pass Streetscape Plan (“Streetscape Plan”). The Subject Property is located within the Streetscape Plan District known as “Media Sub-District.” The Streetscape Plan contains guidelines for the “Streetscape Elements and Improvements in the Public Right of Way” which addresses trees, hardscape elements, lighting, signage, median treatment, and public art. The Streetscape Plan also includes guidelines for the “Streetscape Surface Pattern,” Streetscape Objects, and “Suggested On-site Landscaping Elements.” The Landscape Plans submitted with this application, identifies the existing “Media Sub-District” Chinese Pistacia and Washington Robusta street trees as to remain. Additional proposed streetscape elements such as benches, bicycle racks and trash receptacles will be provided, as required, to meet the streetscape guidelines

- 2. That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Applicant is seeking a Class 1 Categorical Exemption, since the proposed Project meets all of the criteria necessary to qualify as an Existing Facility. Therefore, no further environmental analysis is warranted, and mitigation measures are not required. A Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographic features, involving negligible or no expansion of existing or former use. Examples include: Interior or exterior alterations and additions to existing structures provided that the addition will not result in an increase of more than 10,000 SF .

#